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

April 13 2021
10:30 AM
AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. ACTION ITEMS

A. Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment 1
Financial Management Numbers (FM#)
448816-1: 5310 Capital ARC Marion, Small Urban
448854-1: NE 40th Street at RR Crossing #627890
Staff is seeking review and approval of two additional projects to the TIP.

B. Fiscal Years (FY) 20/21 to 24/25 Transportation Improvement Program (TIP) Amendment 2
Staff is seeking approval of the Transit Safety Performance Measure Targets developed for SunTran's Public Transportation Safety Action Plan (PTASP).

4. PRESENTATIONS

A. Congestion Management Plan
TPO staff and Kimley-Horn will provide an update the Congestion Management Plan (CMP) project and present items for committee review and feedback.

5. DISCUSSION ITEMS

A. List of Priority Projects (LOPP) and Fiscal Years (FY) 21/22 to 25/26 TIP Schedule
TPO staff will provide a schedule for the upcoming 2021 LOPP and Fiscal Years 2021/22 to 2025/26 TIP development. Both activities will be completed by June 2021.

B. National Bike Month
May is National Bike Month. TPO staff will share plans for virtual engagement opportunities.

6. CONSENT AGENDA

A. Meeting Minutes

7. **COMMENTS BY FDOT**

8. **COMMENTS BY TPO STAFF**
   - A. **Revised 2021 Schedule**
   - B. **Florida MPO Newsletter**

9. **COMMENTS BY TAC MEMBERS**

10. **PUBLIC COMMENT (Limited to 2 minutes)**

11. **ADJOURNMENT**

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 438-2630 forty-eight (48) hours in advance so arrangements can be made. Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the TPO with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The next regular meeting of the Technical Advisory Committee will be held on May 11, 2021

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **Amendment of FY 2020/21 to 2024/25 Transportation Improvement Program (TIP)**

Per the request of the Florida Department of Transportation (FDOT), two projects are proposed to be amended to the Fiscal Years (FY) 2020/2021 to 2024/2025 Transportation Improvement Program (TIP). The projects may be found on the following attached pages of the TIP document.

FM# 448816-1: Capital ARC Marion – Small Urban

- New project that will be added to the FY 2020/21 to - 2024/25 TIP
- $6,200 added to FY 2021
- New capital project awarded from Section 5310 grant
- Support for Advocacy Resource Center (ARC) transportation services – preventative maintenance for vehicles (Marion Transit)

FM# 448854-1: NE 40th Railroad Crossing (#627890)

- New project that will be added to the FY 2020/21 to - 2024/25 TIP
- $3,588 added to FY 2021
- This project will include funding to replace incandescent bulbs and lenses with LED bulbs and lenses at the railroad crossing

TPO staff is requesting your review and approval. If you have any questions regarding the proposed TIP amendments, please contact me at 438-2631.

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

FDOT

Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAULT, P.E.
SECRETARY

February 18, 2021

Robert Balmes
TPO Director
Ocala Marion Transportation Planning Organization
2710 E. Silver Springs Blvd
Ocala, FL 34470

Dear Mr. Balmes:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to Ocala Marion Transportation Planning Organization's Adopted Fiscal Years 2020/2021 – 2024/2025 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department's Adopted Work Program. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

MARION COUNTY

FM#448816-1 5310 CAPITAL ARC MARION - SMALL URBAN

Current TIP Status:

Project is not in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Grants and Miscellaneous	DPTO	$620	2021
Grants and Miscellaneous	DU	$4,960	2021
Grants and Miscellaneous	LF	$620	2021
	TOTAL	**$6,200**	

Difference: New Transit Project with Phase 94 (Capital Grant) funds added in Fiscal Year 2020/2021. TIP must be updated to reflect new project and added funding.
Explanation: This new capital project was awarded funding as a result of our Section 5310 grant application cycle. ARC Marion, located in Ocala, FL, provides transportation services to adults with developmental disabilities in Marion County. The preventative maintenance funds will be used on the vehicles that provide transportation services to their clients.

FM#448854-1 NE 40TH ST AT RR CROSSING #627890

Current TIP Status:

Project is not in current TIP for Fiscal Years 2020/2021 – 2024/2025.

Proposed Amendment:

Phase	Amended Funding Type	Amended Amount	Fiscal Year
Railroad and Utilities	RHP	$3,588	2021
	TOTAL	**$3,588**	

Difference: New Railroad and Utilities Project with Phase 57 (Railroad Construction) funds added in Fiscal Year 2020/2021. TIP must be updated to reflect new project and added funding.
Explanation: This project will replace the existing 12" incandescent bulbs and lenses with LED bulbs and lenses at CSX #627890X at Milepost# S-729.74 on NE 40th Street in Ocala; Marion County. No dirt will be disturbed, and all work will be completed in Railroad right of way.

Sincerely,

Anna M. Taylor

Anna Taylor, Government Liaison Administrator
FDOT District Five

cc: Kellie Smith, Planning & Environmental Management Administrator, FDOT
Rakinya Hinson, MPO Liaison, FDOT
Carlos Colon, Transit Liaison, FDOT

Project Description: 5310 Capital ARC Marion - Small Urban

Project Type: Capital Grant

FM Number: 4488161

Lead Agency: Marion Transit

Length: N/A

LRTP # (pg. #): Goal 1, Objectives 1,3,4 (2-8)

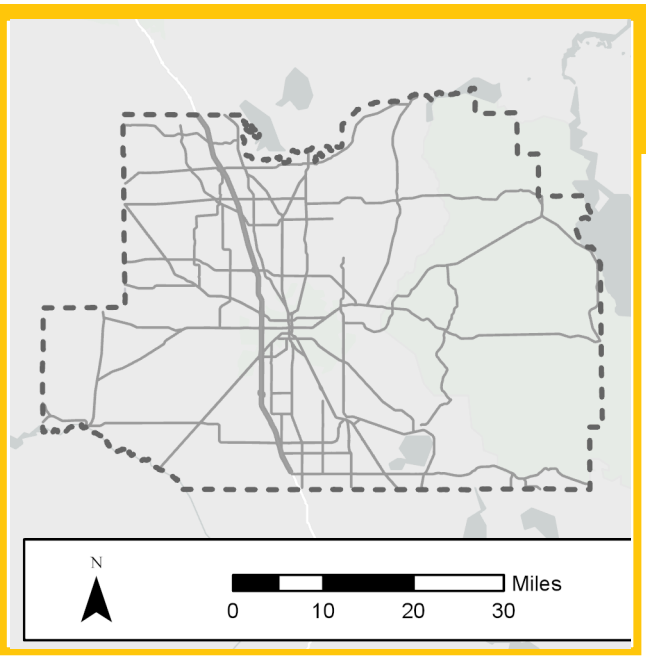
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$6,200

Additional Information:

Preventative maintenance funds for vehicles that provide transportation services to Advocacy Resource Center (ARC) in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DPTO	$620	$0	$0	$0	$0	$620
CAP	DU	$4,960	$0	$0	$0	$0	$4,960
CAP	LF	$620	$0	$0	$0	$0	$620
Total		**$6,200**	**$0**	**$0**	**$0**	**$0**	**$6,200**

Project Description: NE 40th At Railroad Crossing #627890



Project Type: Rail Safety Project

FM Number: 4488541

Lead Agency: FDOT

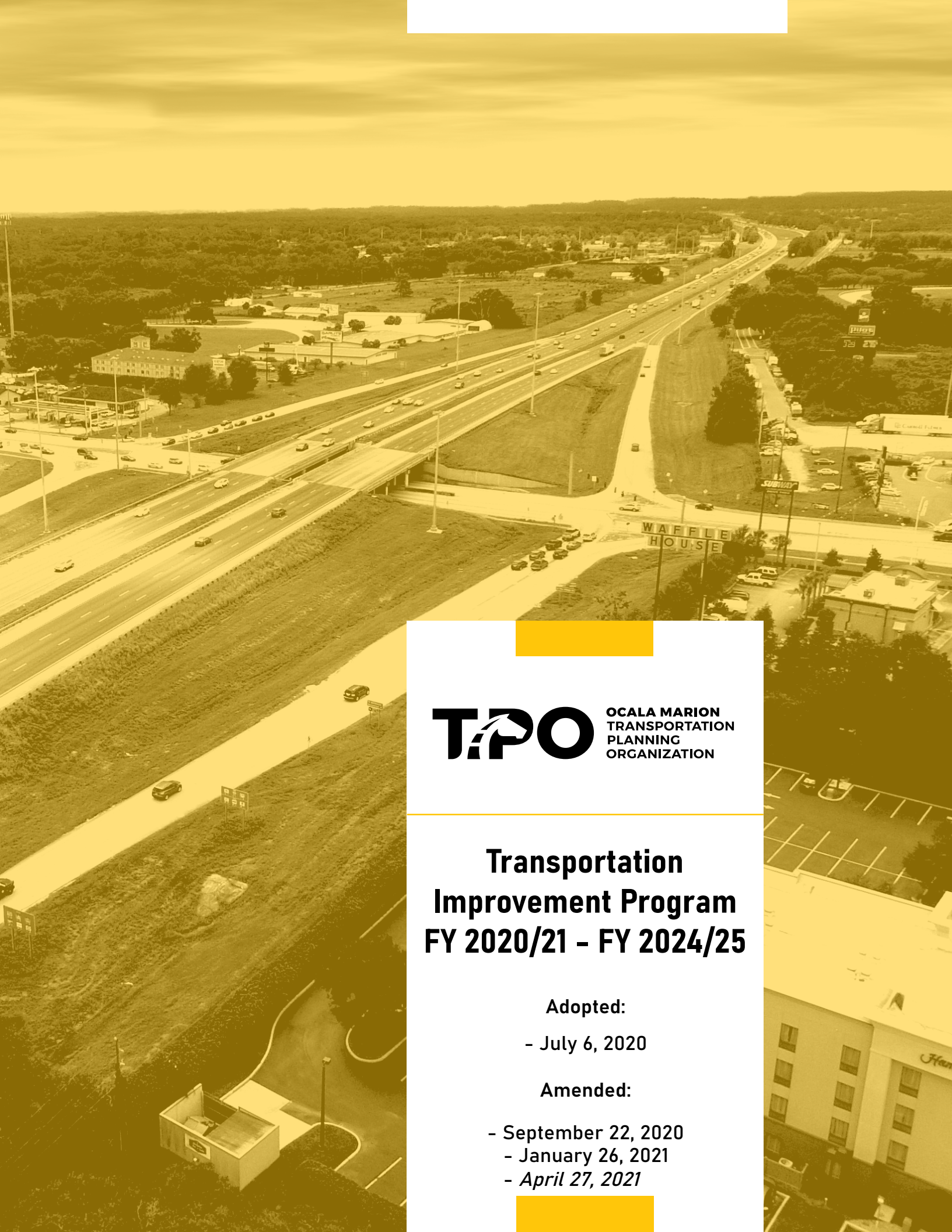
Length: N/A

LRTP # (pg. #): Goal 6: Objectives 2,3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$3,588

Additional Information: Replacement of existing incadescent bulbs and lenses with LED bulbs and lenses at CSX crossing #627890X on NE 40th in Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RHP	RRU	$3,588	$0	$0	$0	$0	**$3,588**
Total		**$3,588**	**$0**	**$0**	**$0**	**$0**	**$3,588**



OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Transportation Improvement Program FY 2020/21 - FY 2024/25

Adopted:

- July 6, 2020

Amended:

- September 22, 2020
- January 26, 2021
- *April 27, 2021*

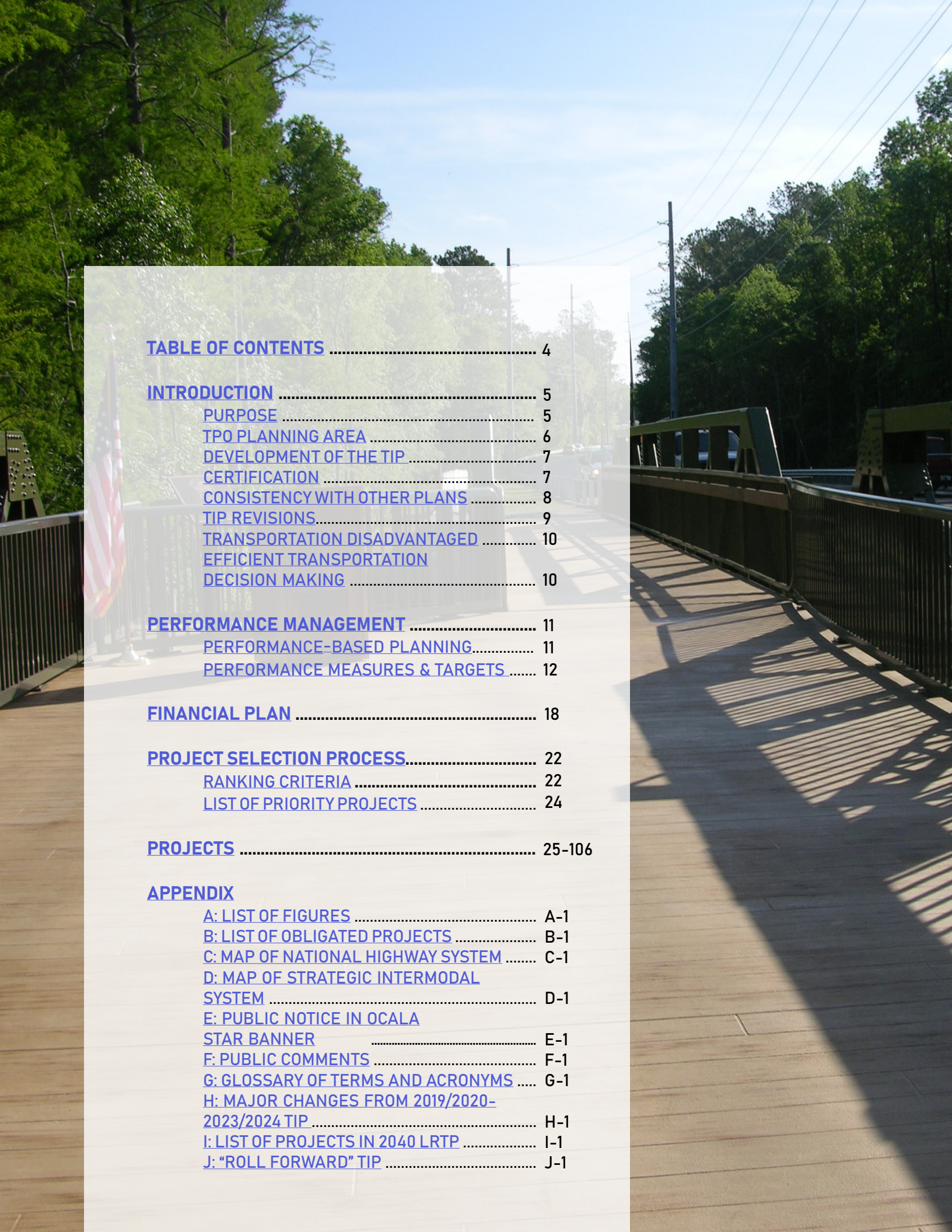
[Resolution Placeholder]

Board Members

Michelle Stone, (Chair) Marion County
Ire Bethea, Sr., (Vice-Chair) City of Ocala
Kathy Bryant, Marion County
Craig Curry, Marion County
Jeff Gold, Marion County
Justin Grabelle, City of Ocala
Kent Guinn, City of Ocala
Valerie Hanchar, City of Dunnellon
Ronald Livsey, City of Belleview
Brent Malever, City of Ocala
Jay Musleh, City of Ocala
Carl Zalak, Marion County

TPO Staff

Rob Balmes, Director
Shakayla Irby, Administrative Specialist III / Social Media Coordinator
Liz Mitchell, Grants Coordinator/Fiscal Planner



INTRODUCTION

PURPOSE

The Ocala Marion Transportation Planning Organization (TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The TIP is a five-year schedule of transportation projects proposed by government agencies and other stakeholders within the TPO's Metropolitan Planning Area (MPA), which includes all of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is updated on an annual basis. The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, and reconstruction; bicycle and pedestrian; transit and aviation. Other projects that are regionally significant, regardless of funding source, are also incorporated into this document.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the 3-C planning process, is carried out by the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The LRTP, which is also developed by the TPO, documents the community's transportation vision and goals 20 years into the future. The TIP outlines the short-term "action steps" necessary for achieving Marion County's long-term transportation vision by indicating specific improvements. In short, the TIP acts as the budget for carrying out the LRTP. The purpose of the TIP

is also to coordinate transportation projects between local, state, and federal agencies, thereby ensuring the efficient use of limited transportation funds.

All transportation projects contained in the TIP are financially feasible, located within the designated metropolitan planning area and funded by 23 United States Code (U.S.C.) and 49 U.S.C. Chapter 53 funds. For a project to be considered financially feasible, the anticipated cost must not exceed the anticipated revenue.

TPO PLANNING AREA

The Ocala Marion TPO is a federally-mandated public agency responsible for the planning and implementation of several modes of transportation, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates the 2010 Census designated Urbanized Areas (UZA) and Urban Cluster areas of Marion County, which are all served by the TPO. This also includes portions of Lady Lake-the Villages and the Homosassa Springs-Beverly Hills-Citrus areas within the Ocala Metropolitan Statistical Area (MSA), Marion Oaks, Rainbow Lakes and Ocala Estates-Lake Bryant.

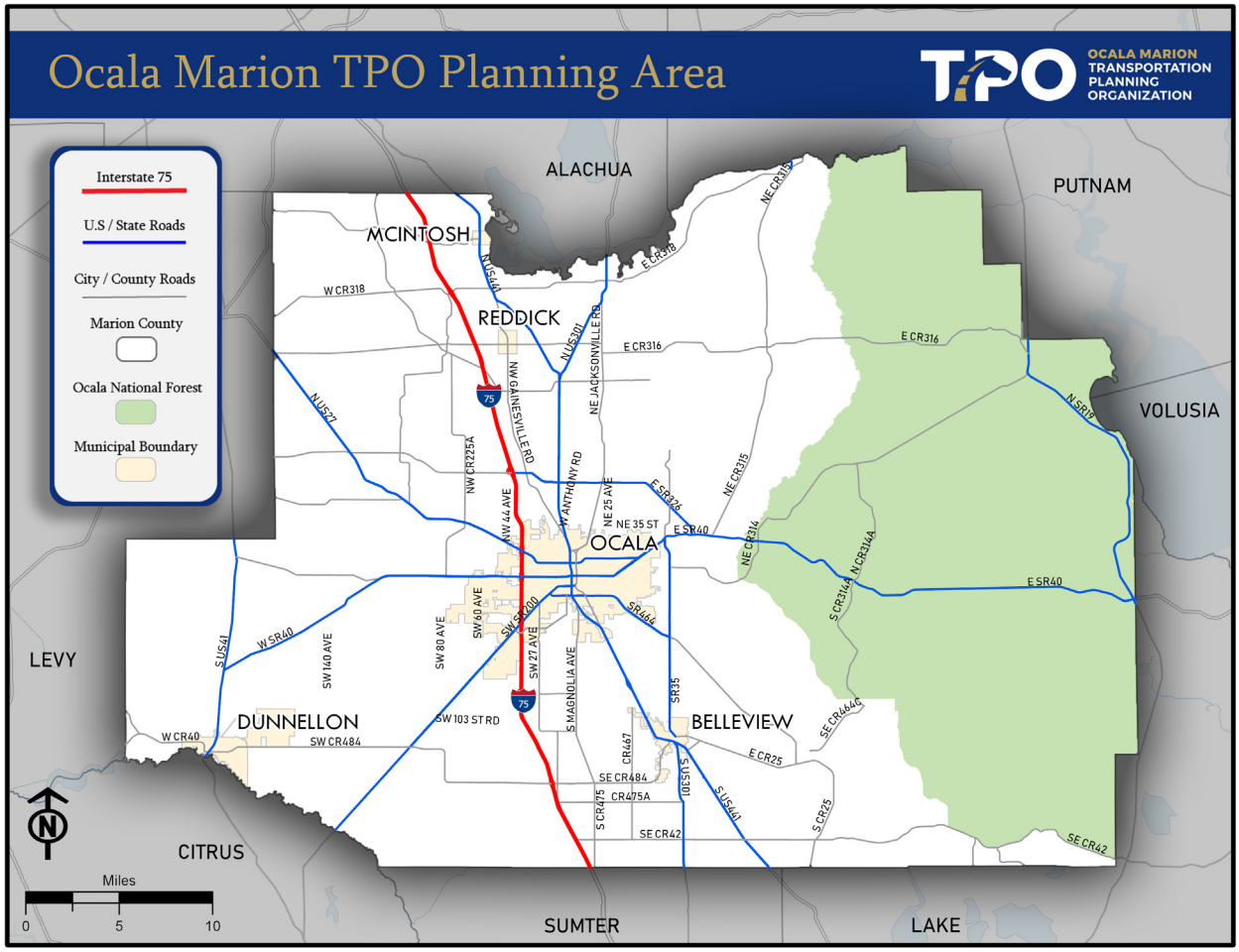


Figure 1: Map of TPO Planning Area

DEVELOPMENT OF THE TIP

Public and local government involvement for the development of the TIP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) and the TPO Board. The TPO also strives to engage both citizens and stakeholders to assist in the development of the TIP. The TPO seeks public input for thirty (30) days once the TIP DRAFT is publicly noticed, in accordance with 23 Code of Federal Regulation (C.F.R.) 450.316 and 23 C.F.R. 450.326(b). A Glossary of Terms and Acronyms used in the TIP and other TPO documents can be found in Appendix G.

TPO Boards and Committees

The TPO submits its draft TIP for review and feedback to the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC). These boards/committees are composed of members who represent a variety of government organizations and stakeholders, which include the Cities of Belleview, Dunnellon, and Ocala; the Marion County School Board; the Marion County Engineering, Planning, and Tourism Departments; SunTran; the Florida Greenways and Trails Association; and citizens of Marion County, including persons who are considered transportation disadvantaged.

The TPO also submits its draft TIP to the TPO Board for review and to receive additional feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in May or June of each year. TPO staff presented the draft TIP to the TAC and CAC on May 12th and June 9th, the TPO Board on May 26th and June 23rd, the Dunnellon City Council on June 8th and the Belleview City Commission on June 16th.

Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Involvement Plan (PIP). The public was provided the opportunity to comment on the draft TIP at the aforementioned TAC, CAC, TPO Board, Dunnellon City Council and Belleview City Commission meetings. The TAC and CAC meetings were held virtually and therefore were accessible to those with internet access. The TPO Board, Dunnellon and Belleview meetings were held in-person, with the added capability to participate virtually. The TPO sought input from the public and other stakeholders by posting on its website, social media pages (Facebook, Twitter, LinkedIn) and sending e-blast notifications. Beginning on May 19th, a legal notice of the draft version of the TIP was placed in the Ocala Star Banner for 30 days. The public comment period for the TIP began on May 19th and concluded on June 23rd. A copy of the notice can be found in Appendix E and a list of public comments, including the TPO's response to each comment, can be found in Appendix F. On May 19th, the TPO sent the Draft TIP for review and comment to the following agencies: Federal Transit Administration, Federal Highway Administration, U.S. Forest Service, Florida Department of Transportation, Department of Economic Opportunity, Florida Commission for the Transportation Disadvantaged and the St. Johns River Water Management District.

CERTIFICATION

The most recent certification review of the Ocala Marion TPO was conducted by FDOT in February 2020. FDOT certified the transportation planning process for Fiscal Year 2020/2021. The next certification review will occur in February 2021.

CONSISTENCY WITH OTHER PLANS

The projects and project phases listed in the 2020/21-2024/25 TIP are consistent, to the maximum extent possible, with public transit development plans, aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2040 Long Range Transportation Plan (LRTP), Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), Congestion Management Plan (CMP) and the Transportation Development Plan (TDP).

2040 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2040 Long Range Transportation Plan is the current LRTP for Marion County and development of the 2045 LRTP is currently in progress. The 2045 is scheduled for adoption in November 2020. A list of TIP projects referenced in the 2040 LRTP can be found in Appendix I.

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies.

Strategic Intermodal System (SIS) Policy Plan

The Strategic Intermodal System (SIS) Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, a network of transportation facilities that serves as the state's highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state's economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in Appendix D.

Freight Mobility and Trade Plan (FMTP)

FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.

Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed

information, such as the department's assets, asset management strategies, and long-term expenditure forecasts, in order to help inform decision-making at both the State and Local levels.

Congestion Management Plan (CMP)

Maintenance of a Congestion Management Process (CMP) is required for all TPOs under Florida Statute 339.175 (6)(c)1. Guidance from the Final Rule on the CMP states the intent of the process is to, "address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.

The Ocala Marion TPO has developed the CMP to improve traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements. Recommendations in the CMP often support improved travel conditions through the implementation of low cost improvements or strategies that can be implemented in a relatively short time frame (5-10 years) compared to traditional capacity improvements, such as adding travel lanes, which can be more time-consuming and expensive.

The TPO anticipates beginning the update of the CMP in 2020 and expects to complete the update in 2021. This plan serves two purposes; to meet state statute and to meet federal requirements for when the TPO becomes a Transportation Management Area (TMA). A TPO is considered a TMA when their urbanized area population exceeds 200,000. This is expected when the results of the 2020 census are finalized. Therefore, completing an update to the CMP will keep the TPO in compliance with both state statute and federal statutes.

Transit Development Plan (TDP)

The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO planning area for a 10-year span. Updated every five years to ensure transit services offered meet the mobility needs of the local communities, the TDP provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

TIP REVISIONS

When the TIP and the FDOT Work Program became adopted in July 2020, there were cases in which some projects were not yet authorized. These projects, in addition to funding changes within other projects, "roll forward" automatically into the Work Program. These changes have been listed in Appendix J.

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added, or deleted. There are three types of revisions to the TIP; a major amendment, a minor amendment, and an administrative modification. Major amendments require adoption by the TPO Board and public comment, while a minor amendment and administrative modification do not. [23 C.F.R. 450.104].

Administrative Modifications

An administrative modification include minor changes to project/project phase costs, funding sources of previously included projects, and project/project phase initiation dates. is needed if there are changes in project timing within the five years of the program, changes in non-discretionary funding sources, and changes that cost less than $200,000. An administrative modification does not require public comment.

Minor Amendments

A minor amendment is required to the TIP if a project is added or deleted that is either less than $3 million in construction costs or a non-capacity expansion project. Changes to a project that cost up to $3 million also require a minor amendment. Minor amendments do not require a formal public comment period.

Major Amendments

Major amendments to the TIP are required if a project that is over $3 million in construction costs is added or deleted, if a capacity expansion project is added or deleted, or there is a significant change in cost ($3 million or more).

TRANSPORTATION DISADVANTAGED

The Transportation Disadvantage (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

In Marion County, TD transportation services are provided by Marion Transit. As a result of the overlap between the TD service area and the TPO service area, TD projects and funding are included in the TIP. The TIP was developed in conjunction with Marion Transit, which also serves as the Community Transportation Coordinator (CTC) for Marion County.

EFFICIENT TRANSPORTATION DECISION MAKING

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in this TIP through the ETDM process.

Grant	Grant Dates	Local	State	Federal	Total
5311 (Operating)	10/1/2020-9/30/2021	$670,000		$670,000	$1,340,000
5310 (Capital)	10/1/2020-9/30/2021	$42,114	$42,114	$336,911	$421,139
TD Trip & Equipment Grant	07/01/2020-06/30/2021	$94,899	$854,091		$948,990
Board of County Commissioners Transit and Match Funding	10/01/2020-09/30/2021				$879,121
Grand Total		**$807,013**	**$896,205**	**$1,006,911**	**$3,589,339**

Figure 2: Transportation Disadvantaged Funding

PERFORMANCE MANAGEMENT

PERFORMANCE-BASED PLANNING

In order to develop a standardized process for monitoring the effectiveness of transportation investments across the country, the Federal government passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was enacted in 2012 by Congress to establish a framework to link performance management and decision-making for federally-funded transportation investments. MAP-21, which was supplemented by the Fixing America's Surface Transportation (FAST) Act in 2015, required the State Department of Transportations (DOTs) and TPOs/MPOs to conduct performance-based planning. The objective of performance-based planning is to invest resources in projects that help achieve the following seven national goals (23 CFR 490 or [23 USC 150(b)]:

#1- Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

#2- Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

#3- Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

#4- System Reliability

To improve the efficiency of the surface transportation system

#5- Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

#6- Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

#7- Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance-based planning utilizes performance measures and performance targets to ensure the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

PERFORMANCE MEASURES & TARGETS

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures, and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt the State's performance targets, or develop their own targets.

Safety

Bridge and Pavement Condition

System Performance

Transit Asset Management

In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rules, effective April 14, 2016. The Safety PM Final Rules established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Finals Rules established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether State DOTs have met, or are making significant progress toward meeting, their safety targets. The legislation works to improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. The HSIP annual report documents the statewide performance targets.

The State of Florida is committed to Vision Zero, a traffic safety policy aimed at achieving zero traffic fatalities or serious injuries. As such, FDOT has set a statewide target of "0" for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Strategic Highway Safety Plan (SHSP), and the Florida Transportation Plan (FTP). FDOT set its safety performance targets on August 31, 2017. On February 27, 2018, the Ocala Marion TPO adopted its own safety performance targets. By adopting its own safety performance targets, the TPO is required to update the targets annually. The TPO most recently updated its safety targets on February 25, 2020. Figure 3 shows the safety performance targets set by FDOT and the TPO for each of the five performance measures.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which is published in its Traffic Counts & Trends Manual. Additionally, the TPO is involved in the Marion County Community Traffic Safety Team (CTST); Safety Through Engineering; Education and Responsibility (STEER); the Youth Bike Rodeo; CarFit; Walk Your Kids to School Day; and the Safe Routes to School program.

Safety Performance Measures	FDOT Target (2020)	TPO Target (2020)	Marion County Results (2019)
Number of Fatalities	0	88	86
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.86	1.48
Number of Serious Injuries	0	433	392
Rate of Serious Injuries per 100 Million VMT	0	9.19	8.44
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	55	54

Figure 3: Performance Measure Targets and Results - Safety

In January 2017, the FHWA published the Bridge and Pavement Condition Performance Measures Final Rule. The second FHWA performance measure rule established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County can be found in Appendix C.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics : International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

The two-year and four-year targets represent bridge and pavement conditions at the end of calendar years 2022 and 2024.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	56%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	40.2%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	78.5%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

Figure 4: Performance Measure Targets and Results - Bridge and Pavement Condition

In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule. The third and final Performance Measures Rule, established six measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate System. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR is generated by dividing the longer truck travel time by a normal travel time for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The Ocala Marion TPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

System Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	96%
Truck Travel Time Reliability (TTTR)	1.75	2	1.31

Figure 5: Performance Measure Targets and Results - System Performance

On July 26, 2016, the FTA published the final Transit Asset Management rule, which requires that public transportation providers develop and implement transit asset management (TAM) plans, establish "state of good repair" standards and establish performance measures for four asset categories; rolling stock, equipment, transit infrastructure and facilities.

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved from the oversight of the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets below, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets.

The chart shows the percentage of SunTran's assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as "... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA." The performance targets assume the assets are replaced as they reach their ULB.

Asset Class	2019 Performance	2020 Target	2021 Target	2022 Target	2023 Target
Rolling Stock					
Buses	69%	0%	0%	0%	0%
Cutaways	0%	0%	0%	0%	100%
Equipment					
Non-Revenue Vehicles	80%	0%	0%	0%	20%
Facilities					
Maintenance Facility	0%	0%	0%	0%	0%

Figure 6: Performance Measure Targets and Results - Transit Asset Management

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety performance targets. MPO/TPO's then have 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. Figure 7 displays the adopted SunTran PTASP targets.

[Recommendation: TPO Board adoption of the SunTran PTASP safety targets on April 27, 2020]

SunTran Safety Performance Targets 2020 Performance Targets based on collected data from previous three years							
Mode of Transit Service	Fatalities Total	Fatalities (per 100k vehicle revenue miles VRM)	Injuries Total	Injuries (per 100k vehicle revenue miles VRM)	Safety Events Total	Safety Events (per 100k vehicle revenue miles VRM)	Safety Reliability (VRM/ failures)
Fixed Route Bus	0	0	1	0.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Figure 7: SunTran PTASP Safety Targets

FINANCIAL PLAN

The financial plan is determined during the development of the LRTP, as part of its Cost Feasible Plan. Once all projects have been determined as "needs", the LRTP steering committee prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The cost feasible plan in the LRTP then becomes a prioritized project list. This list, known as the List of Priority Projects (LOPP), is then sent to FDOT annually, to be included in the next work program for funding. FDOT will decide which projects from the prioritized list or List of Prioritized Projects (LOPP) that can be reasonably funded with its cost/funding projections. The LOPP can be found in Figure 10 on page 23.

The 2020/21-2024/25 TIP is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran, and Marion Transit. A summary of funds by funding source is included in Figure 8 ([23 CFR. 450.326(a) and Subsection 339.175(8), F. S.]).

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and all regional transportation projects requiring federal action. Projects in the TIP are derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan supporting the FDOT Work Program [339.135(4)(b)(5) F. S.]. Additionally, only projects that are reasonably expected to be funded may be included in the TIP.

Figure 8 provides a summary of the funding categories, associated acronyms, and whether the funding source is federal, state, or local.

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Prog	Federal
ACID	Advanced Construction Safety	Federal
ACNP	Advanced Construction NHPP	Federal
ACSA	Advanced Construction (SA)	Federal
ACSL	Advanced Construction (SL)	Federal
ACSN	Advanced Construction (SN)	Federal
ACSS	Advanced Construction (SS)	Federal
ACTA	Advanced Construction (TA)	Federal
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FTA	Federal Transit Administration	Federal
LF	Local Funds	Local
NHRE	National Highway Performance Program	Federal
PL	Metropolitan Planning	Federal
RHP	Rail Highway Crossing, Protective Devices	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

Figure 8: List of Funding Categories and Associated Funding Sources

Figure 9 provides a summary of the distribution of funds by funding category and by Fiscal Year.

Funding Category	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ACFP	$0	$9,125,700	$0	$49,995	$0	**$9,175,695**
ACID	$565,000	$0	$0	$0	$0	**$565,000**
ACNP	$0	$32,312,804	$0	$0	$0	**$32,312,804**
ACSA	$2,672,962	$0	$0	$0	$0	**$2,672,962**
ACSL	$19,747	$0	$0	$0	$0	**$19,747**
ACSN	$1,030,761	$0	$0	$0	$0	**$1,030,761**
ACSS	$1,353,218	$407,200	$4,102,536	$786,286	$0	**$6,649,240**
CIGP	$0	$0	$0	$0	$8,522,752	**$8,522,752**
D	$7,119,759	$4,747,870	$4,760,342	$4,723,193	$4,736,430	**$26,087,594**
DDR	$7,173,399	$2,492,098	$3,415,615	$33,919,182	$15,415,217	**$62,415,511**
DIH	$236,430	$96,043	$116,860	$61,105	$125,840	**$636,278**
DPTO	$846,440	$733,150	$769,342	$807,344	$832,375	**$3,988,651**
DRA	$0	$0	$25,348,332	$0	$0	**$25,348,332**
DS	$5,562,364	$0	$0	$0	$857,999	**$6,420,363**
DU	$1,013,039	$1,041,831	$1,090,203	$1,140,993	$1,346,686	**$5,632,752**
DWS	$0	$2,170,339	$0	$0	$0	**$2,170,339**
FAA	$0	$1,800,000	$5,850,000	$0	$0	**$7,650,000**
FTA	$2,325,554	$2,395,321	$2,467,181	$2,541,196	$2,617,431	**$12,346,683**
LF	$2,490,002	$13,375,811	$2,631,951	$3,059,247	$11,276,568	**$32,833,579**
NHRE	$0	$0	$5,522,605	$0	$0	**$5,522,605**
PL	$687,026	$494,973	$494,973	$494,973	$494,973	**$2,666,918**
RHP	$36,665	$0	$0	$0	$0	**$36,665**
SA	$12,696,779	$0	$20,695,207	$0	$0	**$33,391,986**
SL	$3,523,356	$4,069,077	$5,344,067	$9,169,646	$9,485,714	**$31,591,860**
SN	$1,077,160	$3,105,650	$236,113	$2,794,946	$0	**$7,213,869**
TALL	$0	$772,678	$0	$24,932	$253,001	**$1,050,611**
TALN	$0	$252,377	$0	$252,270	$0	**$504,647**
TALT	$826,584	$1,923,087	$0	$2,224,590	$0	**$4,974,261**
TRIP	$0	$0	$0	$0	$4,696,516	**$4,696,516**
TRWR	$0	$0	$0	$0	$3,407,729	**$3,407,729**
Total	**$51,256,245**	**$81,316,009**	**$82,845,327**	**$62,049,898**	**$64,069,231**	**$341,536,710**

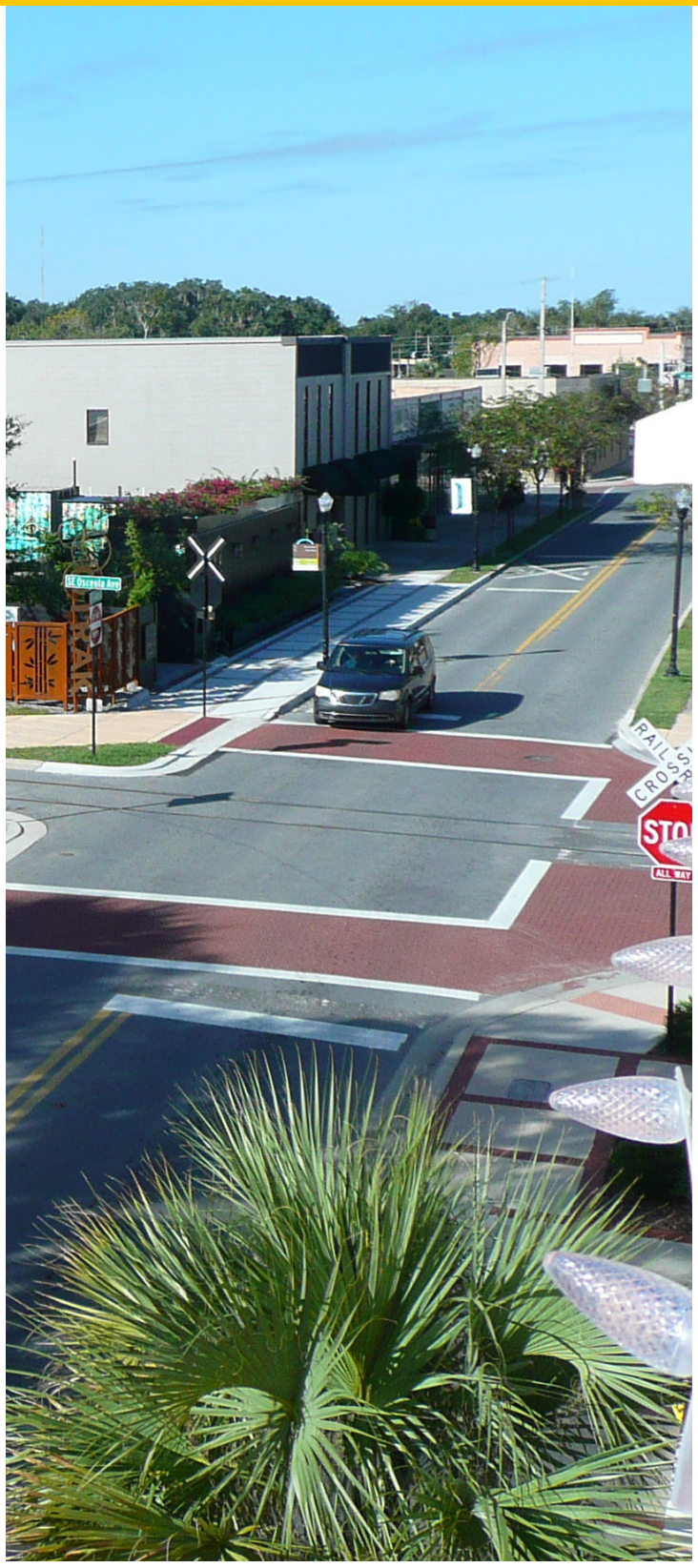
Figure 9: 5-Year Summary of Projects by Funding Category

Figure 10 provides a summary of the total funding over a five-year period by federal, state and local resources.

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Federal	$27,827,851	$57,700,698	$45,802,885	$19,479,827	$14,197,805	**$165,009,066**
State	$20,938,392	$10,239,500	$34,410,491	$39,510,824	$38,594,858	**$143,694,065**
Local	$2,490,002	$13,375,811	$2,631,951	$3,059,247	$11,276,568	**$32,833,579**
Total	**$51,256,245**	**$81,316,009**	**$82,845,327**	**$62,049,898**	**$64,069,231**	**$341,536,710**

Figure 10: 5-Year Summary of Projects by Funding Source

PROJECT SELECTION PROCESS



The TPO has recently changed its project selection and priority process. The process includes prioritizing projects that are closest to receiving construction funding, help achieve performance measures, are multimodal, have available funding and/or include local funding sources and partnerships.

The TPO's project selection process is consistent with 23 C.F.R 450.332(b), the TPO's 2040 LRTP, and with the aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO service area, to the maximum extent feasible [s.339.175(8)(c)(7), F.S.]. A list of obligated projects, found in Appendix B, is a continuation of projects in the current TIP, and in some cases started in previous TIPs [23 CFR 450.334].

RANKING CRITERIA

The ranking criteria was narrowed down based on the adopted 2040 Long-Range Transportation Plan's (LRTP) Goals and Objectives. The goals from the 2040 LRTP that were used in this prioritization and selection process were Multimodal Choices (Goal #1), Economic Development and Growth (Goal #2), Safety and Security (Goal #3), Cooperation (Goal #4), and System Preservation (Goal #6). The ranking criteria is grouped into the following six categories:

1. Multimodal:

The ranking criteria looks at whether a project incorporates different modes of transportation into the project or is multimodal. Therefore, if a project incorporates bike lanes, sidewalks, transit options, or offers a new alternative, such as a trail, it receives one point for being multimodal.

2. Performance Measure:

Based on the latest federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, which requires MPO/TPOs to measure the performance of projects. This is done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gives weight to any project that meets one of the performance measures, and an additional point if the project meets two. Please note: most projects could only obtain one point for a performance measure, as most performance measures require a project to either be on or demonstrate how it improves the performance of a corridor on the National Highway System (NHS). Therefore, most projects that obtained two points in this category were a part of the NHS.

3. Project Development:

This ranking criteria looks at where the projects are in their development. For example, if a project is in the Project Development & Environmental (PD&E) stage it gets one point, and it receives an additional point for each stage the project is in up until construction, which would be four points. Please note: projects can only qualify for one of the phases, with one to four points possible.

4. Funding Availability:

Due to limited funding, if a project has a lower cost associated with it, and/or a lower cost still needed for completion, the project can receive one additional point.

5. Local Revenue/Funding Source:

An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project has local revenue being added to the project it receives an additional point.

6. Local Partnership:

The ranking criteria considers whether a project has a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT manages or helps manage for another jurisdiction. In this case, the project would receive an additional point.

The Top 20 List of Priority Projects (LOPP) is shown in Figure 11 below. The following projects are identified in both the LOPP and TIP (referenced in the "Additional Information" section of the respective project page). Projects displayed show New Rank - FM Number (Page in TIP)

#1 - 435209-1 (p. 34)
#3 - 433651-1 (p.50)
#6/18 - 435484-1/2 (p. 63)
#8 - 433660-1 (p.42)
#11 - 433661-1 (p.43)
#12 - 433652-1 (p.52)
#14 - 436755-1 (p.67)
#15 - 238648-1 (p.40)
#16 - 410674-2 (p.49)

FY 2026 List of Priority Projects (LOPP)

New Rank	Previous Rank	FM Number	Project Name	From	To	Description	Phase
1	1	435209-1	NW 49th Street Interchange		-	- New Interchange	ROW
2	2	-	SW 49th Avenue Phase 1	SW 66th St	SW 42nd St	Capacity project	CST
3	8	433651-1, 2, &3	CR 484/I-75 Interchange Operational Improvements	SW 20th Ave	CR 475A	Operations and Capacity Improvements	CST
4	16	-	SW 49th Avenue	CR 484	Marion Oaks Trail	Capacity project	CST
5	17	-	Emerald Road Extension	SE 92nd Loop	Emerald Road	New 2 Lane Road	CST
6	12	435484-1	Pruitt Trail	SR 200	Trailhead	Heart of Florida	CST
7	4	-	SW 44th Avenue	SR 200	SW 20th Street	New 4 Lane Capacity Project	CST
8	5	433660-1	US 441 Intersection Op Improvement II	SR 464	SR 464	Add dedicated turn lanes and pedestrian improvements	CST
9	7	431935-1	SR 40 Downtown Operational Improvement	US 441	NE 8th Ave	Pedestrian and Traffic Operation Improvements	ROW
10	11	238651-1	SR 200	CR 484	Citrus County Line	Adding 2 Lanes	CST
11	9	433661-1	SR 40/US 441 Intersection Operational Improvement	NW 2nd St	SW Broadway St	Add Dedicated Turn Lanes, Pedestrian Improvements, & Enhanced Illumination	CST
12	10	433652-1	SR 40/I-75 Interchange Operational Imprvements	SW 40th Ave	SW 27th Ave	Operations Improvement at I-75 Interchange & SW 27th Ave Intersection	CST
13	14	-	Countywide ITS Operations & Maintenance		-	- Operation & Maintenance	CST
14	21	436755-1	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	Local Trail Project	ROW
15	18	238648-1	US 41	SW 111th Pl Ln	SR 40	Add 2 Lanes	CST
16	19	410674-2	SR 40 East (End of 4 Lanes to E. of 314)	End of 4 Lanes	East of 314	Add 2 Lanes, and 2 Bridge Structures	CST
17	13	-	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	Heart of Florida	DES
18	12	435484-2	Pruitt Trail	Trailhead	Bridges Road	Heart of Florida	DES
19	15		SW 49th Avenue	CR 484	Marion Oaks Manor	Add 2 Lanes	DES
20	6	-	CR 484 - Pennsylvania Ave Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	Pedestrian Bridge over Rainbow Springs and Multi-Modal Improvements along CR 484	DES

Figure 11: List of Top 20 Priority Projects

PROJECTS

This section of the TIP consists of a map of projects throughout Marion County and five smaller scale maps, two lists that indicate projects and their associated page number, a list of project phase acronyms and 63 individual project pages. Only projects tied to a location are shown in the Marion County map and Maps A-E.

A summary of changes to regionally significant transportation projects from the previous Fiscal Years 2019/20 to 2023/24 TIP is available in Appendix H.

Project Table of Contents:

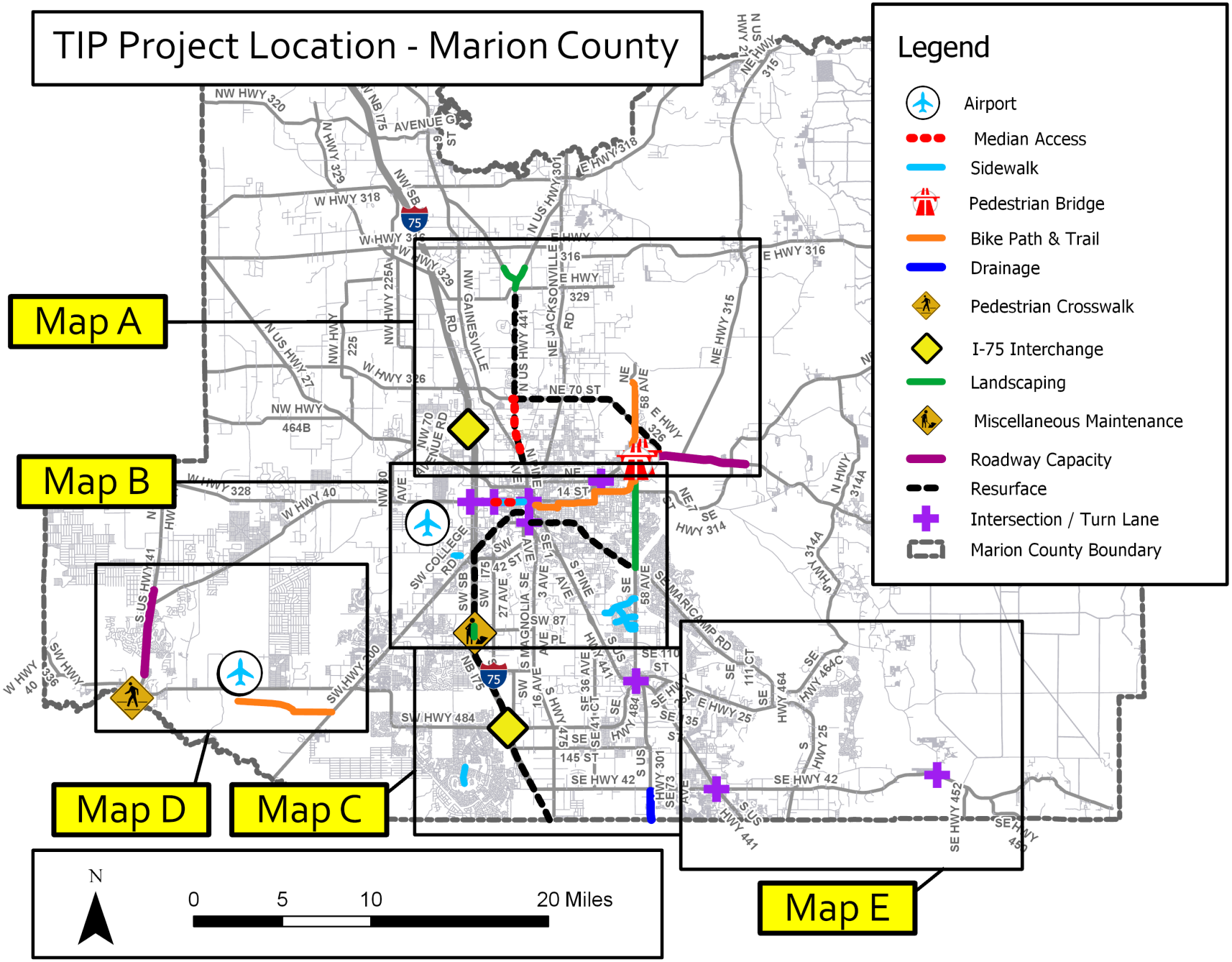


Figure 12: TIP Project Location Map - Marion County

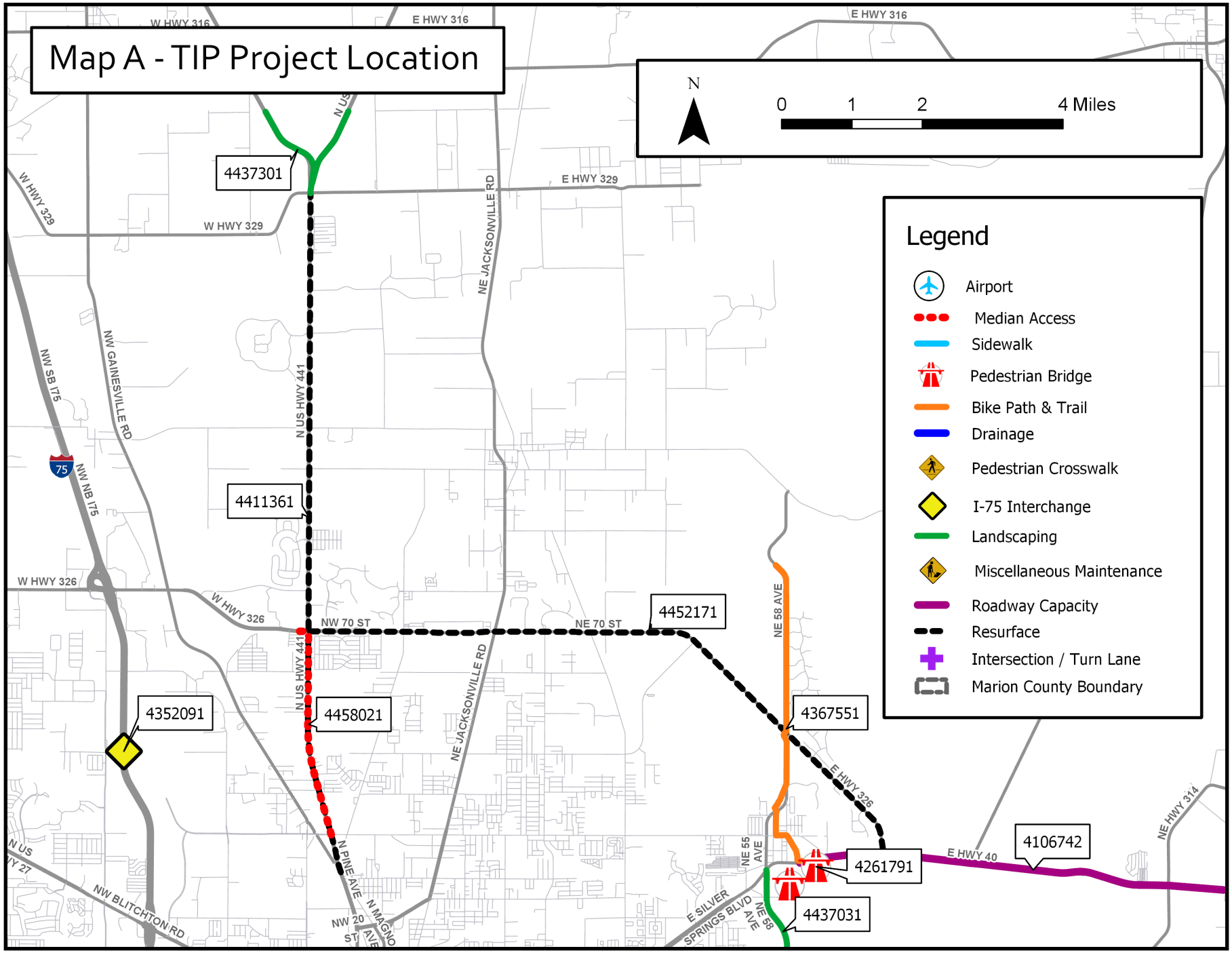


Figure 13: TIP Project Location - Map A

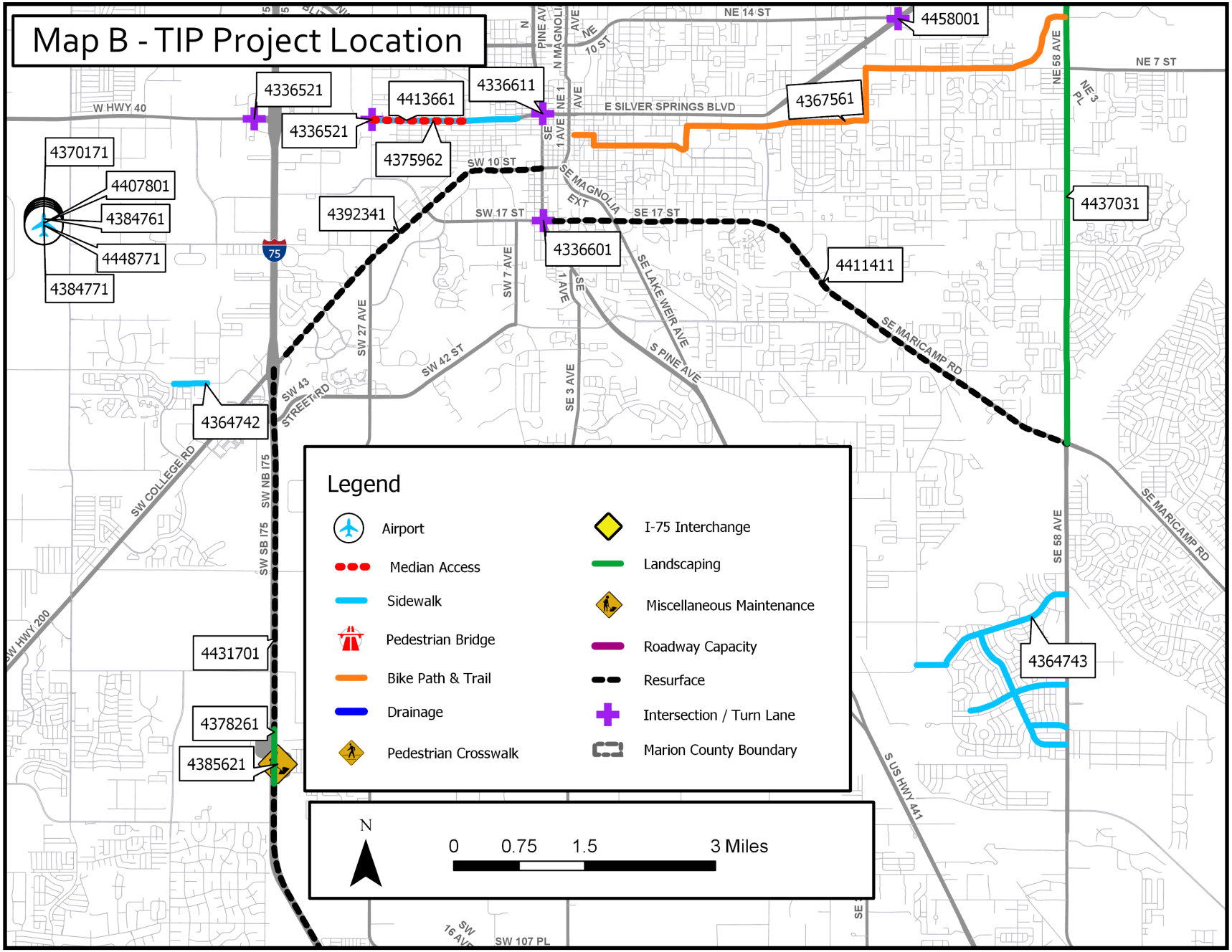


Figure 14: TIP Project Location - Map B

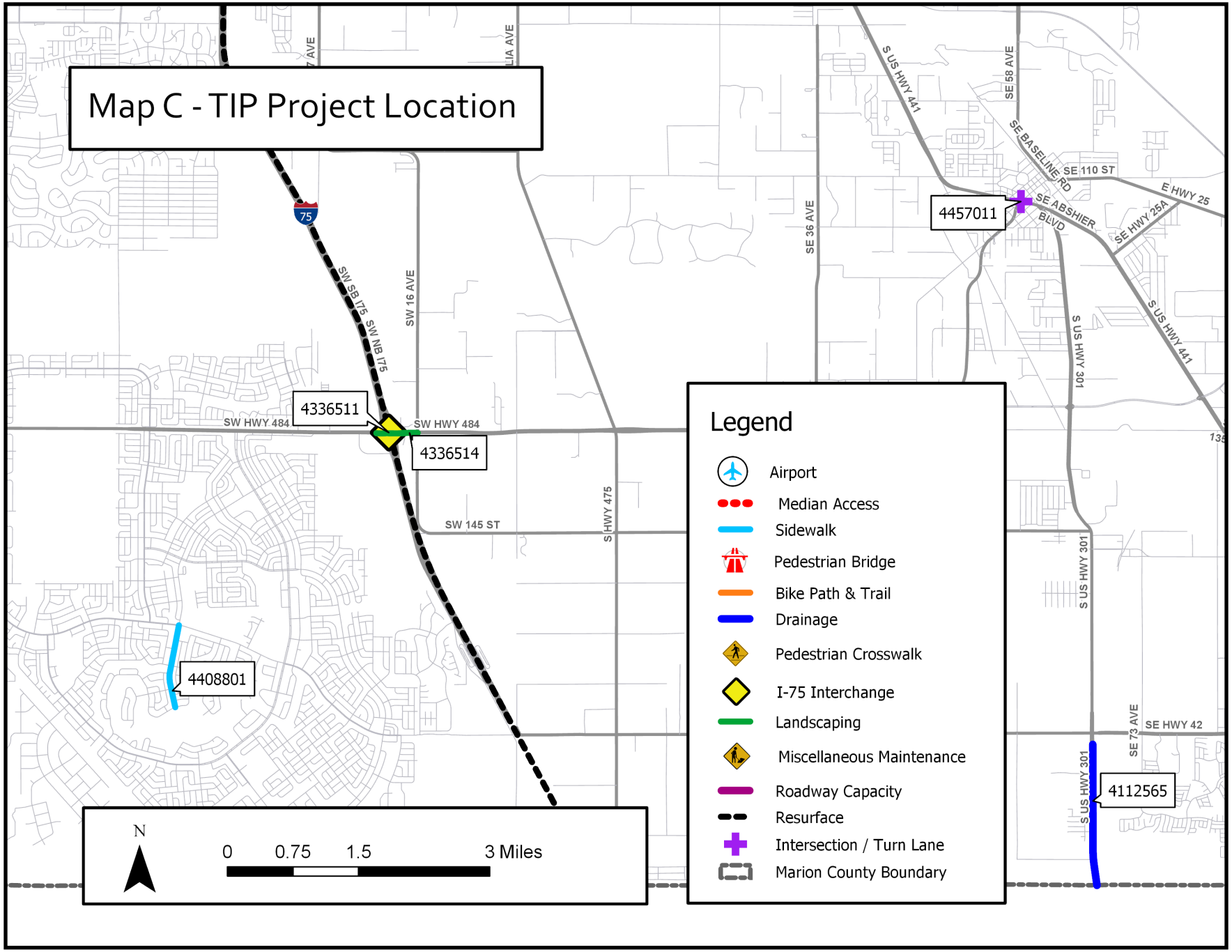


Figure 15: TIP Project Location - Map C

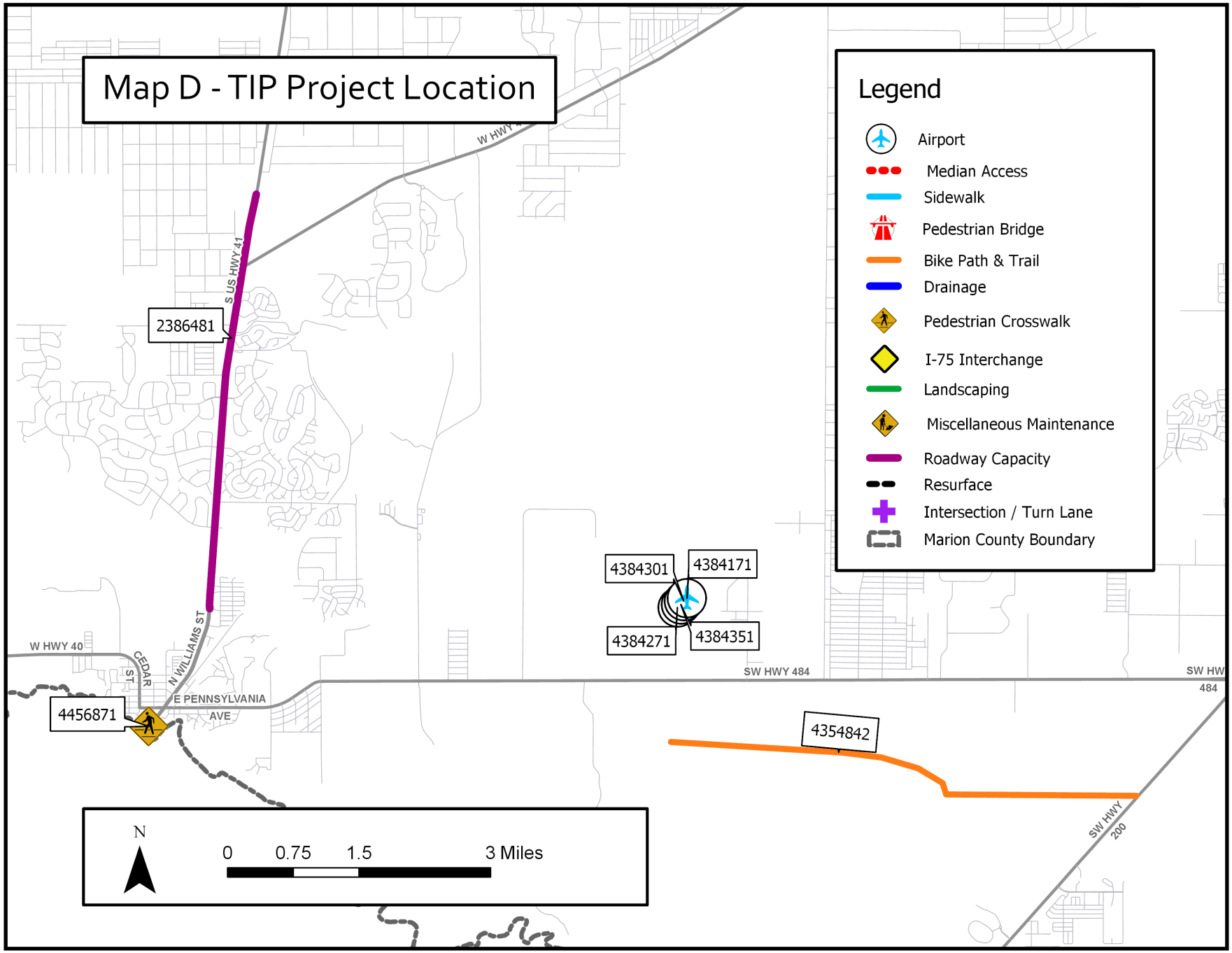


Figure 16: TIP Project Location - Map D

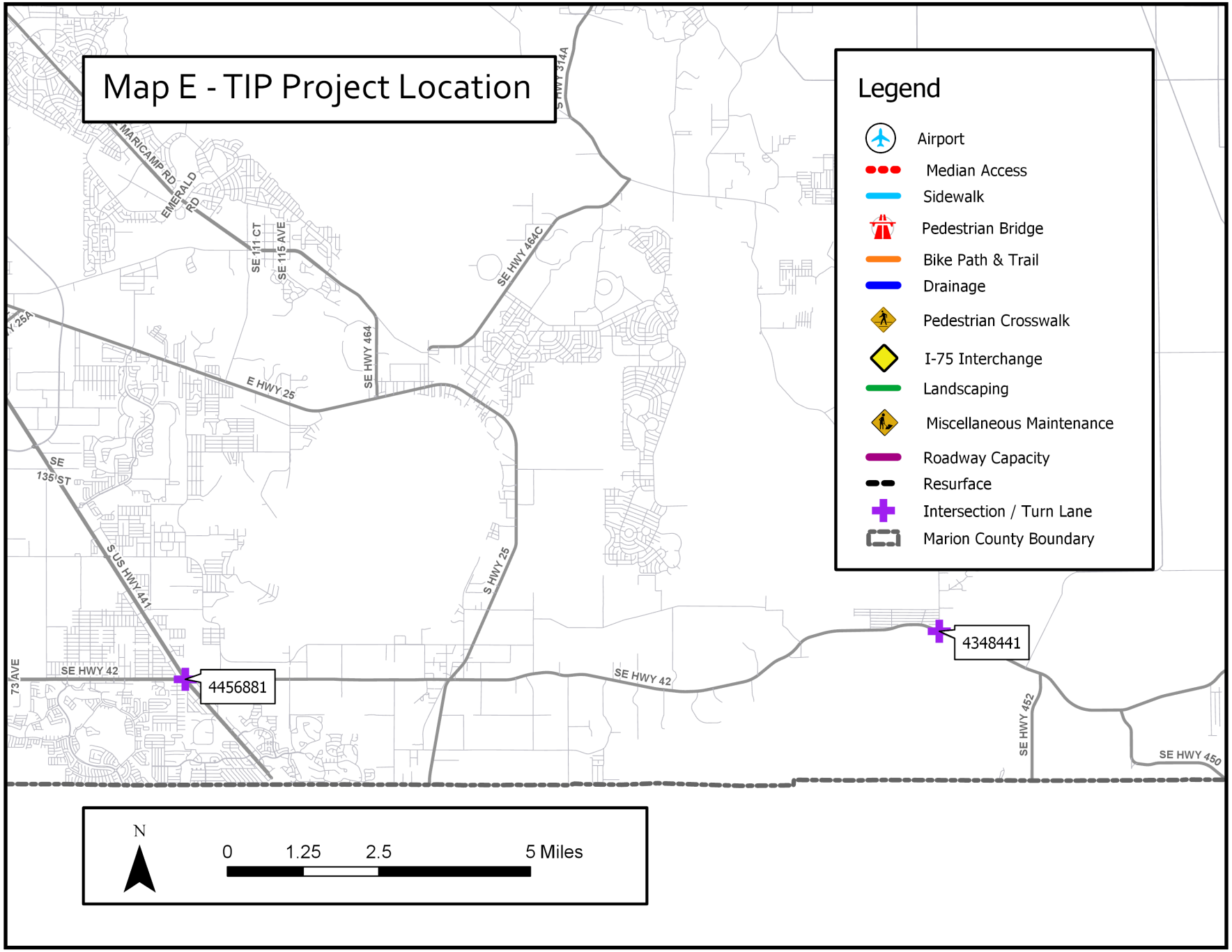


Figure 17: TIP Project Location - Map E

Projects by Type

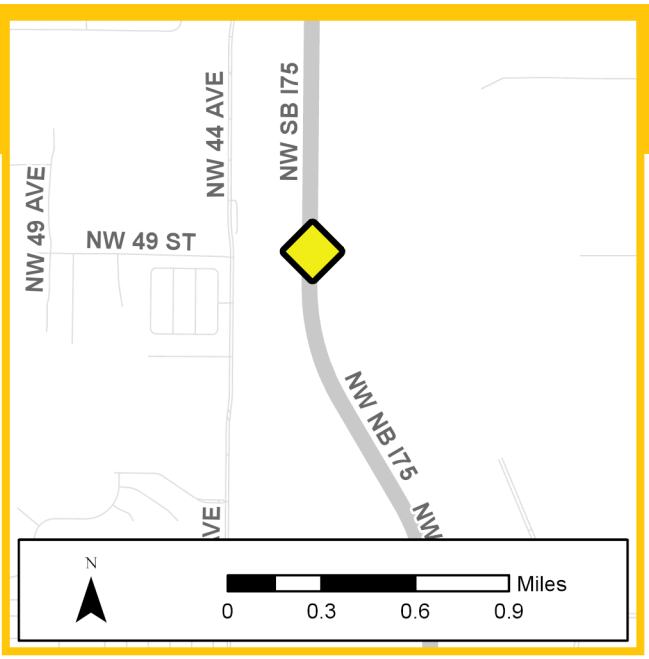
Figure 18 provides a list of project phases used in the individual project pages.

Acryonym	Project Phase Information
ADM	Administration
CRT MTN	Contract Routine Maintenance
CST	Construction
CAP	Capital Grant
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities
RT MNT	Routine Maintenance
UTIL	Utilities Construction

Figure 18: Project Phase Acronyms

Interstate-75 Projects

Project Description: I-75 (SR 93) at NW 49th St. from end of NW 49th St. to end of NW 35th St.



Project Type: Interchange

FM Number: 4352091

Lead Agency: FDOT

Length: 0.1 miles

LRTP # (pg. #): Goal 3: Objective 3 (2-9)

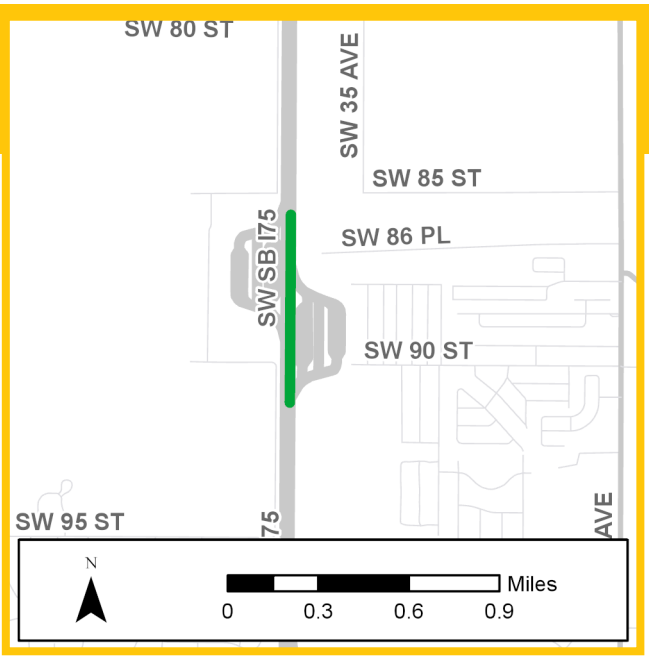
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$4,872,297	$0	$64,129,644

Additional Information:

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue. The project is currently in the PD&E phase. (Priority Project #1)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PD&E	DIH	$15,990	$0	$0	$0	$0	**$15,990**
PE	DIH	$23,968	$0	$0	$0	$0	**$23,968**
ROW	LF	$0	$10,200,000	$0	$0	$0	**$10,200,000**
CST	SL	$0	$0	$0	$0	$9,440,914	**$9,440,914**
CST	LF	$0	$0	$0	$0	$8,419,861	**$8,419,861**
CST	CIGP	$0	$0	$0	$0	$8,522,752	**$8,522,752**
CST	DDR	$0	$0	$0	$0	$14,415,217	**$14,415,217**
CST	DIH	$0	$0	$0	$0	$114,400	**$114,400**
CST	TRIP	$0	$0	$0	$0	$4,696,516	**$4,696,516**
CST	TRWR	$0	$0	$0	$0	$3,407,729	**$3,407,729**
Total		**$39,958**	**$10,200,000**	**$0**	**$0**	**$49,017,389**	**$59,257,347**

Project Description: I-75 Marion County Rest Areas Landscaping



Project Type: Landscaping

FM Number: 4378261

Lead Agency: FDOT

Length: 0.6 miles

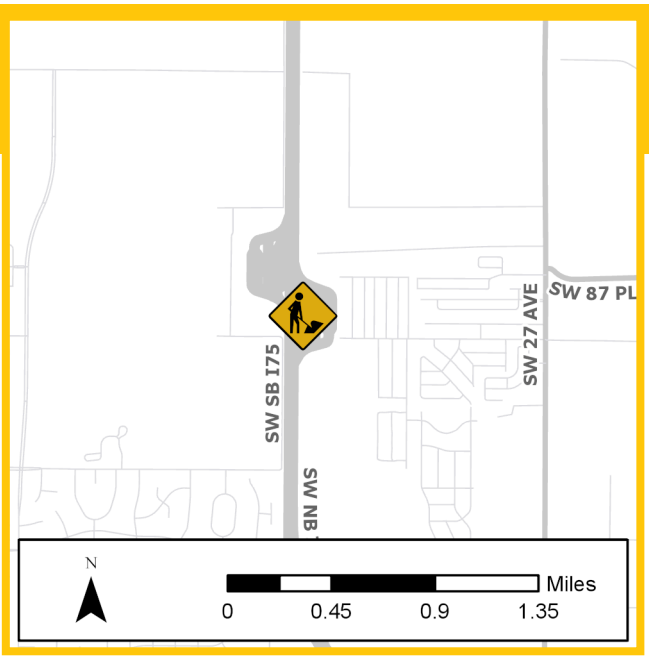
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$869,439

Additional Information: Vegetative installation and maintenance at the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	$0	$0	$0	$0	$11,440	**$11,440**
CST	DS	$0	$0	$0	$0	$857,999	**$857,999**
Total		**$0**	**$0**	**$0**	**$0**	**$869,439**	**$869,439**

Project Description: I-75 (SR 93) Rest Area Marion County from N. of SR 484 to S. of SR 200



Project Type: Miscellaneous Maintenance

FM Number: 4385621

Lead Agency: FDOT

Length: 0.6 miles

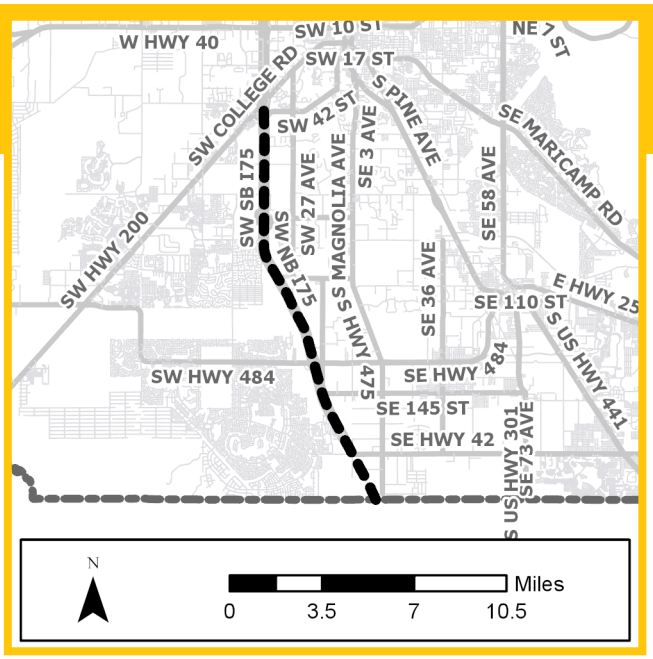
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$2,775,190	$0	$28,177,572

Additional Information: Complete reconstruction of all facilitates for the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	$0	$0	$54,050	$0	$0	**$54,050**
CST	DRA	$0	$0	$25,348,332	$0	$0	**$25,348,332**
Total		**$0**	**$0**	**$25,402,382**	**$0**	**$0**	**$25,402,382**

Project Description: SR 93 (I-75) from Sumter County to SR 200



Project Type: Resurface

FM Number: 4431701

Lead Agency: FDOT

Length: 16.1 miles

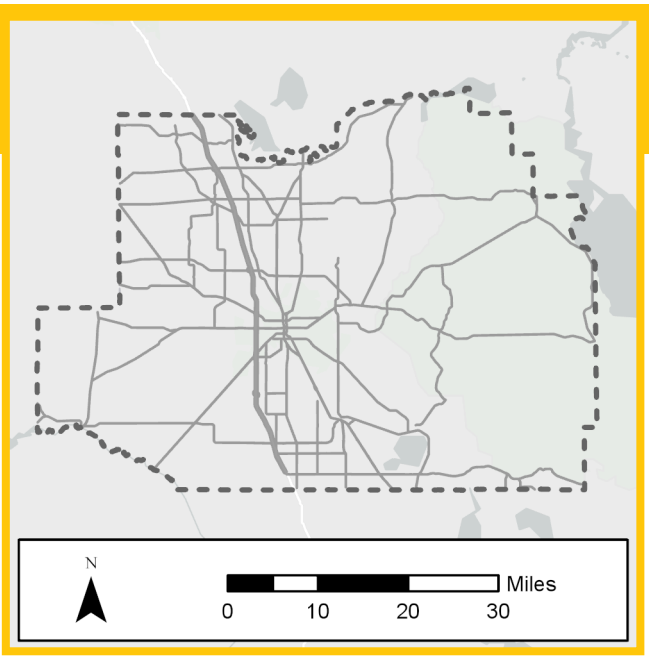
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,622,987	$0	$33,935,791

Additional Information: Resurface I-75, reconstruct the existing median crossovers, update/add to guardrail (where necessary) and perform minor drainage work.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACNP	$0	$32,312,804	$0	$0	$0	**$32,312,804**
Total		**$0**	**$32,312,804**	**$0**	**$0**	**$0**	**$32,312,804**

Project Description: Wildwood Mainline Weigh In Motion (WIM) Screening



Project Type: Weigh Station

FM Number: 4453211

Lead Agency: FDOT

Length: 1.1 miles

LRTP # (pg. #): Goal 6: Objective 2 (2-11)

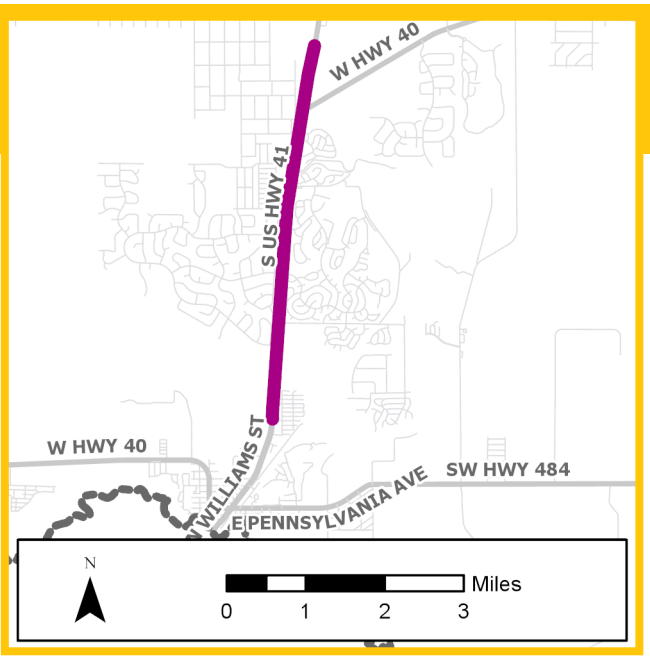
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$2,170,339

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DWS	$0	$2,170,339	$0	$0	$0	**$2,170,339**
Total		**$0**	**$2,170,339**	**$0**	**$0**	**$0**	**$2,170,339**

US Route Projects

Project Description: SR 45 (US 41) from SW 110th St. to North of SR 40



Project Type: Roadway Capacity

FM Number: 2386481

Lead Agency: FDOT

Length: 4.8 miles

LRTP # (pg. #): Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$27,464,790	$0	$71,271,622

Additional Information:

Capacity expansion project to widen US 41 from two to four lanes, which includes a grassed median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings. The project is currently funded for construction in FY 2024. (Priority Project #15)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	$0	$0	$0	$55,550	$0	**$55,550**
CST	SL	$0	$0	$0	$8,909,646	$0	**$8,909,646**
CST	SN	$0	$0	$0	$2,794,946	$0	**$2,794,946**
CST	DDR	$0	$0	$0	$31,546,690	$0	**$31,546,690**
PE	ACSN	$110,826	$0	$0	$0	$0	**$110,826**
PE	SL	$42,912	$0	$0	$0	$0	**$42,912**
PE	SN	$346,262	$0	$0	$0	$0	**$346,262**
Total		**$500,000**	**$0**	**$0**	**$43,306,832**	**$0**	**$43,806,832**

Project Description: SR 35 (US 301) Dallas Pond Redesign

Project Type: Drainage

FM Number: 4112565

Lead Agency: FDOT

Length: 1.6 miles

LRTP # (pg. #): Goal 5: Objective 1 (2-10)

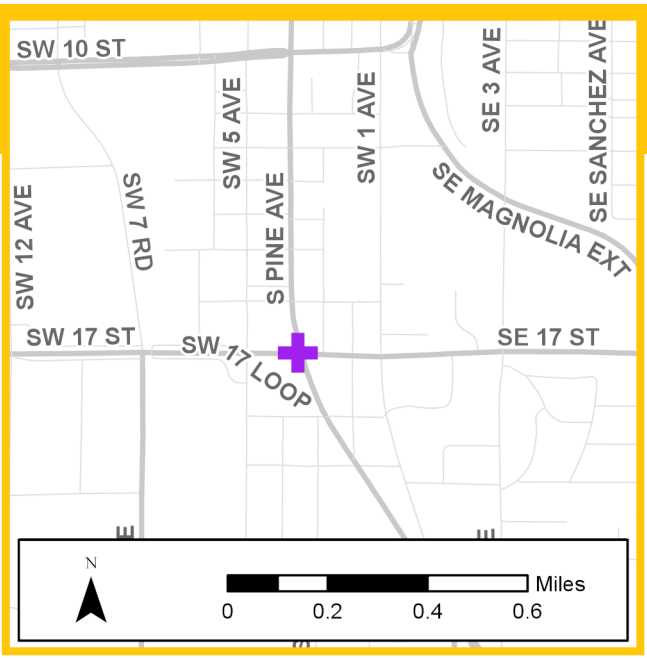
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$425,229	$0	$892,144

Additional Information:

Redesign the existing Dallas Pond, which is currently out of compliance, for water quality treatment, extension of the outfall, and acquisition of the drainage easement for future maintenance of the complete drainage system. Project is currently in the PD&E phase.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	$150,000	$52,000	$14,000	$0	$0	**$216,000**
ROW	DIH	$17,000	$16,000	$0	$0	$0	**$33,000**
ROW	DS	$23,000	$0	$0	$0	$0	**$23,000**
CST	DDR	$0	$185,402	$0	$0	$0	**$185,402**
CST	DIH	$0	$9,513	$0	$0	$0	**$9,513**
Total		**$190,000**	**$262,915**	**$14,000**	**$0**	**$0**	**$466,915**

Project Description: US 441 @ SR 464



Project Type: Intersection / Turn Lane

FM Number: 4336601

Lead Agency: FDOT

Length: 0.5 miles

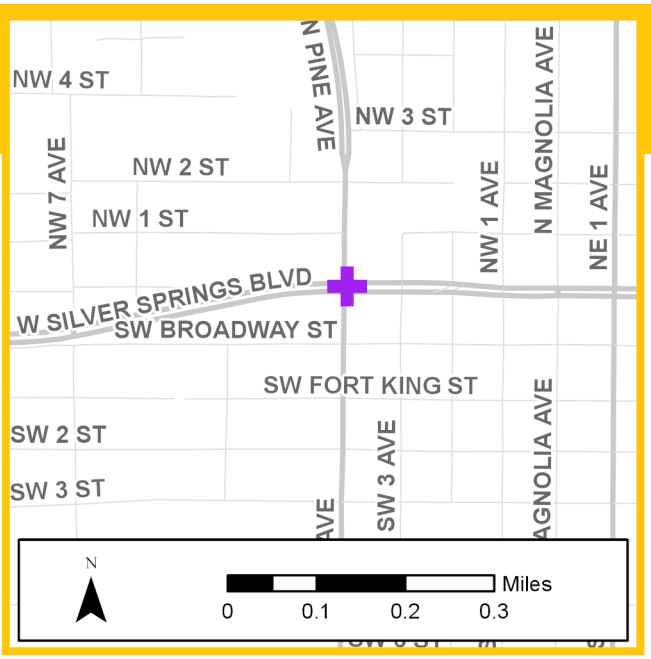
LRTP # (pg. #): Goal 6: Objective 1 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,249,934	$0	$1,644,934

Additional Information: Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #8)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	$210,000	$130,000	$30,000	$0	$0	**$370,000**
ROW	DIH	$15,000	$10,000	$0	$0	$0	**$25,000**
Total		**$225,000**	**$140,000**	**$30,000**	**$0**	**$0**	**$395,000**

Project Description: US 441 from SR 40 to SR 40A (SW Broadway)



Project Type: Intersection / Turn Lane

FM Number: 4336611

Lead Agency: FDOT

Length: 0.5 miles

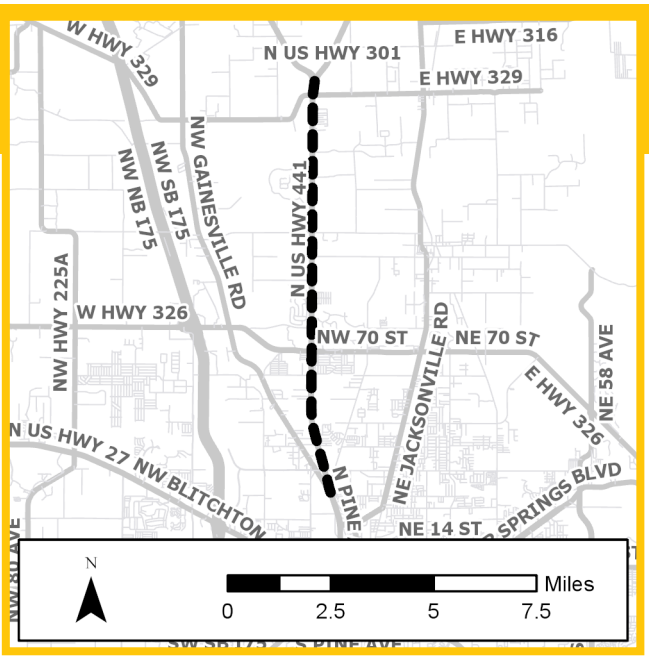
LRTP # (pg. #): Goal 6: Objective 1 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,159,697	$0	$5,968,094

Additional Information: Extend northbound left-turn queue south to Broadway Street to increase storage capacity. (Priority Project #11)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	$63,000	$0	$0	$0	$0	**$63,000**
ROW	DDR	$1,650,000	$175,000	$50,000	$21,000	$0	**$1,896,000**
ROW	DIH	$17,000	$16,000	$0	$0	$0	**$33,000**
CST	SL	$0	$1,810,252	$0	$0	$0	**$1,810,252**
CST	LF	$0	$613,853	$0	$0	$0	**$613,853**
CST	DDR	$0	$373,591	$18,701	$0	$0	**$392,292**
Total		**$1,730,000**	**$2,988,696**	**$68,701**	**$21,000**	**$0**	**$4,808,397**

Project Description: SR25/SR200/US301/US441 from CR 25A to US 301/ US441 Interchange



Project Type: Resurface

FM Number: 4411361

Lead Agency: FDOT

Length: 10.2 miles

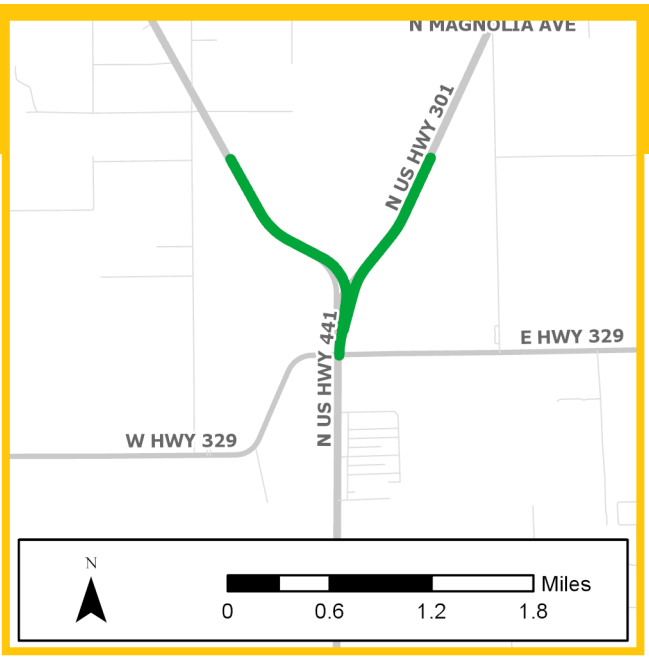
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,799,734	$0	$21,395,079

Additional Information: Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	$1,359,202	$0	$0	$0	$0	**$1,359,202**
CST	SA	$12,696,779	$0	$0	$0	$0	**$12,696,779**
CST	DS	$5,539,364	$0	$0	$0	$0	**$5,539,364**
Total		**$19,595,345**	**$0**	**$0**	**$0**	**$0**	**$19,595,345**

Project Description: US 301 / US 441 Split (The Y) Just South of Split to North of Split



Project Type: Landscaping

FM Number: 4437301

Lead Agency: FDOT

Length: 2.6 miles

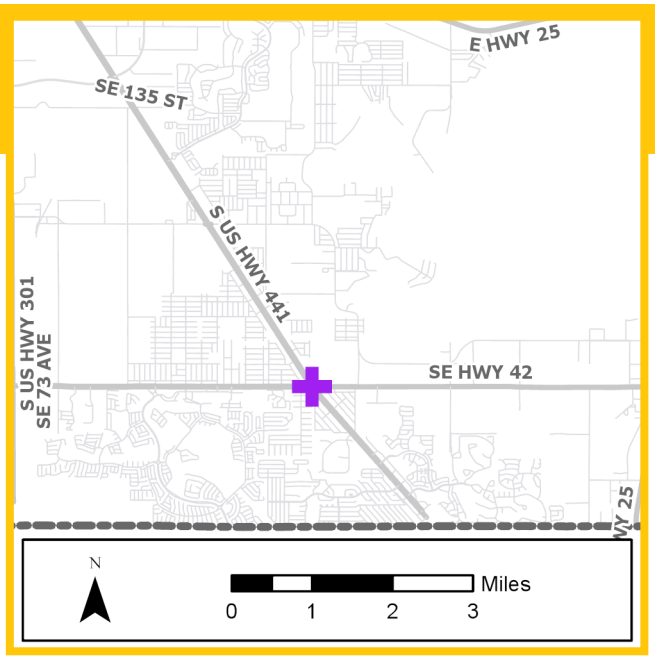
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$626,635

Additional Information: Landscaping between the two roads within the Split area.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	$0	$616,105	$0	$0	$0	**$616,105**
CST	DIH	$0	$10,530	$0	$0	$0	**$10,530**
Total		**$0**	**$626,635**	**$0**	**$0**	**$0**	**$626,635**

Project Description: US 27/US 441/Abshiver Blvd. @ CR 42



Project Type: Intersection / Turn Lane

FM Number: 4456881

Lead Agency: FDOT

Length: 0.1 miles

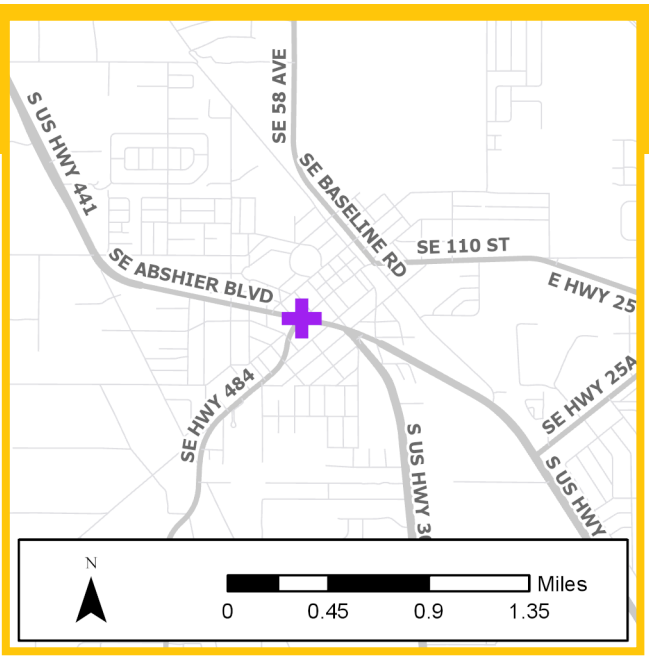
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$455,499

Additional Information: Traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	$155,000	$0	$0	$0	$0	**$155,000**
CST	ACSS	$0	$0	$300,499	$0	$0	**$300,499**
Total		**$155,000**	**$0**	**$300,499**	**$0**	**$0**	**$455,499**

Project Description: SE Abshier Blvd. from SE Hames Rd to N of SE Agnew Rd.



Project Type: Intersection / Turn Lane

FM Number: 4457011

Lead Agency: FDOT

Length: 0.2 miles

LRTP # (pg. #): Goal 6: Objective 1, 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,618,537

Additional Information: Construct a traffic separator and conduct traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	$410,000	$0	$0	$0	$0	**$410,000**
CST	ACSS	$0	$0	$1,208,537	$0	$0	**$1,208,537**
Total		**$410,000**	**$0**	**$1,208,537**	**$0**	**$0**	**$1,618,537**

State & Local Road Projects

Project Description: SR 40 from end of 4 lanes to east of CR 314

Project Type: Roadway Capacity

FM Number: 4106742

Lead Agency: FDOT

Length: 6.1 miles

LRTP # (pg. #): Goal 2: Objective 2 (2-9)

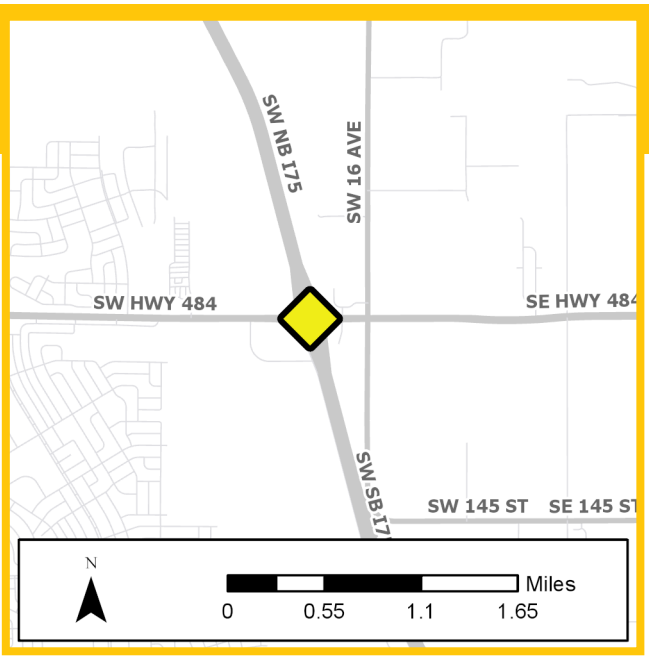
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$12,328,612	$160,316,895	$178,232,776

Additional Information:

Widen and reconstruct SR 40, which will include two 12-foot-wide lanes in each direction, separated by a 40-foot-wide grassed median. A 12-foot-wide multi-use trail will run along the north side of SR 40 from NE 60th Court to Ray Wayside Park. The Ocklawaha River Bridge will also be replaced with two low-profile bridges. Wildlife crossings are provided throughout the project. This project is scheduled to begin construction in 2029. (Priority Project #16)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSA	$2,577,781	$0	$0	$0	$0	**$2,577,781**
ROW	ACSN	$269,935	$0	$0	$0	$0	**$269,935**
ROW	SL	$428,876	$0	$0	$0	$0	**$428,876**
ROW	SN	$202,974	$2,107,703	$0	$0	$0	**$2,310,677**
Total		**$3,479,566**	**$2,107,703**	**$0**	**$0**	**$0**	**$5,587,269**

Project Description: CR 484 from SW 20th Avenue to CR 475A



Project Type: Interchange

FM Number: 4336511

Lead Agency: FDOT

Length: 0.9 miles

LRTP # (pg. #): Goal 6: Objective 1 (2-11)

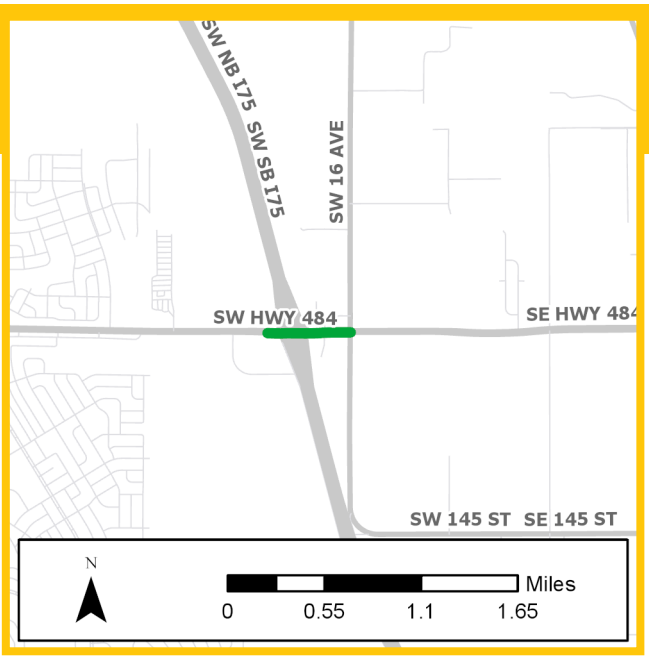
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$6,006,887	$0	$17,453,874

Additional Information:

Improve safety and traffic flow by adding turn lanes and turn lane extensions at CR 484/I-75 interchange and CR 484/CR475A intersection, reconstructing the westbound through lanes and modifying the existing I-75 bridge to accommodate the widening. Additionally, bicycle and pedestrian connectivity will be improved within the project limits. (Priority Project #3)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSN	$650,000	$0	$0	$0	$0	**$650,000**
ROW	SL	$50,000	$323,396	$0	$0	$0	**$373,396**
ROW	SN	$527,924	$310,079	$68,558	$0	$0	**$906,561**
CST	ACFP	$0	$9,125,700	$0	$49,995	$0	**$9,175,695**
CST	SL	$0	$318,799	$0	$0	$0	**$318,799**
CST	LF	$0	$22,536	$0	$0	$0	**$22,536**
Total		**$1,227,924**	**$10,100,510**	**$68,558**	**$49,995**	**$0**	**$11,446,987**

Project Description: CR 484 from SW 20th Avenue to CR 475A



Project Type: Landscaping

FM Number: 4336514

Lead Agency: FDOT

Length: 0.5 miles

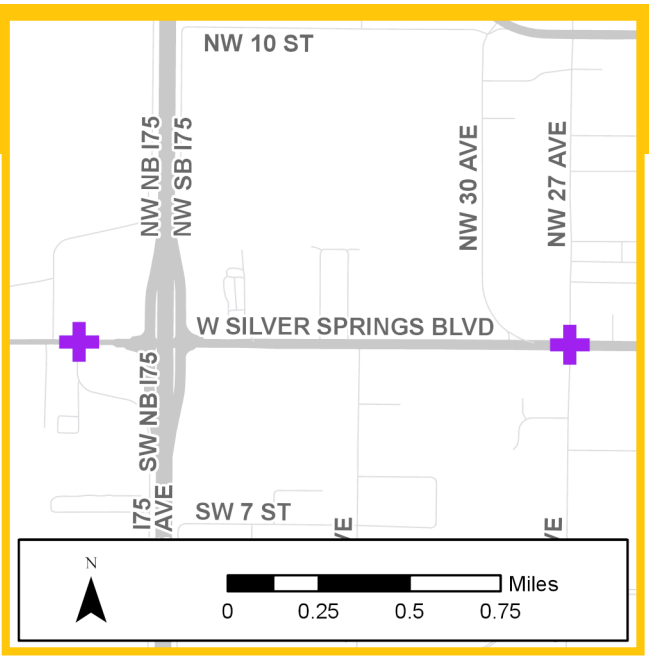
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$227,555

Additional Information: Landscaping for Project FM # 4336511 (CR 484 from SW 20th Ave. to CR 475A).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SN	$0	$60,000	$0	$0	$0	**$60,000**
CST	SN	$0	$0	$167,555	$0	$0	**$167,555**
Total		**$0**	**$60,000**	**$167,555**	**$0**	**$0**	**$227,555**

Project Description: SR 40 Intersections at SW 40th Avenue and SW 27th Avenue



Project Type: Intersection / Turn Lane

FM Number: 4336521

Lead Agency: FDOT

Length: 0.8 miles

LRTP # (pg. #): Goal 6: Objective 1 (2-11)

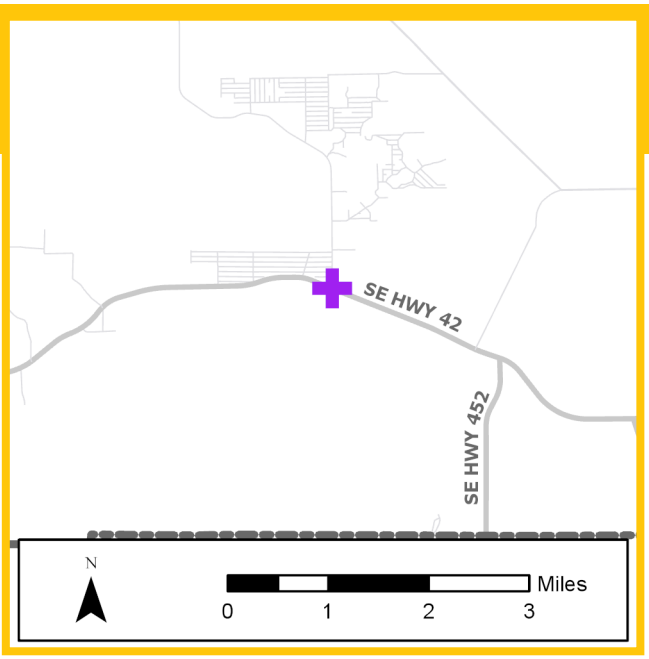
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,989,729	$0	$5,419,204

Additional Information:

Improve traffic operations by extending the existing left turn lanes along both directions of the SR 40/I-75 intersection, providing dual left-turn lanes and a right-turn lane for NS and SB I-75 exit ramps, creating dual left-turn lanes to all approaches to the SR 40/SW 27th Ave. intersection and an exclusive right-turn lane for EB SR 40 onto SB SW 27th Avenue. (Priority Project #12)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	SL	$1,340,000	$1,084,675	$600,000	$260,000	$44,800	**$3,329,475**
ROW	DIH	$34,000	$34,000	$32,000	$0	$0	**$100,000**
Total		**$1,374,000**	**$1,118,675**	**$632,000**	**$260,000**	**$44,800**	**$3,429,475**

Project Description: CR 42 at SE 182nd



Project Type: Intersection / Turn Lane

FM Number: 4348441

Lead Agency: FDOT

Length: 0.4 miles

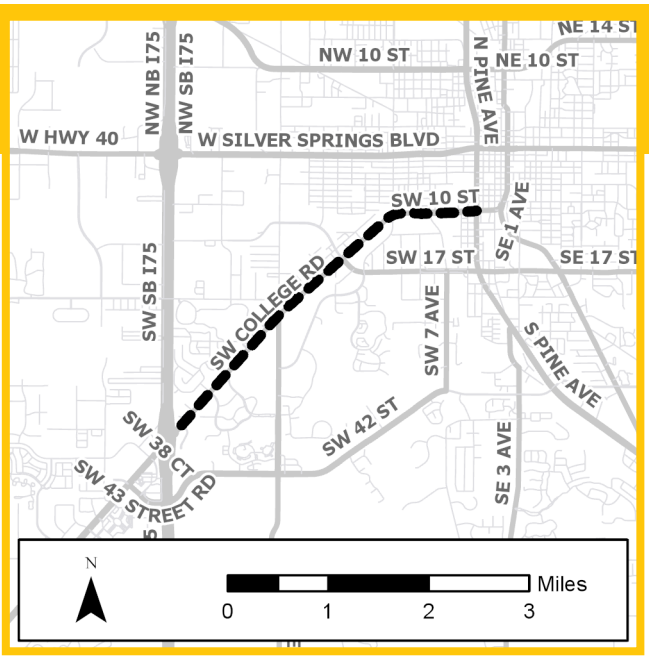
LRTP # (pg. #): Goal 6: Objective 1 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$46,012	$0	$453,212

Additional Information: Construct eastbound left-turn lane on CR 42.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	$0	$407,200	$0	$0	$0	**$407,200**
Total		**$0**	**$407,200**	**$0**	**$0**	**$0**	**$407,200**

Project Description: SR 200 from I-75 to SW 12th Avenue



Project Type: Resurface

FM Number: 4392341

Lead Agency: FDOT

Length: 3.8 miles

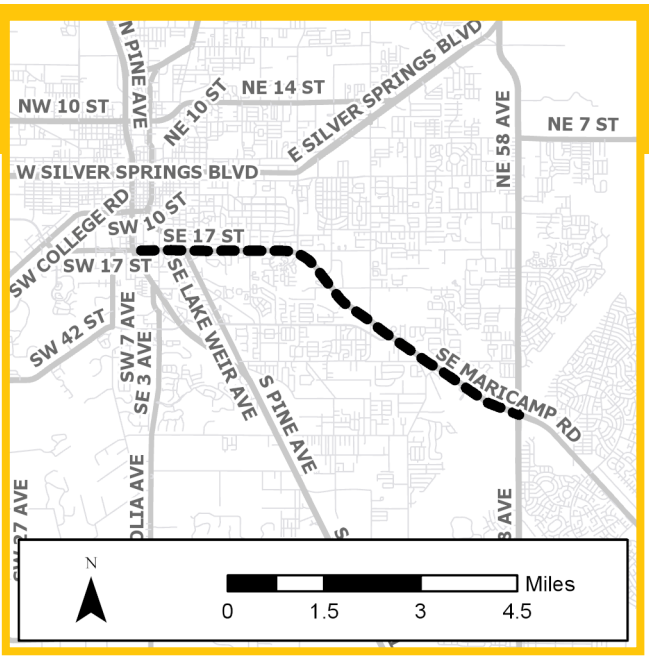
LRTP # (pg. #): Goal 6: Objective 2,3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$8,034,933

Additional Information: Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	$1,000,000	$0	$0	$0	$0	**$1,000,000**
PE	DIH	$10,000	$0	$0	$0	$0	**$10,000**
CST	SA	$0	$0	$6,205,569	$0	$0	**$6,205,569**
CST	SL	$0	$0	$793,149	$0	$0	**$793,149**
CST	DDR	$0	$0	$16,215	$0	$0	**$16,215**
CST	DIH	$0	$0	$10,000	$0	$0	**$10,000**
Total		**$1,010,000**	**$0**	**$7,024,933**	**$0**	**$0**	**$8,034,933**

Project Description: SR 464 from SR 500 (US 27/301) to SR 35



Project Type: Resurface

FM Number: 4411411

Lead Agency: FDOT

Length: 6.8 miles

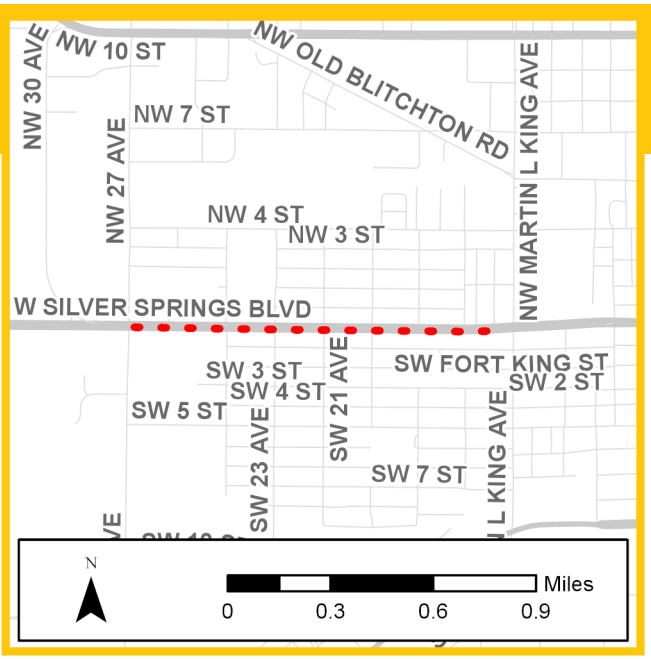
LRTP # (pg. #): Goal 6: Objective 2,3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$18,016,873

Additional Information: Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	$1,452,000	$0	$0	$0	$0	**$1,452,000**
PE	DIH	$10,000	$0	$0	$0	$0	**$10,000**
CST	SA	$0	$0	$14,489,638	$0	$0	**$14,489,638**
CST	SL	$0	$0	$2,065,235	$0	$0	**$2,065,235**
Total		**$1,462,000**	**$0**	**$16,554,873**	**$0**	**$0**	**$18,016,873**

Project Description: SR 40 from SW 27th Ave. to MLK Jr. Ave.



Project Type: Median Access

FM Number: 4413661

Lead Agency: FDOT

Length: 0.8 miles

LRTP # (pg. #): Goal 6: Objective 1, 2 (2-11)

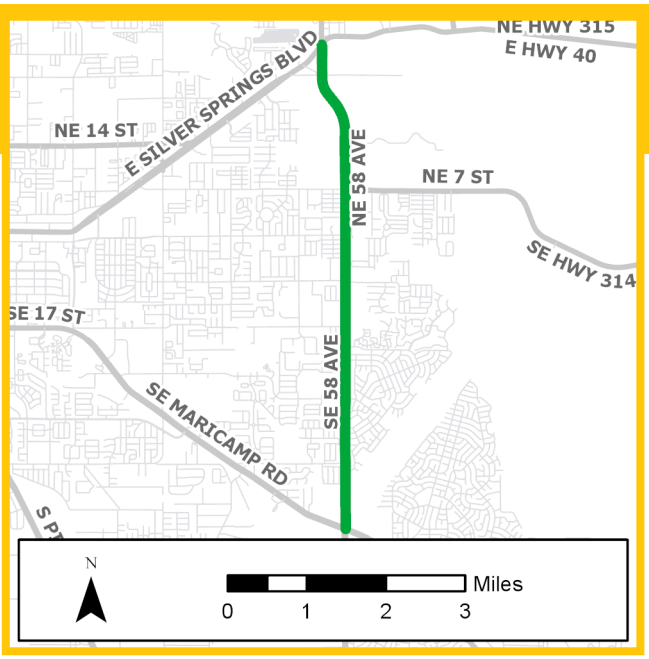
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$462,448	$0	$1,005,666

Additional Information:

Median access improvements- The project will include converting full median openings to directional medians, closing three of the existing full medians and extending some of the turn lanes. These modifications reduce traffic conflict points and separate turning movements along SR 40.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	$543,218	$0	$0	$0	$0	**$543,218**
Total		**$543,218**	**$0**	**$0**	**$0**	**$0**	**$543,218**

Project Description: SR 35 (SE 58th Ave) from SR CR 464 (SE Maricamp Rd) to SR 40



Project Type: Landscaping

FM Number: 4437031

Lead Agency: FDOT

Length: 6.2 miles

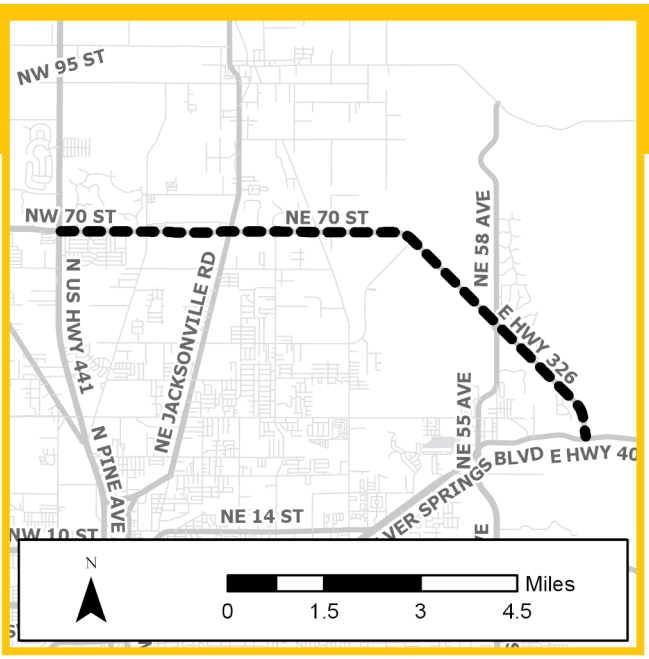
LRTP # (pg. #): Goal 5: Objective 3 (2-10)
Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$623,871

Additional Information: Install landscaping on SR 35 (Baseline Rd.) from SR 40 to SR 464 in median and ponds, including gateway landscaping at the intersection of SR 35 and SR 364.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	$550,399	$0	$0	$0	$0	**$550,399**
CST	DIH	$73,472	$0	$0	$0	$0	**$73,472**
Total		**$623,871**	**$0**	**$0**	**$0**	**$0**	**$623,871**

Project Description: SR 326 from NW 12th Ave to SR 40



Project Type: Resurface

FM Number: 4452171

Lead Agency: FDOT

Length: 9.7 miles

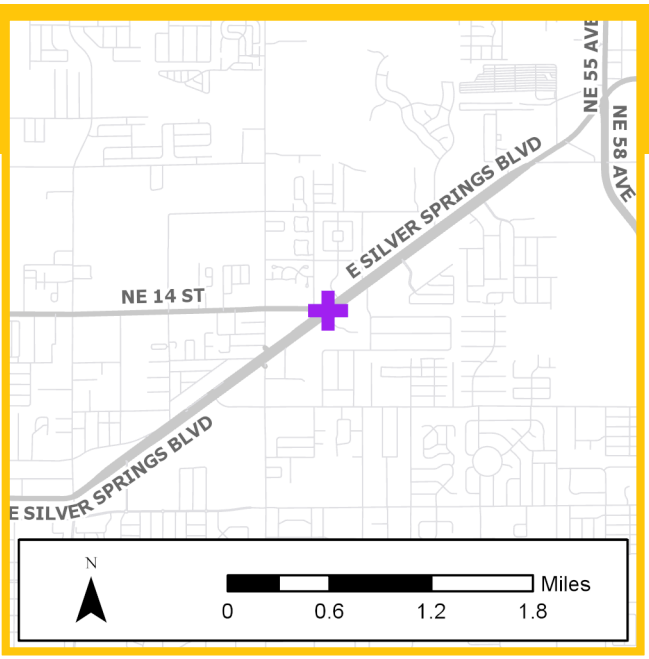
LRTP # (pg. #): Goal 6: Objective 2,3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$250,000	$0	$9,795,855

Additional Information: Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	$662,000	$0	$0	$0	$0	**$662,000**
PE	DIH	$10,000	$0	$0	$0	$0	**$10,000**
CST	NHRE	$0	$0	$5,522,605	$0	$0	**$5,522,605**
CST	SL	$0	$0	$973,741	$0	$0	**$973,741**
CST	DDR	$0	$0	$2,366,699	$0	$0	**$2,366,699**
CST	DIH	$0	$0	$10,810	$0	$0	**$10,810**
Total		**$672,000**	**$0**	**$8,873,855**	**$0**	**$0**	**$9,545,855**

Project Description: E. SR 40 @ SR 492



Project Type: Intersection / Turn Lane

FM Number: 4458001

Lead Agency: FDOT

Length: 0.1 miles

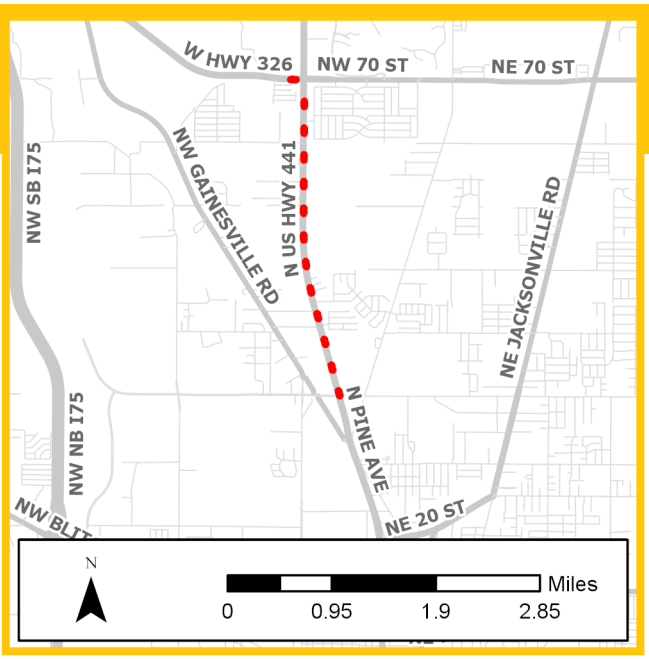
LRTP # (pg. #): Goal 3: Objective 2, 5 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$996,286

Additional Information: Replace traffic signals and install pedestrian signals and crosswalks.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	$210,000	$0	$0	$0	$0	**$210,000**
CST	ACSS	$0	$0	$0	$786,286	$0	**$786,286**
Total		**$210,000**	**$0**	**$0**	**$786,286**	**$0**	**$996,286**

Project Description: SR 25 from NW 35th Street to SR 326



Project Type: Median Access

FM Number: 4458021

Lead Agency: FDOT

Length: 3.0 miles

LRTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 1 (2-11)

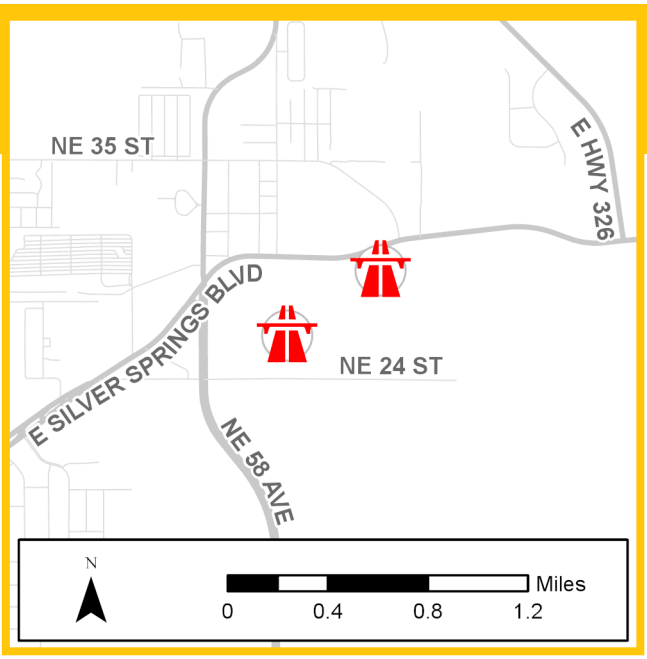
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$2,604,273

Additional Information: Modify and close median openings and lengthen left-turn lanes.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	$440,000	$0	$0	$0	$0	**$440,000**
CST	ACSS	$0	$0	$2,164,273	$0	$0	**$2,164,273**
Total		**$440,000**	**$0**	**$2,164,273**	**$0**	**$0**	**$2,604,273**

Bicycle & Pedestrian Projects

Project Description: Silver Springs State Park Pedestrian Bridges



Project Type: Pedestrian Bridge

FM Number: 4261791

Lead Agency: FDOT

Length: N/A

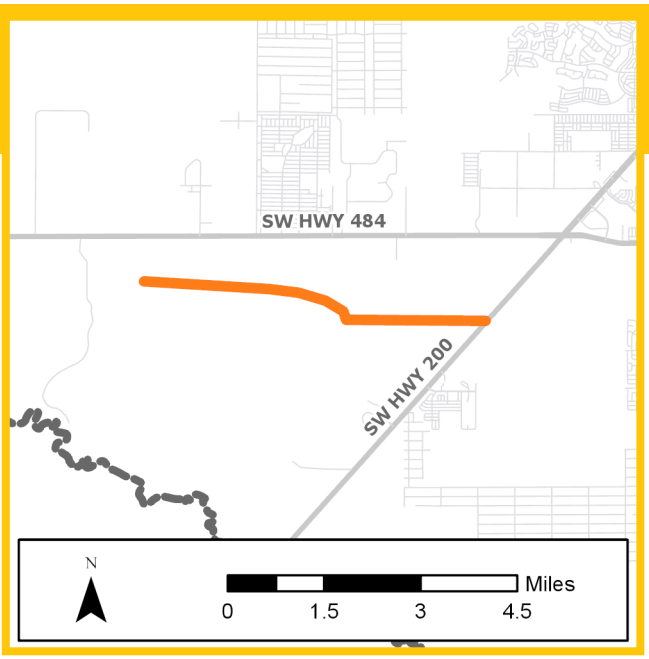
LRTP # (pg. #): Goal 1: Objective 2 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,446,412	$0	$4,105,251

Additional Information: Construction of two, 8-foot-wide, pedestrian bridges over, and boardwalks along, the tributaries of the Silver River within Silver Springs State Park.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	TALL	$0	$0	$0	$24,932	$0	$24,932
CST	TALN	$0	$0	$0	$252,270	$0	$252,270
CST	TALT	$0	$0	$0	$2,224,590	$0	$2,224,590
CST	DDR	$0	$0	$0	$151,492	$0	$151,492
CST	DIH	$0	$0	$0	$5,555	$0	$5,555
Total		**$0**	**$0**	**$0**	**$2,658,839**	**$0**	**$2,658,839**

Project Description: Pruitt Trail from SR 200 to Pruitt Trailhead



Project Type: Bike Path & Trail

FM Number: 4354842

Lead Agency: Marion County

Length: 5.5 miles

LRTP # (pg. #): Goal 1: Objective 2 (2-8)

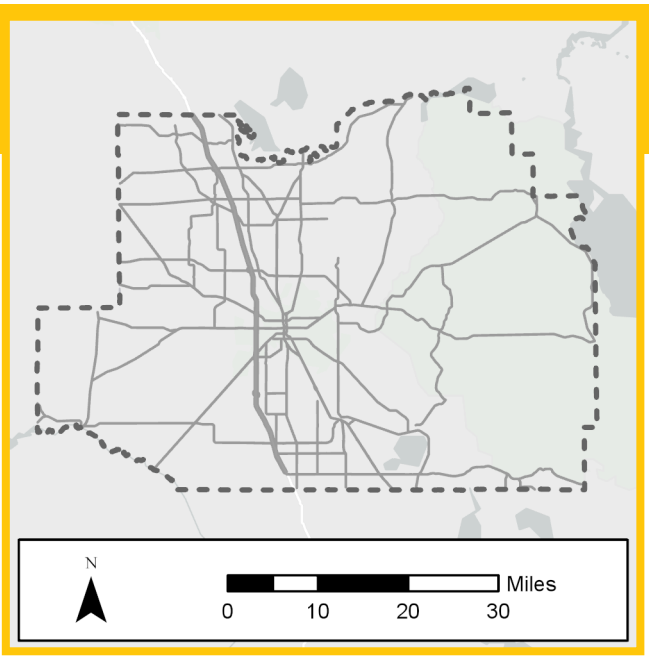
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$2,158,000

Additional Information:

This project has recently been separated into two sections. This particular section will construct a 12-foot-wide multi-modal path from SR 200 to the Pruitt Trailhead just south of CR 484. (Priority Project #18)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	$0	$499,319	$0	$0	$0	$499,319
CST	SN	$0	$627,868	$0	$0	$0	$627,868
CST	TALL	$0	$296,279	$0	$0	$0	$296,279
CST	TALN	$0	$252,377	$0	$0	$0	$252,377
CST	TALT	$0	$482,157	$0	$0	$0	$482,157
Total		**$0**	**$2,158,000**	**$0**	**$0**	**$0**	**$2,158,000**

Project Description: Citywide Sidewalk Improvements



Project Type: Sidewalk

FM Number: 4363751

Lead Agency: City of Ocala

Length: N/A

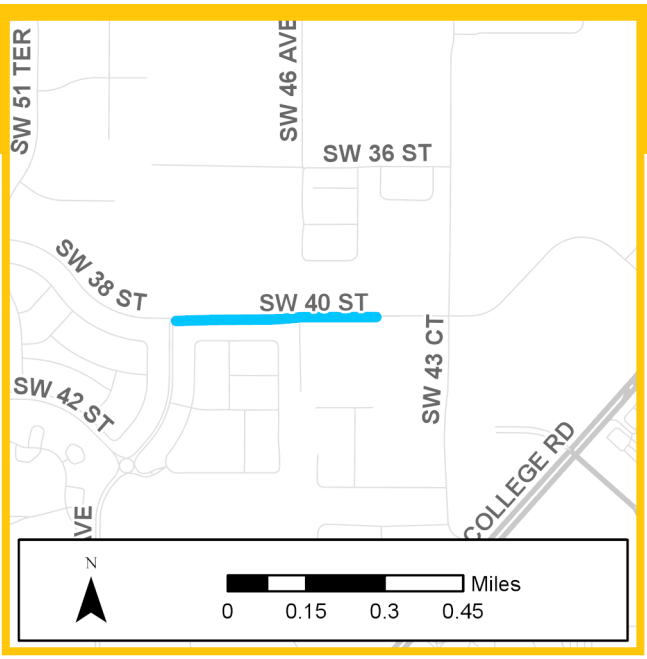
LRTP # (pg. #): Goal 1: Objective 2 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$973,878

Additional Information: Provide continuity of pedestrian facilities and enhance safety of pedestrian activity.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSA	$95,181	$0	$0	$0	$0	$95,181
CST	ACSL	$19,747	$0	$0	$0	$0	$19,747
CST	SL	$32,366	$0	$0	$0	$0	$32,366
CST	TALT	$826,584	$0	$0	$0	$0	$826,584
Total		**$973,878**	**$0**	**$0**	**$0**	**$0**	**$973,878**

Project Description: Saddlewood Elementary Sidewalk Improvements



Project Type: Sidewalk

FM Number: 4364742

Lead Agency: Marion County

Length: 0.3 miles

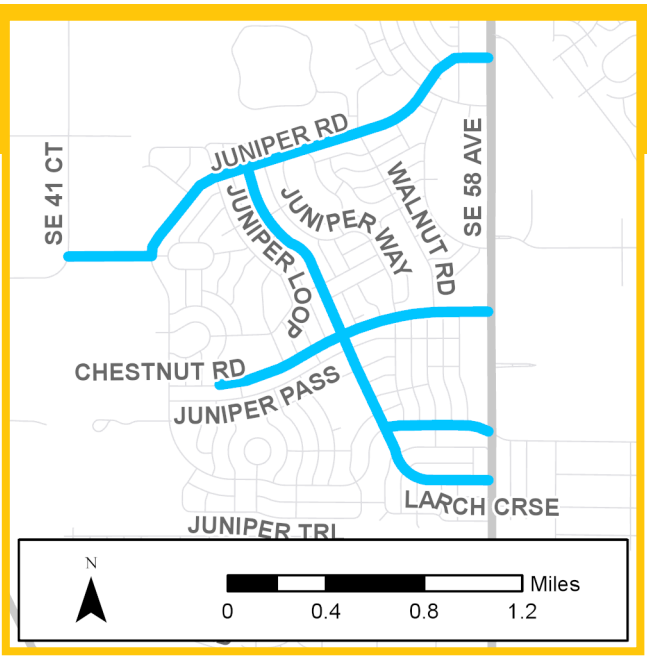
LRTP # (pg. #): Goal 1, Objective 2 (2-8)
Goal 3, Objective 1 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$317,096

Additional Information: Construct 5-foot-wide sidewalk from the Fore Ranch Community to Saddlewood Elementary to provide a safe route to school.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	$0	$4,455	$0	$0	$0	$4,455
CST	TALL	$0	$285,794	$0	$0	$0	$285,794
CST	TALT	$0	$26,847	$0	$0	$0	$26,847
Total		**$0**	**$317,096**	**$0**	**$0**	**$0**	**$317,096**

Project Description: Legacy Elementary School Sidewalks



Project Type: Sidewalk

FM Number: 4364743

Lead Agency: Marion County

Length: 5.7 miles

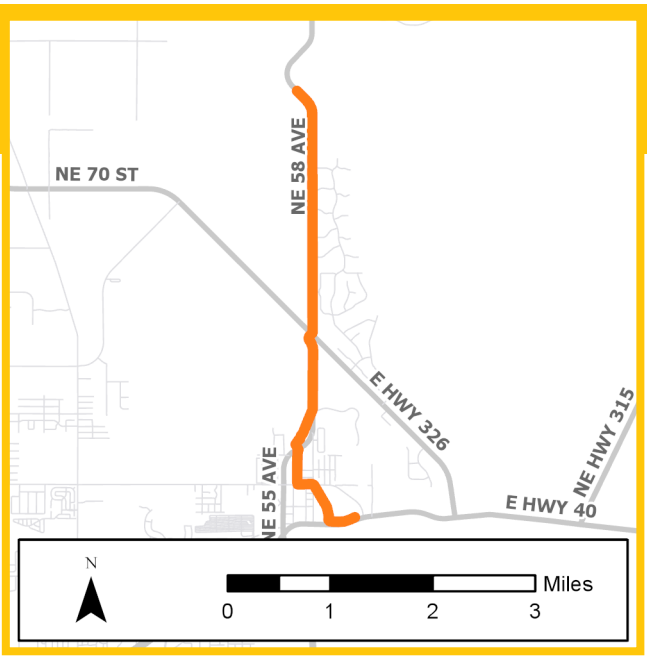
LRTP # (pg. #): Goal 1: Objective 2 (2-8)
Goal 3: Objective 1 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,441,659

Additional Information: Construct sidewalks on Larch Road and SE 79th Street. Complete construction of sidewalks on Chestnut Road and Juniper Road.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	$0	$28,181	$0	$0	$0	$28,181
CST	TALT	$0	$1,413,478	$0	$0	$0	$1,413,478
Total		**$0**	**$1,441,659**	**$0**	**$0**	**$0**	**$1,441,659**

Project Description: Indian Lake Trail from Silver Springs State Park to Indian Lake Park



Project Type: Bike Path & Trail

FM Number: 4367551

Lead Agency: Marion County

Length: 4.8 miles

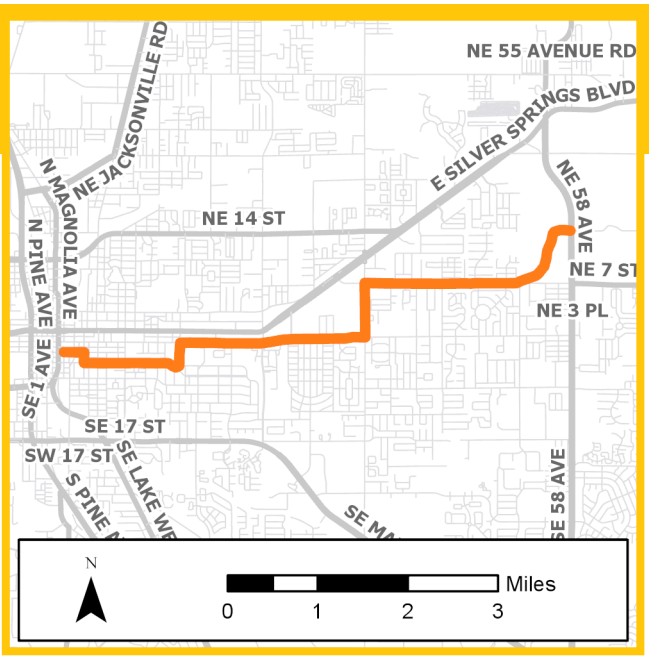
LRTP # (pg. #): Goal 1: Objective 2 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$155,000

Additional Information: Construct approximately five miles of a 12-foot wide multi-use trail to provide direct multimodal access to Indian Lake State Park. (Priority Project #14)

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	$0	$155,000	$0	$0	$0	$155,000
Total		**$0**	**$155,000**	**$0**	**$0**	**$0**	**$155,000**

Project Description: Downtown Ocala Trail from SE Osceola Ave. to Silver Springs State Park



Project Type: Bike Path & Trail

FM Number: 4367561

Lead Agency: City of Ocala

Length: 7.0 miles

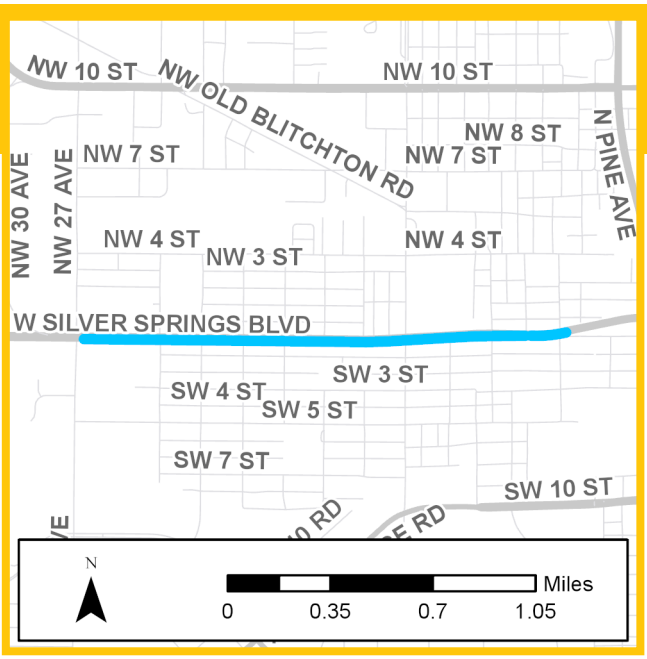
LRTP # (pg. #): Goal 1: Objective 2 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$253,001

Additional Information: Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	$0	$0	$0	$0	$253,001	$253,001
Total		**$0**	**$0**	**$0**	**$0**	**$253,001**	**$253,001**

Project Description: SR 40/Silver Springs Blvd. from NW 27th Ave. to SW 7th Ave.



Project Type: Sidewalk

FM Number: 4375962

Lead Agency: FDOT

Length: 1.6 miles

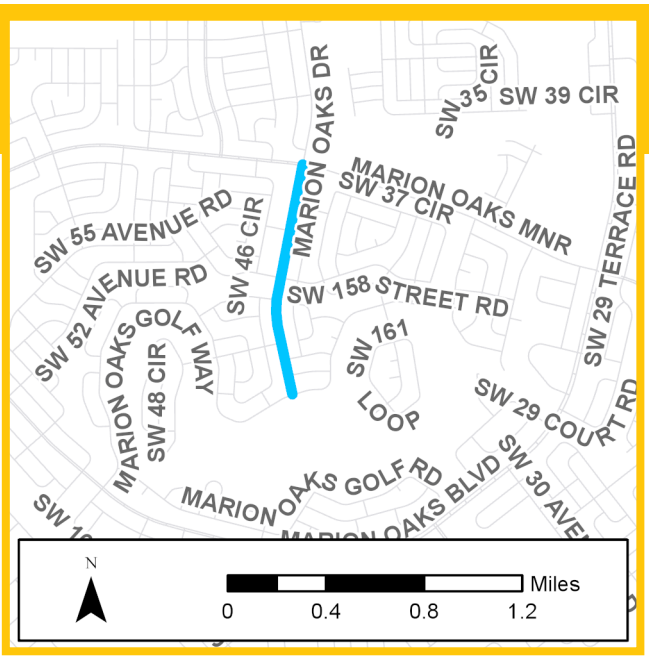
LRTP # (pg. #): Goal 1: Objective 2-4 (2-8)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,367,942

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	$436,000	$0	$0	$0	$0	$436,000
PE	DIH	$10,000	$0	$0	$0	$0	$10,000
CST	SL	$0	$0	$911,942	$0	$0	$911,942
CST	DIH	$0	$0	$10,000	$0	$0	$10,000
Total		**$446,000**	**$0**	**$921,942**	**$0**	**$0**	**$1,367,942**

Project Description: Marion Oaks-Sunrise/ Horizon-Marion Oaks Manor to Marion Oaks Golf Way



Project Type: Sidewalk

FM Number: 4408801

Lead Agency: Marion County

Length: 1.0 miles

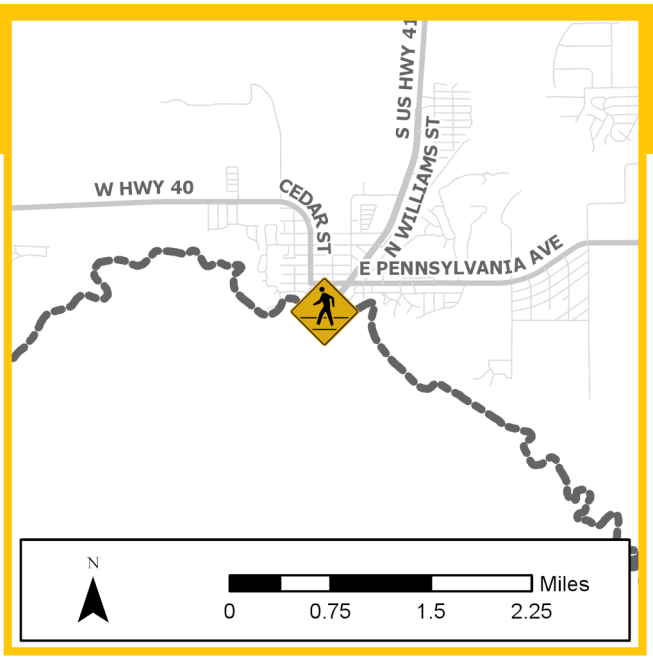
LRTP # (pg. #): Goal 1: Objective 2 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$36,210

Additional Information: Construct a 5-foot-wide sidewalk from Marion Oaks Country Club to Marion Oaks Manor.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	$0	$35,605	$0	$0	$0	$35,605
PE	TALT	$0	$605	$0	$0	$0	$605
Total		**$0**	**$36,210**	**$0**	**$0**	**$0**	**$36,210**

Project Description: US 41 N./ S. Williams St. from Brittan Alexander Bridge to River Rd.



Project Type: Pedestrian Crosswalk

FM Number: 4456871

Lead Agency: FDOT

Length: 0.1 miles

LRTP # (pg. #): Goal 1: Objective 2, 3 (2-8)
Goal 3: Objective 1, 2, 5 (2-9)

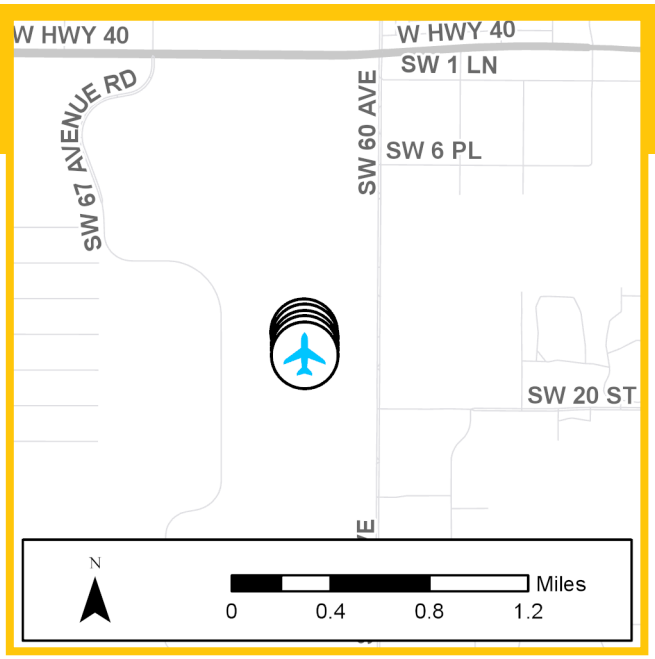
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$5,000	$0	$594,227

Additional Information: Install a pedestrian hybrid beacon and construct a directional median mid-block crossing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	$160,000	$0	$0	$0	$0	$160,000
CST	ACSS	$0	$0	$429,227	$0	$0	$429,227
Total		**$160,000**	**$0**	**$429,227**	**$0**	**$0**	**$589,227**

Airport Projects

Project Description: Marion-Ocala International Airport Drainage Improvements



Project Type: Airport

FM Number: 4370171

Lead Agency: City of Ocala

Length: N/A

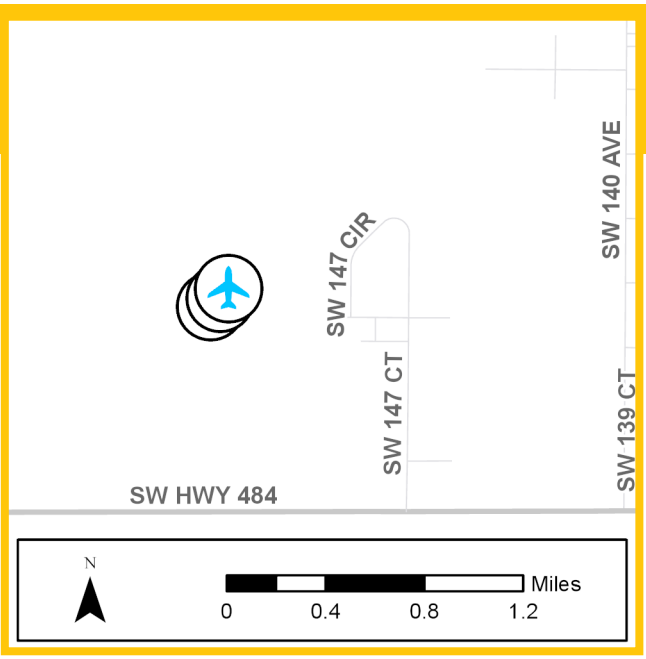
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,098,602	$0	$1,548,602

Additional Information: Drainage improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	$90,000	$0	$0	$0	$0	**$90,000**
CAP	DDR	$360,000	$0	$0	$0	$0	**$360,000**
Total		**$450,000**	**$0**	**$0**	**$0**	**$0**	**$450,000**

Project Description: Marion-Marion CO Airport Runway Improvements



Project Type: Airport

FM Number: 4384171

Lead Agency: Marion County

Length: N/A

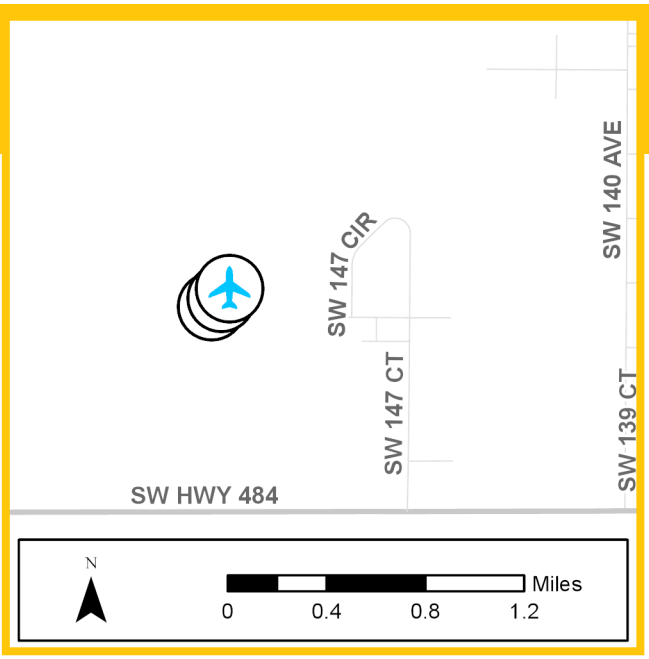
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$182,000

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	$36,400	$0	$0	$0	$0	**$36,400**
CAP	DPTO	$145,600	$0	$0	$0	$0	**$145,600**
Total		**$182,000**	**$0**	**$0**	**$0**	**$0**	**$182,000**

Project Description: Marion Airfield Pavement Improvements



Project Type: Airport

FM Number: 4384271

Lead Agency: Marion County

Length: N/A

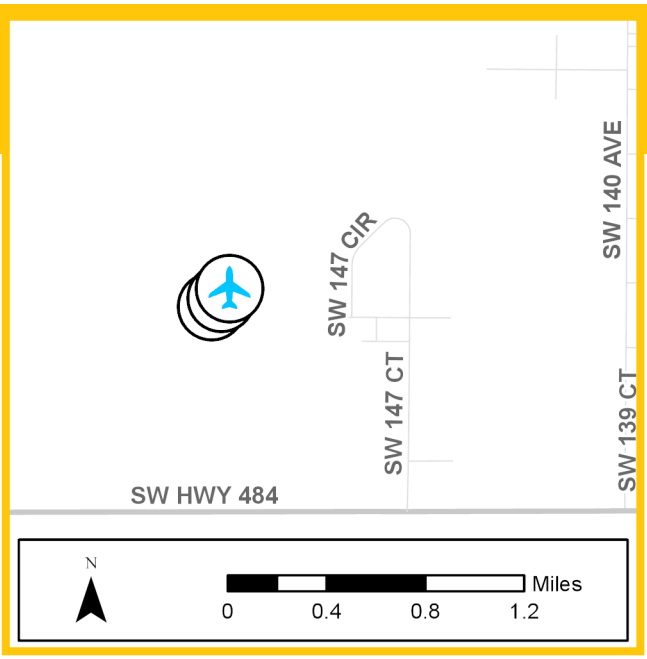
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,625,000

Additional Information: Airfield pavement improvement.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	$0	$0	$75,000	$250,000	$0	**$325,000**
CAP	DDR	$0	$0	$300,000	$1,000,000	$0	**$1,300,000**
Total		**$0**	**$0**	**$375,000**	**$1,250,000**	**$0**	**$1,625,000**

Project Description: Marion-Marion CO Airport Hangar



Project Type: Airport

FM Number: 4384301

Lead Agency: Marion County

Length: N/A

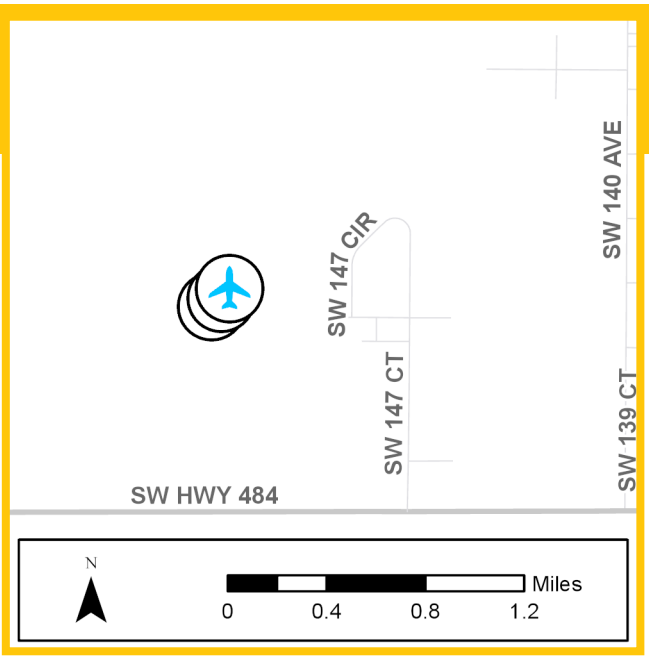
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$450,000	$0	$1,250,000

Additional Information: Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	$160,000	$0	$0	$0	$0	**$160,000**
CAP	DDR	$640,000	$0	$0	$0	$0	**$640,000**
Total		**$800,000**	**$0**	**$0**	**$0**	**$0**	**$800,000**

Project Description: Marion-Marion CO Airport Runway Rehabilitation



Project Type: Airport

FM Number: 4384351

Lead Agency: Marion County

Length: N/A

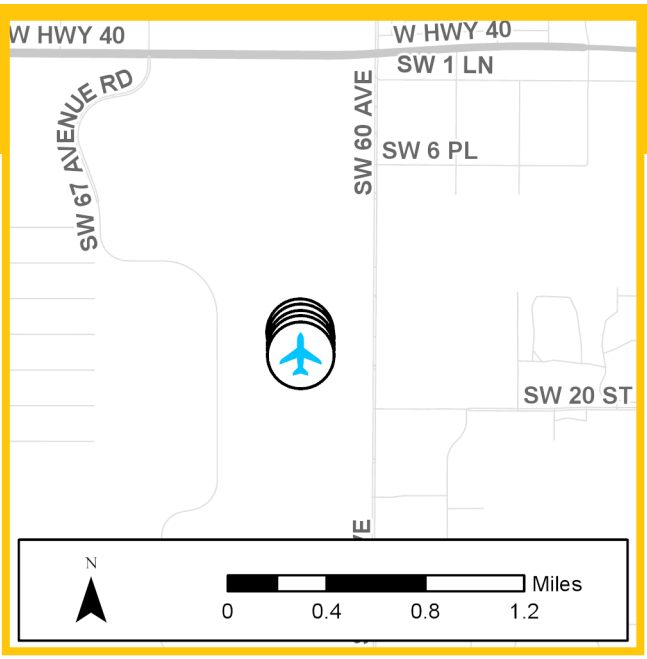
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,000,000

Additional Information: Runway rehabilitation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	$0	$200,000	$0	$0	$0	**$200,000**
CAP	DDR	$0	$800,000	$0	$0	$0	**$800,000**
Total		**$0**	**$1,000,000**	**$0**	**$0**	**$0**	**$1,000,000**

Project Description: Marion-Ocala Intl. Airfield Improvements



Project Type: Airport

FM Number: 4384761

Lead Agency: City of Ocala

Length: N/A

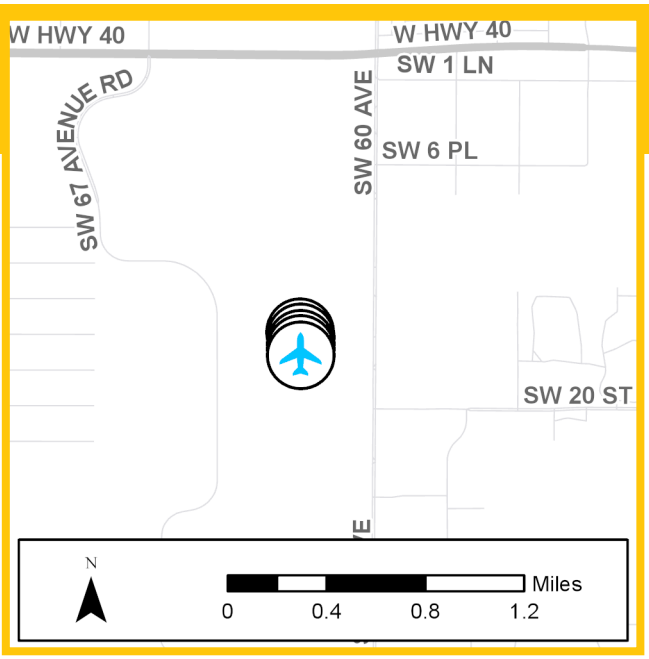
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$2,000,000

Additional Information: Airfield improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FAA	$0	$1,800,000	$0	$0	$0	**$1,800,000**
CAP	LF	$0	$40,000	$0	$0	$0	**$40,000**
CAP	DDR	$0	$160,000	$0	$0	$0	**$160,000**
Total		**$0**	**$2,000,000**	**$0**	**$0**	**$0**	**$2,000,000**

Project Description: Marion-Ocala Intl. Taxiway Improvements



Project Type: Airport

FM Number: 4384771

Lead Agency: City of Ocala

Length: N/A

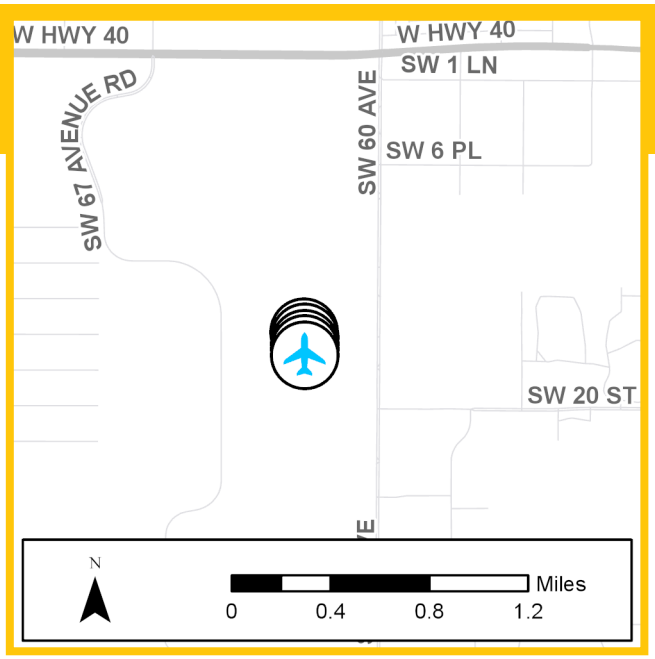
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$6,500,000

Additional Information: Taxiway improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FAA	$0	$0	$5,850,000	$0	$0	**$5,850,000**
CAP	LF	$0	$0	$130,000	$0	$0	**$130,000**
CAP	DDR	$0	$0	$520,000	$0	$0	**$520,000**
Total		**$0**	**$0**	**$6,500,000**	**$0**	**$0**	**$6,500,000**

Project Description: Marion-Ocala Intl. Airfield Pavement Rehabilitation



Project Type: Airport

FM Number: 4407801

Lead Agency: City of Ocala

Length: N/A

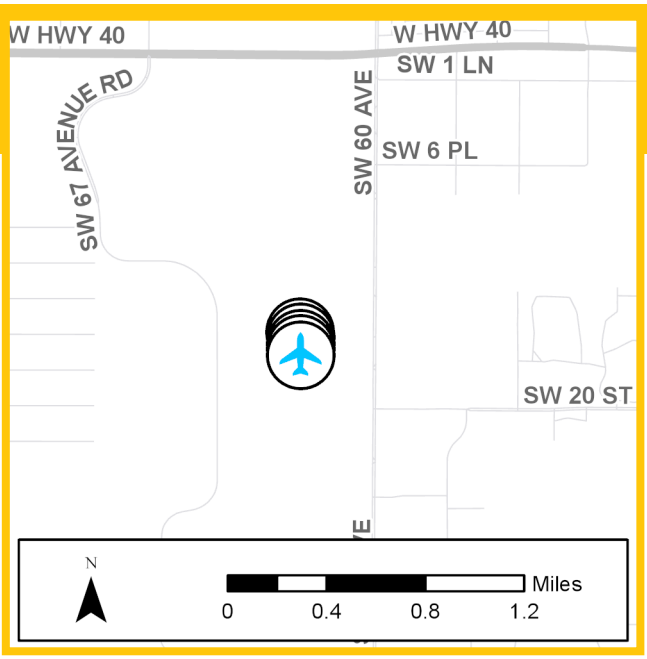
LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,625,000

Additional Information: Airfield pavement improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	$0	$0	$25,000	$300,000	$0	**$325,000**
CAP	DDR	$0	$0	$100,000	$1,200,000	$0	**$1,300,000**
Total		**$0**	**$0**	**$125,000**	**$1,500,000**	**$0**	**$1,625,000**

Project Description: Marion-Ocala Intl. Hangar



Project Type: Airport

FM Number: 4448771

Lead Agency: No Lead Agency

Length: N/A

LRTP # (pg. #): Goal 2: Objective 3 (2-9)
Goal 3: Objective 3 (2-9)

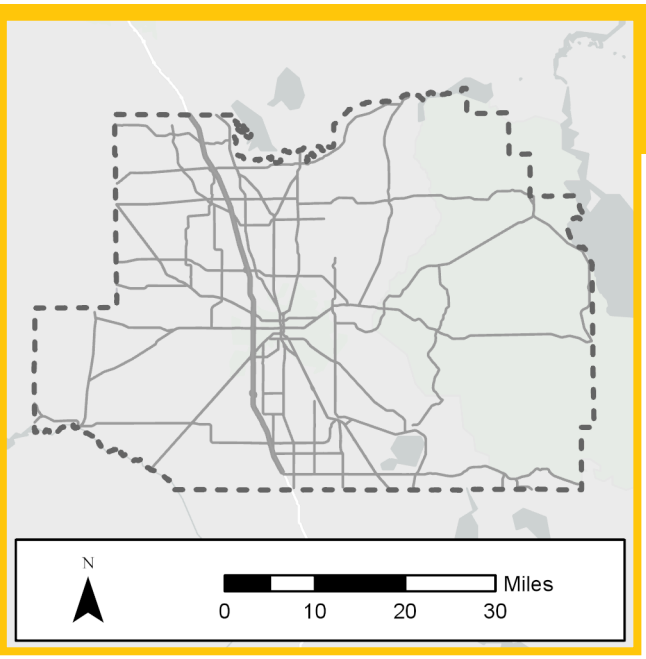
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,250,000

Additional Information: Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	LF	$0	$0	$0	$0	$250,000	**$250,000**
CAP	DDR	$0	$0	$0	$0	$1,000,000	**$1,000,000**
Total		**$0**	**$0**	**$0**	**$0**	**$1,250,000**	**$1,250,000**

Transit / Funding / Grants

Project Description: SunTran/Ocala/Marion Urban Capital Fixed Route FTA Section 5307-2009



Project Type: Capital for Fixed Route

FM Number: 4271882

Lead Agency: City of Ocala

Length: N/A

LRTP # (pg. #): Goal 1 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$14,676,277	$0	$30,109,671

Additional Information: Capital Fixed Route FTA Section 5307-2009.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	$2,325,554	$2,395,321	$2,467,181	$2,541,196	$2,617,431	$12,346,683
CAP	LF	$581,389	$598,830	$616,795	$635,299	$654,398	$3,086,711
Total		**$2,906,943**	**$2,994,151**	**$3,083,976**	**$3,176,495**	**$3,271,829**	**$15,433,394**

Project Description: Marion-Section 5303, Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4314011

Lead Agency: Ocala Marion TPO

Length: N/A

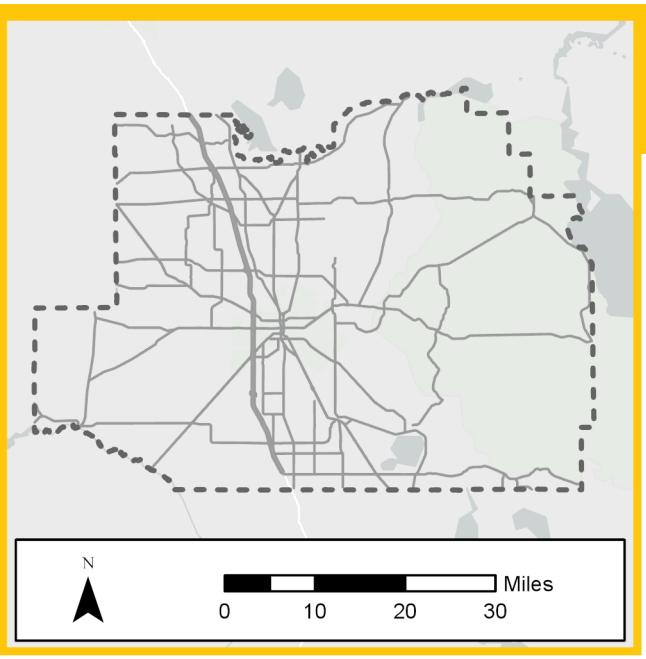
LRTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$508,130	$0	$616,512

Additional Information: Ocala Marion TPO Planning Studies, Section 5303.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	$86,706	$0	$0	$0	$0	$86,706
PLN	**LF**	**$10,838**	**$0**	**$0**	**$0**	**$0**	**$10,838**
PLN	DPTO	$10,838	$0	$0	$0	$0	$10,838
Total		**$108,382**	**$0**	**$0**	**$0**	**$0**	**$108,382**

Project Description: Marion-Block Grant Operating Assit for Fixed Route Service



Project Type: Operating for Fixed Route

FM Number: 4333041

Lead Agency: City of Ocala

Length: N/A

LRTP # (pg. #): Goal 1 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$3,528,695	$0	$6,355,161

Additional Information: Block Grant Operating Assistance for Fixed Route Service.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	LF	$689,382	$723,851	$0	$0	$0	$1,413,233
OPS	DPTO	$689,382	$723,851	$0	$0	$0	$1,413,233
Total		**$1,378,764**	**$1,447,702**	**$0**	**$0**	**$0**	**$2,826,466**

Project Description: Marion-Section 5311 Rural Transportation

Project Type: Operate/Admin. Assistance

FM Number: 4333121

Lead Agency: Marion Transit

Length: N/A

LRTP # (pg. #): Goal 1 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$4,757,214	$0	$8,534,844

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	$921,373	$967,442	$0	$0	$0	$1,888,815
OPS	LF	$921,373	$967,442	$0	$0	$0	$1,888,815
Total		**$1,842,746**	**$1,934,884**	**$0**	**$0**	**$0**	**$3,777,630**

Project Description:	Ocala/Marion Urban Area FY 2020/2021-2021/2022 UPWP
Project Type:	Transportation Planning
FM Number:	4393313
Lead Agency:	Ocala Marion TPO
Length:	N/A
LRTP # (pg. #):	Goal 1 - 6 (2-8 to 2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,181,999

Additional Information: Ocala Marion TPO FY 2020/2021 – 2021/2022 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	$687,026	$494,973	$0	$0	$0	$1,181,999
Total		**$687,026**	**$494,973**	**$0**	**$0**	**$0**	**$1,181,999**

Project Description:	Ocala/Marion Urban Area FY 2022/2023-2023/2024 UPWP
Project Type:	Transportation Planning
FM Number:	4393314
Lead Agency:	Ocala Marion TPO
Length:	N/A
LRTP # (pg. #):	Goal 1 - 6 (2-8 to 2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$989,946

Additional Information:

Ocala Marion TPO FY 2022/2023 – 2023/2024 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	$0	$0	$494,973	$494,973	$0	$989,946
Total		**$0**	**$0**	**$494,973**	**$494,973**	**$0**	**$989,946**

Project Description:	Ocala/Marion Urban Area FY 2024/2025-2025/2026 UPWP
Project Type:	Transportation Planning
FM Number:	4393315
Lead Agency:	Ocala Marion TPO
Length:	N/A
LRTP # (pg. #):	Goal 1 - 6 (2-8 to 2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$494,973

Additional Information:

Ocala Marion TPO FY 2024/2025 – 2025/2026 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	$0	$0	$0	$0	$494,973	$494,973
Total		**$0**	**$0**	**$0**	**$0**	**$494,973**	**$494,973**

Project Description: Ocala Marion TPO Planning Studies

Project Type: TPO Studies

FM Number: 4407971

Lead Agency: Ocala Marion TPO

Length: N/A

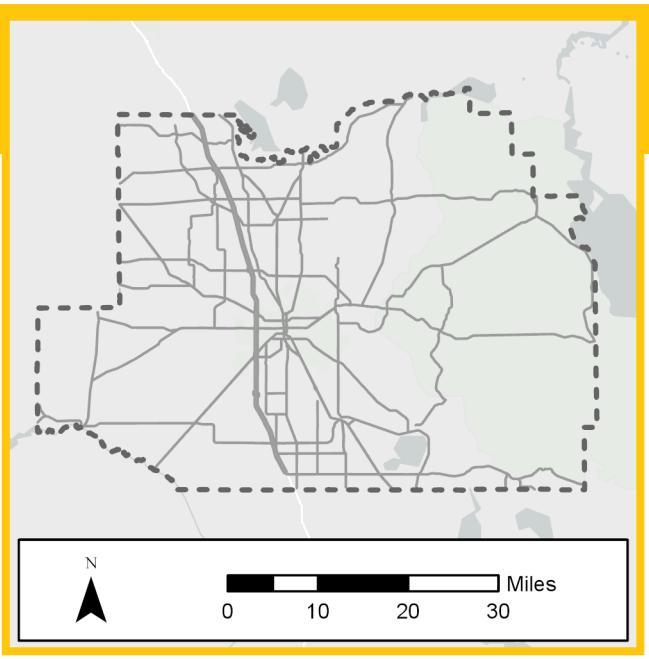
LRTP # (pg. #): Goal 1 - 6 (2-8 to 2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$562,401

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	$0	$74,389	$74,389	$74,389	$226,752	$449,919
PLN	LF	$0	$9,299	$9,299	$9,299	$28,344	$56,241
PLN	DPTO	$0	$9,299	$9,299	$9,299	$28,344	$56,241
Total		**$0**	**$92,987**	**$92,987**	**$92,987**	**$283,440**	**$562,401**

Project Description: Marion-SunTran Block Grant Operating Assistance



Project Type: Operating for Fixed Route

FM Number: 4424551

Lead Agency: City of Ocala

Length: N/A

LRTP # (pg. #): Goal: 1 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$4,724,238

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	LF	$0	$0	$760,043	$798,045	$804,031	$2,362,119
OPS	DPTO	$0	$0	$760,043	$798,045	$804,031	$2,362,119
Total		**$0**	**$0**	**$1,520,086**	**$1,596,090**	**$1,608,062**	**$4,724,238**

Project Description: Marion-Marion Senior Services Section 5311 Rural Transportation

Project Type: Operate/Admin. Assistance

FM Number: 4424601

Lead Agency: Marion Transit

Length: N/A

LRTP # (pg. #): Goal 1 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$6,404,704

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	$0	$0	$1,015,814	$1,066,604	$1,119,934	$3,202,352
OPS	LF	$0	$0	$1,015,814	$1,066,604	$1,119,934	$3,202,352
Total		**$0**	**$0**	**$2,031,628**	**$2,133,208**	**$2,239,868**	**$6,404,704**

Project Description: 5310 Capital ARC Marion - Small Urban

Project Type: Capital Grant

FM Number: 4488161

Lead Agency: Marion Transit

Length: N/A

LRTP # (pg. #): Goal 1, Objectives 1,3,4 (2-8)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$6,200

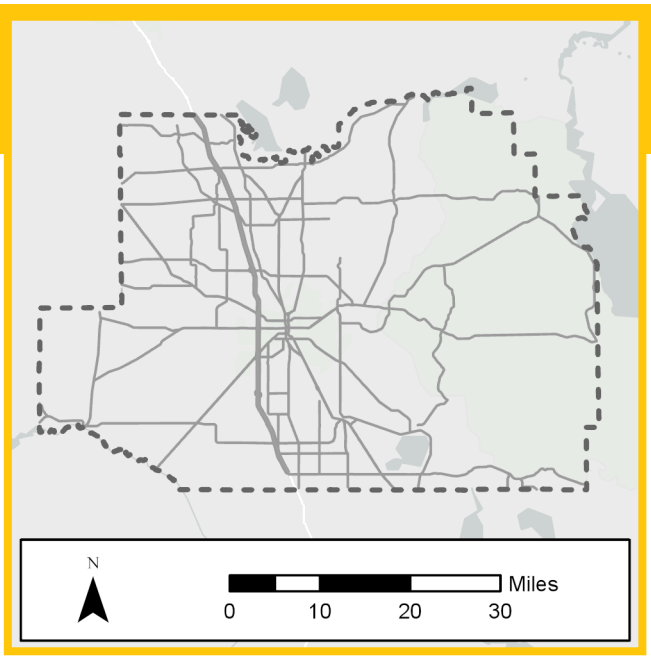
Additional Information:

Preventative maintenance funds for vehicles that provide transportation services to Advocacy Resource Center (ARC) in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DPTO	$620	$0	$0	$0	$0	$620
CAP	DU	$4,960	$0	$0	$0	$0	$4,960
CAP	LF	$620	$0	$0	$0	$0	$620
Total		**$6,200**	**$0**	**$0**	**$0**	**$0**	**$6,200**

Routine Maintenance

Project Description: Lighting Agreements



Project Type: Lighting

FM Number: 4136153

Lead Agency: FDOT

Length: N/A

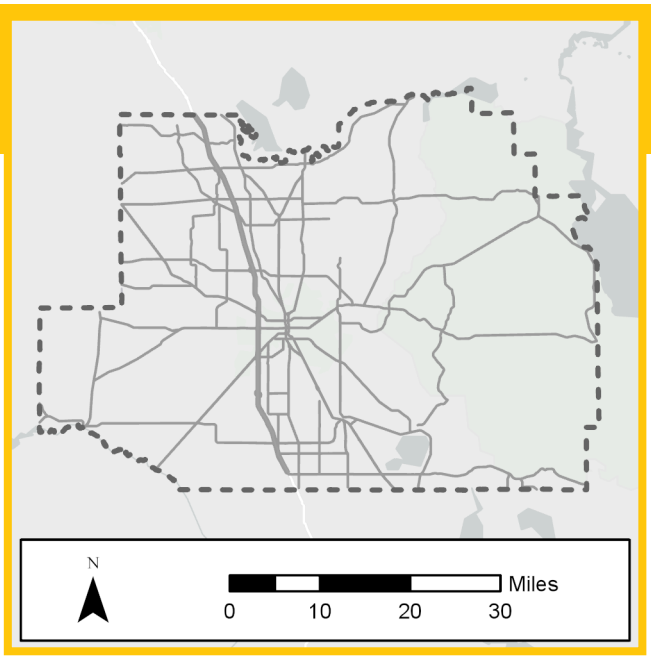
LRTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 1 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$4,604,594	$0	$6,748,323

Additional Information: Annual recurring funds to install and maintain illumination infrastructure on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	$403,786	$415,897	$428,369	$441,220	$454,457	**$2,143,729**
Total		**$403,786**	**$415,897**	**$428,369**	**$441,220**	**$454,457**	**$2,143,729**

Project Description: Marion Primary In-House



Project Type: Routine Maintenance

FM Number: 4181071

Lead Agency: FDOT

Length: N/A

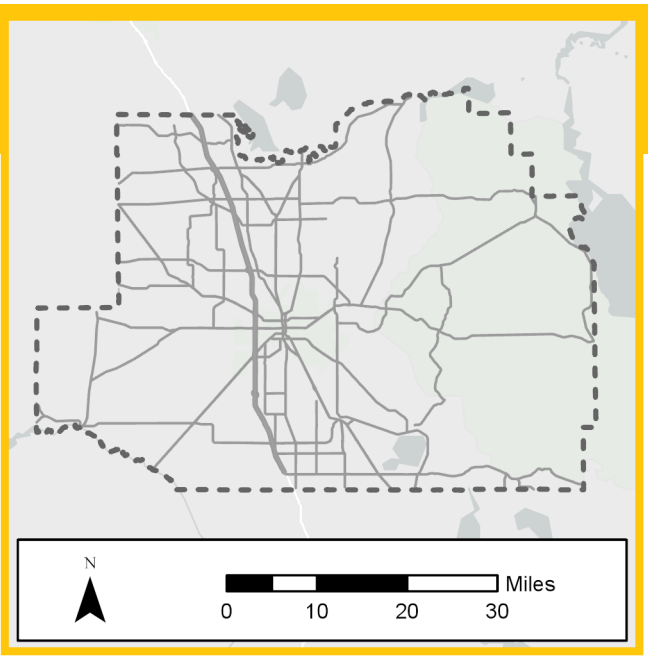
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$35,459,872	$0	$44,519,737

Additional Information: Annual recurring funds for routine general maintenance of state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	$1,831,973	$1,831,973	$1,831,973	$1,781,973	$1,781,973	**$9,059,865**
Total		**$1,831,973**	**$1,831,973**	**$1,831,973**	**$1,781,973**	**$1,781,973**	**$9,059,865**

Project Description: Asphalt Resurfacing Various Locations



Project Type: Routine Maintenance

FM Number: 4233912

Lead Agency: FDOT

Length: N/A

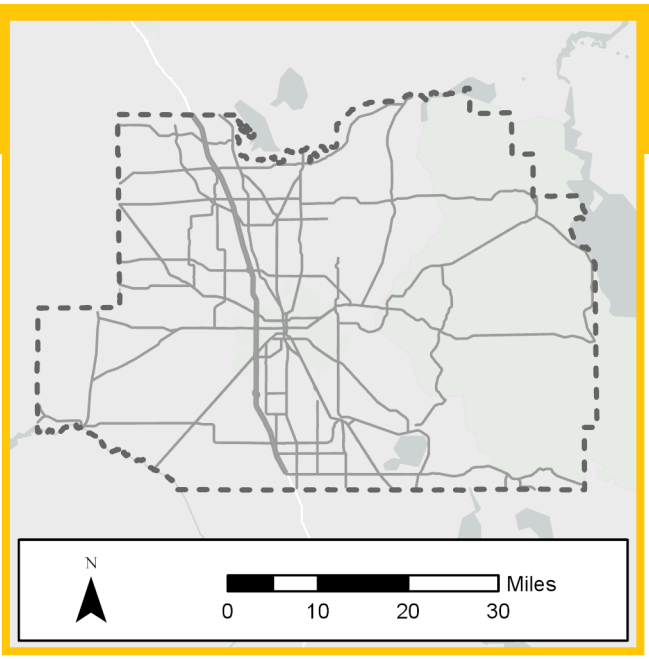
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$3,907,597	$0	$4,157,597

Additional Information: Annual recurring funds for asphalt resurfacing on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	$250,000	$0	$0	$0	$0	**$250,000**
Total		**$250,000**	**$0**	**$0**	**$0**	**$0**	**$250,000**

Project Description: Unpaved Shoulder Repair



Project Type: Routine Maintenance

FM Number: 4291781

Lead Agency: FDOT

Length: N/A

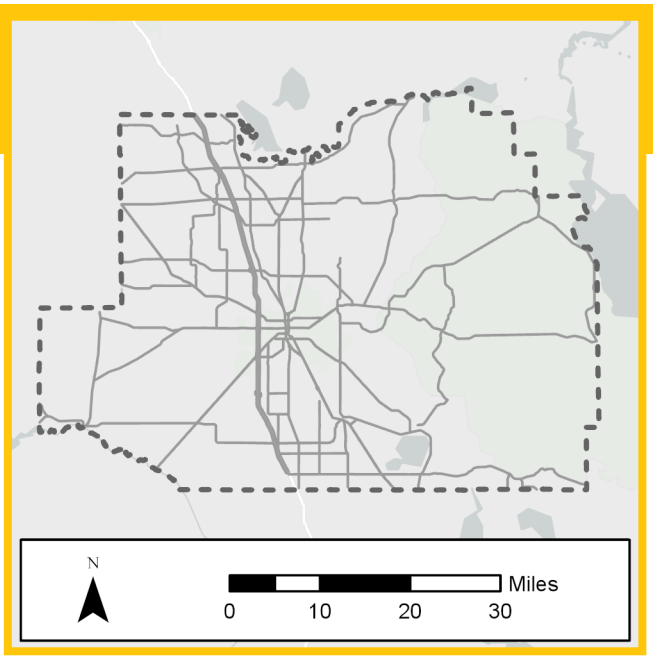
LRTP # (pg. #): Goal 6: Objective 2,3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$1,411,063	$0	$1,631,063

Additional Information: Unpaved shoulder repair for state corridors.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	$220,000	$0	$0	$0	$0	**$220,000**
Total		**$220,000**	**$0**	**$0**	**$0**	**$0**	**$220,000**

Project Description: Pavement Markings - Thermoplastic and RPM's



Project Type: Routine Maintenance

FM Number: 4291821

Lead Agency: FDOT

Length: N/A

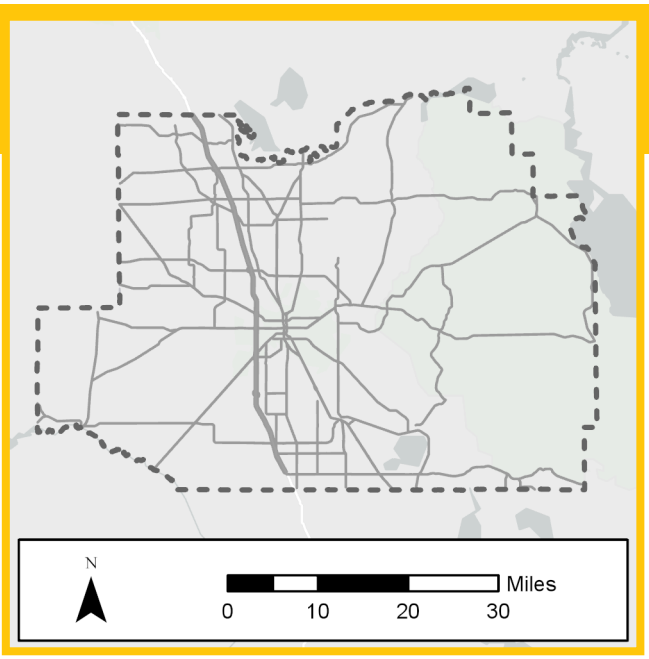
LRTP # (pg. #): Goal 3: Objective 2 (2-9)
Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$3,792,870	$0	$4,506,870

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	$714,000	$0	$0	$0	$0	**$714,000**
Total		**$714,000**	**$0**	**$0**	**$0**	**$0**	**$714,000**

Project Description: ITS Operational Support - Marion County



Project Type: ITS Communication System

FM Number: 4363611*

Lead Agency: Marion County

Length: N/A

LRTP # (pg. #): Goal 6: Objective 1 (2-11)

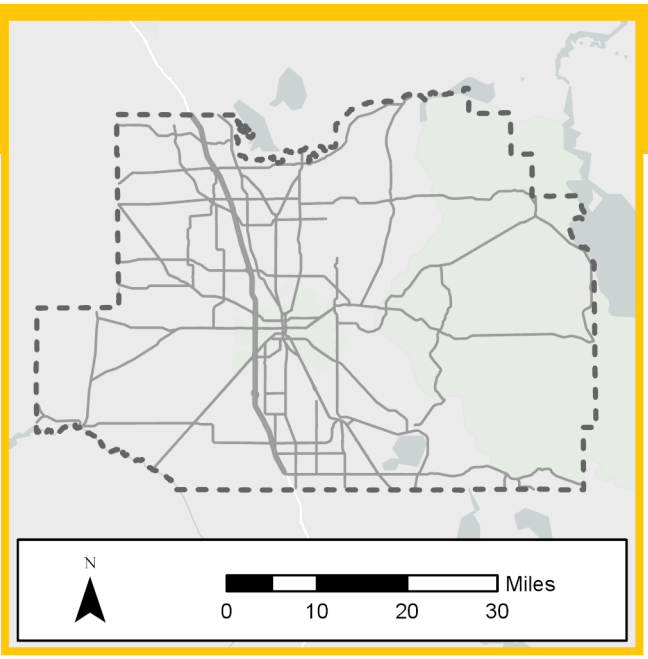
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$160,000

Additional Information: Capital and operations support for Intelligent Transportation Systems (ITS) technology in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	$160,000	$0	$0	$0	$0	**$160,000**
Total		**$160,000**	**$0**	**$0**	**$0**	**$0**	**$160,000**

* Amended January 26, 2021

Project Description: ITS Operational Support - City of Ocala



Project Type: ITS Communication System

FM Number: 4363612*

Lead Agency: City of Ocala

Length: N/A

LRTP # (pg. #): Goal 6: Objective 1 (2-11)

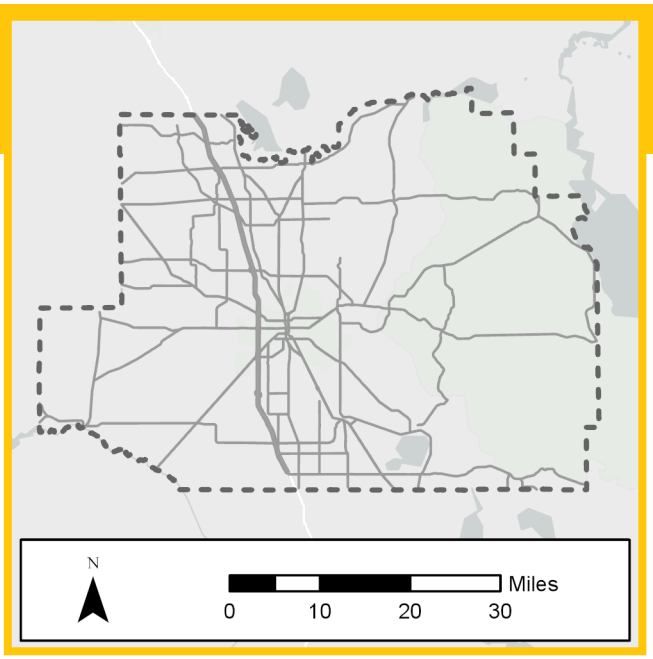
Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$110,000

Additional Information: Capital and operations support for Intelligent Transportation Systems (ITS) technology in the City of Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	$110,000	$0	$0	$0	$0	**$110,000**
Total		**$110,000**	**$0**	**$0**	**$0**	**$0**	**$110,000**

* Amended January 26, 2021

Project Description: Aesthetics Area Wide



Project Type: Routine Maintenance

FM Number: 4466911

Lead Agency: FDOT

Length: N/A

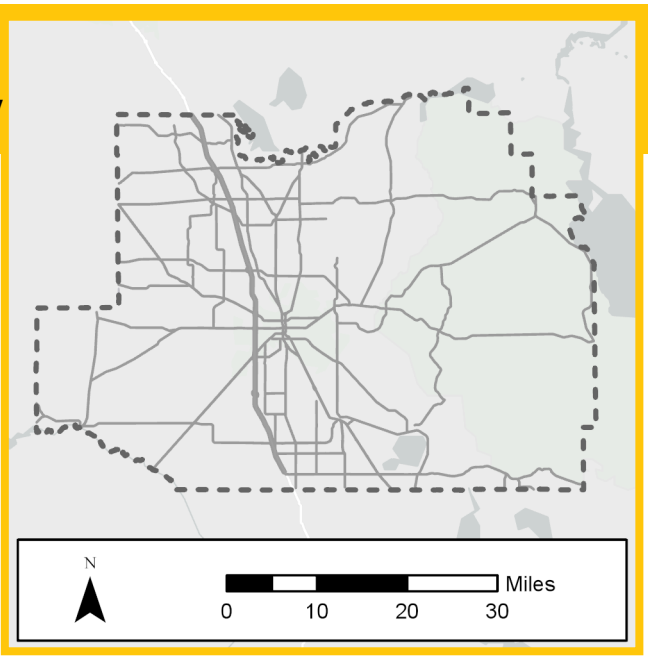
LRTP # (pg. #): Goal 5: Objective 3 (2-10)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$1,200,000

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	$1,200,000	$0	$0	$0	$0	**$1,200,000**
Total		**$1,200,000**	**$0**	**$0**	**$0**	**$0**	**$1,200,000**

Project Description: LED Equipment Upgrades for 14 Crossings in Marion County



Project Type: Rail Safety Project

FM Number: 4467911

Lead Agency: FDOT

Length: N/A

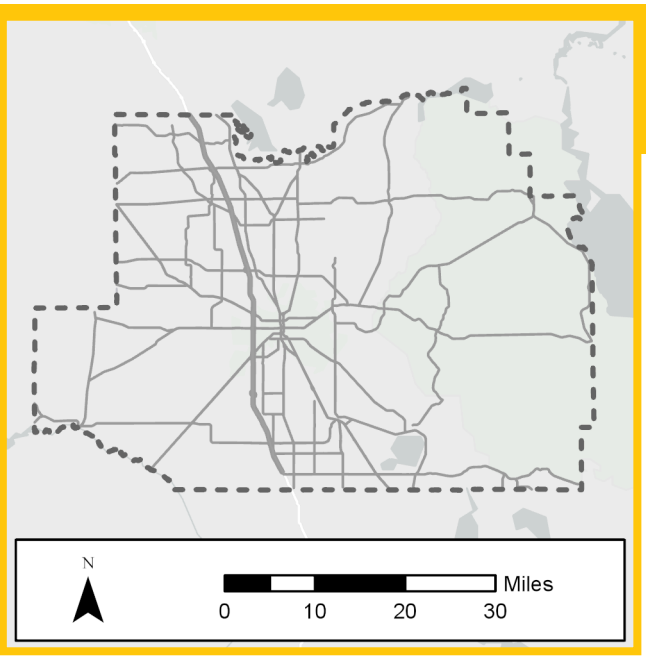
LRTP # (pg. #): Goal 6: Objective 3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$33,077

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	RHP	$33,077	$0	$0	$0	$0	**$33,077**
Total		**$33,077**	**$0**	**$0**	**$0**	**$0**	**$33,077**

Project Description: Asset Maintenance
Marion County



Project Type: Routine Maintenance

FM Number: 4469101

Lead Agency: FDOT

Length: N/A

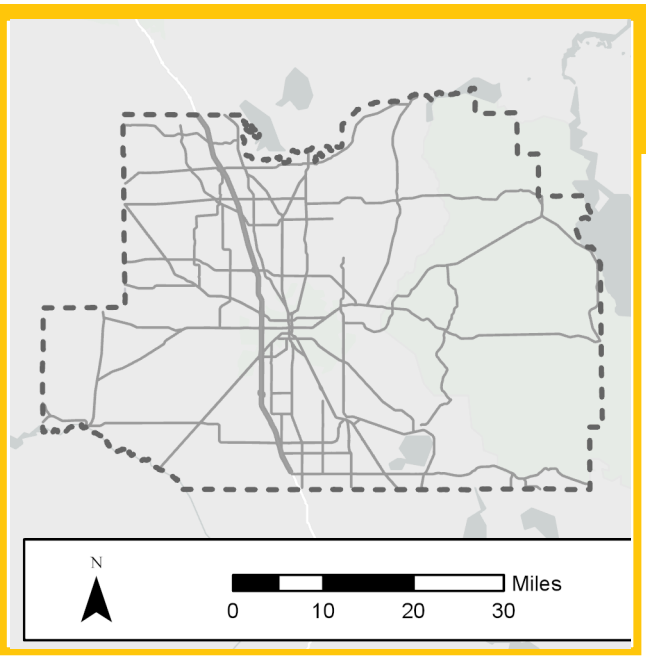
LRTP # (pg. #): Goal 6: Objective 1-3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$12,500,000

Additional Information: No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$2,500,000	**$12,500,000**
Total		**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$12,500,000**

Project Description: NE 40th At Railroad Crossing #627890



Project Type: Rail Safety Project

FM Number: 4488541

Lead Agency: FDOT

Length: N/A

LRTP # (pg. #): Goal 6: Objectives 2,3 (2-11)

Prior Cost < 2020/21:	Future Cost > 2024/25:	Total Project Cost
$0	$0	$3,588

Additional Information: Replacement of existing incadescent bulbs and lenses with LED bulbs and lenses at CSX crossing #627890X on NE 40th in Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RHP	RRU	$3,588	$0	$0	$0	$0	**$3,588**
Total		**$3,588**	**$0**	**$0**	**$0**	**$0**	**$3,588**

APPENDIX A: LIST OF FIGURES

APPENDIX B: LIST OF OBLIGATED PROJECTS

APPENDIX C: MAP OF NATIONAL HIGHWAY SYSTEM: OCALA, FL

APPENDIX D: MAP OF STRATEGIC INTERMODAL SYSTEM

APPENDIX E: PUBLIC NOTICE IN OCALA STAR-BANNER

APPENDIX F: PUBLIC COMMENTS

Comments Received	Ocala Marion TPO Response
City of Ocala - Growth Management Department - Received 5/20/20	
The TPO should correct pages 84 and 90 in the TIP to indicate that this is Block Grant funding and not 5307.	This comment has been incorporated into the Final TIP
Public Comment - Received 5/29/20	
You are already, wisely, putting an overpass on NE 36 Ave over the railroad tracks. But even more of a bottleneck and magnet for crazy, unsafe drivers is where NE 8 Ave crosses 14 St. The main problem is the very short left turn lane on 8th between the tracks and the intersection … big enough for only 1½ cars. The antics of drivers to push their way to the front of the intersection is legendary. That is where an overpass (car or train) is desperately needed.	Thank you for your comment. This comment has been provided to the City of Ocala Engineering Office.
Federal Highway Administration - Received 6/2/20	
23 CFR 450.316(a)(1)(vi) requires a demonstration of explicit consideration and response to public input. The TIP states that it takes public input into consideration but it is not demonstrated on how this managed or accomplished.	Text informing the reader to this chart has been added to the "Public Involvement" section on page 7.
23 CFR 450.316(d) requires the involvement of Federal Lands since the Ocala National Forest occupies a large portion of the TPO area. There was no evidence that the Federal Public Lands (Ocala Natl.Forest) was included.	The TPO informed the U.S Forest Service that the Draft TIP was available for review on 5/27/20
23 CFR 450.326(g)(2) requires that the estimated total cost for projects which may extend beyond the timeframe of the TIP be included. Future cost estimates were not identified in the review.	The estimate total cost for projects extending beyond the timeframe of the TIP are included on each individual project page.
There should be at least one formal public hearing held during the TIP development. This is part of the TPO's PPP but it was unclear if a hearing had occurred.	The TPO's PPP does not require a formal public hearing to be held during the development of the TIP.
Since the TPO had adopted the TPM Consensus Document in the TIP in 2019 (as an amendment), there are two options. One, the Consensus Document must again be included in the TIP. Or the TPO Board may adopt the Document as a stand-only item.	The TPO will present the TPM Consensus Document to the TPO Board for adoption on 6/23/20 as a stand-only item.
Ocala Marion TPO's Technical Advisory Committee - Received 6/10/20	
Page 35: SR 484 should be CR 484	Project Description must stay consistent with FDOT Work Program
Page 44-45: Interchange and "The 'Y'" should be consistent	Project Description must stay consistent with FDOT Work Program
Page 46: US 441 first in title and correct Abshier Blvd or omit it	Project Description must stay consistent with FDOT Work Program
Page 47: Change or reorder Abshier Blvd to US 441	Project Description must stay consistent with FDOT Work Program
Page 55: SR 500 should be US 441	Project Description must stay consistent with FDOT Work Program
Page 63: Map line goes to Bridges Road. Should stop at the Pruitt Trailhead	Map has been updated
Page 66: Map is incorrect. Reference Project Application Map	Map has been updated
Page 70: Map is incorrect. Check aerial based on road and from/to	Map has been updated

Florida Department of Transportation (FDOT) - Received 6/24/20	
Provide MPO Adoption Date	Text has been included on the cover page
Page 21 states TPO's project selection process is consistent but does not address "how" it is consistent	Comment is not defined by FDOT as "critical" and is not addressed in the final document
FS ([s. 339.175(8)(c)(7) F.S.]) stated on page 21, each project references LRTP. See markups on document for specific corrections	LRTP Page number(s) indicating a project's applicable Goal(s)/ Objective(s) have been included to all projects
Please provide the Certification statement (for FHWA/FTA quadrennial certification)	The Ocala Marion TPO is not a TMA and is therefore not subject to the FHWA/FTA quadrennial certification
Introduced on page 10 (discussion of Transportation Disadvantaged), Figure 2 should be explained/ referenced. Please include a list of improvements funded the TD Funds	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Include project page for FM #4384171 and FM #4466911	Both project pages have been added (p.74 and p.100, respectively)
Numberous pages: Match "Project Descriptions" with FDOT Work Program	The Project Descriptions on the following pages of the final TIP have been corrected: 34-37, 40-47, 50-53, 55, 57, 59-60, 63-64, 67, 69-71, 73, 83-92, 96, 98
Page 3: Include Appendix H in Table of Contents	Text has been included
Explanation of Bridge and Pavement Condition (is stated) on page 14 but no anticipated effect explained. Transit Asset Management figure and explanation of goals is hard to follow and there is no anticipated effect stated from achieving the 0% target goal. Suggest to define a "0%" Target.	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 14: List the anticipated effects of achieving performance targets	Comment is not defined by FDOT as "critical" and is not addressed in the final document
Page 17, correct 450.324(a) to 450.326(a), distribution of funds provided on page 19 and 20	Text has been updated on page 17. Funding distribution on page 19 and 20 is not incorrect.
Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S].	The following comment was provided by FDOT: "Awaiting word back from Central Office regarding concurrence."
Did the MPO make the draft TIP available to all review agencies and affected parties? Refer distribution list in MPO Handbook, page 5-21 – 5-24	The following comment was provided by FDOT: "Need confirmation from FDOT."
Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Bureau of Community Planning, FTA, & FHWA?	The following comment was provided by FDOT: "Need concurrence from D5 Liaison"
Page 23: Include List of Priority Projects	List has been included

p.43: Correct total funding amount on line 5 and 6	Text has been updated
p.44: Change “Goal 6, Objective 1” to “Goal 6, Objective 3”	Text has been updated
p.46: Change “Intersection/Turn Lane” to “Traffic Signals”	Project Type is a TPO-developed classification system
p.56: Combine both rows in funding table	Rows have been combined
p.59: Change “Intersection/Turn Lane” to “Traffic Signals”	Project Type is a TPO-developed classification system
p.59: Correct Phase and Funding Source for each row	Text has been updated
p.63: Check line 5 and 6 of funding chart	Funding amounts were correct
p.83: Check Total funding for FY 2020/21	Funding amounts were correct
p.86: Check Total funding for FY 2020/21	Funding amounts were correct

APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS

APPENDIX H: MAJOR CHANGES FROM 2019/2020-2023/2024 TIP

Project Number / FM Number	Project Description	Change from 19/20-23/24 TIP	Change In Total Funding (If Applicable)
4348441	CR 42 at SE 182nd Ave. Rd	No Change	N/A
4336511	CR 484 from SW 20th Ave. to CR 475A	No Change	N/A
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	Fully Funded	N/A
4352091	I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.	Funding Increase	$58,318,200
4436231	I-75 (State Road 93)	No Change	N/A
4436241	I-75 (State Road 93)	No Change	N/A
4409002	I-75 FRAME OFF SYSTEM	Fully Funded	N/A
4385621	I-75 MARION COUNTY REST AREAS	Funding Decrease	$20,221
4378261	I-75 MARION COUNTY REST AREAS	Funding Decrease	$88,377
4363611	ITS OPERATIONAL SUPPORT	No Change	N/A
4317983	NE 36TH AVENUE	Fully Funded	N/A
4443831	SE 36 AVE @ CROSSING # 627220-F	Fully Funded	N/A
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	Fully Funded	N/A
4356602	SR 326	Fully Funded	N/A
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40	No Change	N/A
4112565	SR 35 (US 301) DALLAS POND REDESIGN	Funding Increase	$236,597
4336521	SR 40 from SW 40th Ave. to SW 27th Ave.	Funding Decrease	$2,504,748
4413661	SR 40 from SW 27th Ave. to MLK Jr. Ave.	Funding Increase	$64,400
4106742	SR 40 from end of 4 lanes to east of CR 314	Funding Decrease / Constructed Delayed - Est. to Begin 2029)	$23,963,634
4431701	I-75 from Sumter County Line to SR 200	Funding Decrease	$2,375,139
4437301	US 301 / US 441 Split (The Y) from south of Split to north of Split	Funding Increase	$26,680
2386481	US 41 from SW 110th St. to north of SR 40	Funding Decrease	$10,469,145
4392381	US 441 from SR 35 to SR 200	Fully Funded	N/A
4336611	US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.	Funding Decrease	$107,604
4411361	US 441 from CR 25A (NW Gainesville Rd.) to US 301/441 Interchange	Funding Increase	$5,606,809
4356861	US 441 at SE 98th Lane	Fully Funded	N/A
4336601	US 441 at SR 464	Funding Decrease	$90,948
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST	Fully Funded	N/A
4453211	WILDWOOD MAINLINE WEIGH IN MOTION (WIM) SCREENING	Funding Decrease	$57,711

APPENDIX I: LIST OF PROJECTS IN 2040 LRTP

The chart below shows projects included in both the TIP and the TPO's 2040 Long-Range Transportation Plan (LRTP). Please note that the details of projects, including the project description, may vary slightly to how the project is identified in the 2040 LRTP. Also, projects listed in the LRTP may be listed on other pages, in addition to the pages shown below.

TIP Page Number	FM Number	2040 LRTP Page Number	2040 LRTP Project Name
34	4352091	5-2	I-75 @ NW 49th Street
40	2386481	5-2	US 41 from SW 111th Place Ln to SR 40
46	4456881	3-10, 3-11	US-441/US-27 at CR-42
49	4106742	5-2	SR 40 from NE 60th Ct to CR 314
50	4336511	5-4	I-75 at CR 484
52	4336521	5-2	SR 40 @ I-75 (SW 27th Ave to SW 40th Ave)
67	4367551	3-23	Indian Lake Trail: Silver Springs State Park to Indian Lake Trailhead
68	4367561	5-2	Downtown Ocala Trail: Ocala City Hall to Silver Springs State Park

APPENDIX J: “ROLL FORWARD” TIP

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **Amendment of FY 2020/21 to 2024/25 Transportation Improvement Program (TIP) – Transit Safety Targets**

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPO/TPO's to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

More specifically, on July 19, 2018, the Federal Transit Administration (FTA) issued a requirement to all transit agencies to publish a Public Transportation Agency Safety Plan (PTASP) and corresponding safety targets. The effective date of this regulation was July 19, 2020, but was later extended to December 31, 2020 due to the global pandemic. On November 30, 2020, SunTran through the City of Ocala City Council adopted a PTASP and corresponding safety targets.

SunTran Safety Performance Targets
Performance Targets based on collected data from the previous three years

Mode of Transit Service	Fatalities Total	Fatalities (per 100k vehicle revenue miles) VRM)	Injuries Total	Injuries (per 100k vehicle revenue miles VRM)	Safety Events Total	Safety Events (per 100k vehicle revenue miles VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	1	.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Upon adoption, MPO/TPO's are then required by law within 180 days to either adopt the local transit agency (SunTran) safety targets into their respective planning processes and performance management, or develop their own independent targets.

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

Based on a review of the PTASP and corresponding safety targets, TPO staff recommends adoption of SunTran's safety targets and to amend the FY 2020/21 to 2024/25 TIP as proposed in the attached documentation.

If you have any questions regarding the proposed TIP amendment, please contact me at 438-2631.

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PUBLIC TRANSIT
Safety Performance

MAP-21 Performance Management

March 2021

OVERVIEW

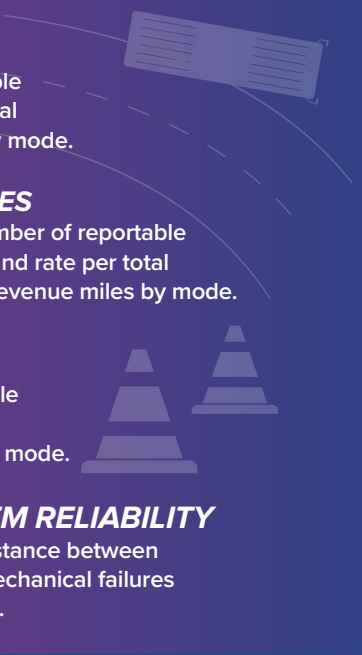
The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP–21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida's transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.

PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Federal Rule Applicability

RECIPIENTS AND SUB-RECIPIENTS OF FTA 5307 FUNDS	FTA is deferring applicability for operators that only receive 5310 and/or 5311 funds.
SMALL PUBLIC TRANSPORTATION PROVIDERS (5307S)	Agencies: a) without rail; and b) with fewer than 101 revenue vehicles in operation during peak service may complete their own plan or have their plan drafted or certified by their state DOT.

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES



FATALITIES
Total number of reportable fatalities and rate per total vehicle revenue miles by mode.

INJURIES
Total number of reportable injuries and rate per total vehicle revenue miles by mode.

SAFETY EVENTS
Total number of reportable events and rate per total vehicle revenue miles by mode.

SYSTEM RELIABILITY
Mean distance between major mechanical failures by mode.

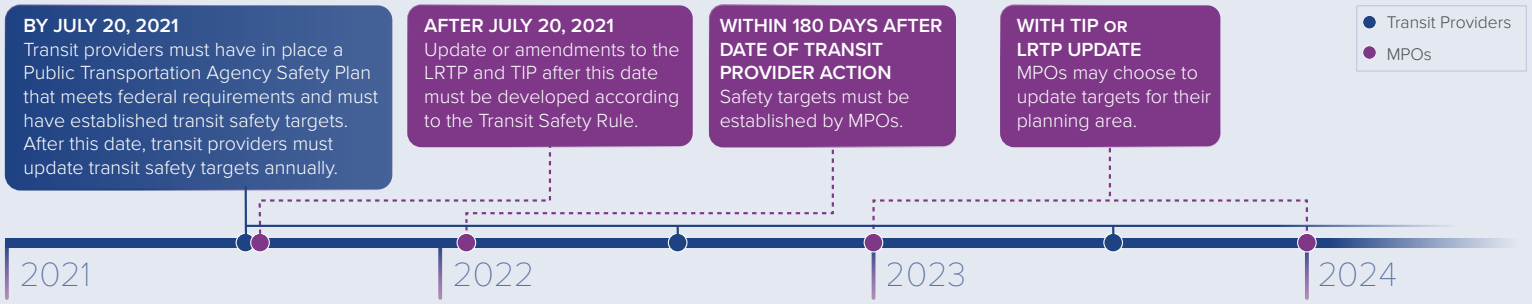
TIMELINE

BY JULY 20, 2021
Transit providers must have in place a Public Transportation Agency Safety Plan that meets federal requirements and must have established transit safety targets. After this date, transit providers must update transit safety targets annually.

AFTER JULY 20, 2021
Update or amendments to the LRTP and TIP after this date must be developed according to the Transit Safety Rule.

WITHIN 180 DAYS AFTER DATE OF TRANSIT PROVIDER ACTION
Safety targets must be established by MPOs.

WITH TIP OR LRTP UPDATE
MPOs may choose to update targets for their planning area.



PTASP CERTIFICATION AND REVIEW

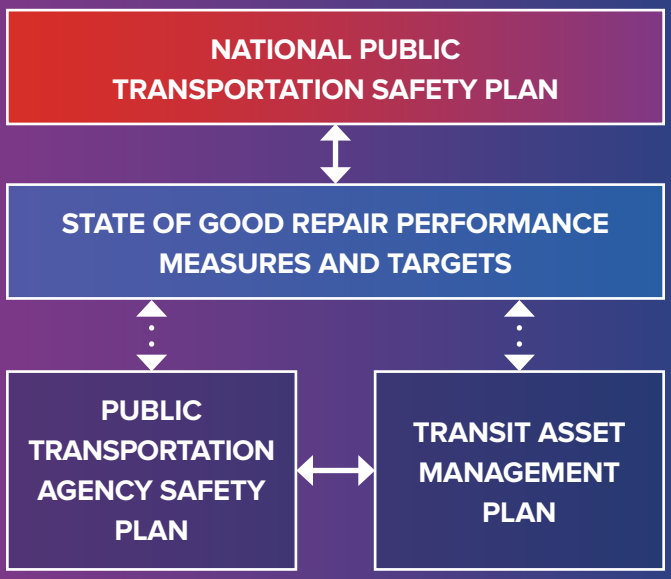
RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida's SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

PTASP RELATIONSHIP TO OTHER FEDERALLY REQUIRED PLANS AND PRODUCTS



REQUIREMENTS

COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES

- Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- MPOs that agree to support a public transit provider's safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually. Instead, subsequent MPO transit safety targets must be established when the MPO updates the TIP or LRTP.
- If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

FOR MORE INFORMATION PLEASE CONTACT

Scott Philips, Statewide Metropolitan Planning Analyst
Florida Department of Transportation Office of Policy Planning
Scott.Philips@dot.state.fl.us | (850) 414-4801

Proposed Amended Page to the TPO Fiscal Years 2020/21 to 2024/25 TIP - PTASP Safety, page 17

On July 19, 2018, the FTA published the Public Transportation Agency Safety Action Plan (PTASP) regulation, 49CFR Part 673, as required by 49 U.S.C. 5329(d). The effective date of the regulation was July 19, 2019, but was extended to December 31, 2020 due to the global pandemic. The PTASP regulation implements a risk-based Safety Management System approach and requires all recipients and sub-recipients of federal transit financial assistance to establish and certify an Agency Safety Plan and corresponding safety performance targets. MPO/TPO's then have 180 days from the adoption of the PTASP targets set by the public transit agency (SunTran) to adopt or develop their own independent targets.

On December 1, 2020, SunTran submitted their PTASP and corresponding safety targets to the TPO, as adopted by City of Ocala City Council on November 30, 2020. Figure 7 displays the adopted SunTran PTASP targets.

[Recommendation: TPO Board adoption of the SunTran PTASP safety targets on April 27, 2020]

SunTran Safety Performance Targets 2020 Performance Targets based on collected data from previous three years							
Mode of Transit Service	Fatalities Total	Fatalities (per 100k vehicle revenue miles VRM)	Injuries Total	Injuries (per 100k vehicle revenue miles VRM)	Safety Events Total	Safety Events (per 100k vehicle revenue miles VRM)	Safety Reliability (VRM/ failures)
Fixed Route Bus	0	0	1	0.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Figure 7: SunTran PTASP Safety Targets

SunTran PTASP - for reference

SunTran

City of Ocala

Public Transportation Agency Safety Plan (PTASP)

November 2020

Table of Contents

SECTION 1: Establishment of Public Transportation Agency Safety Plan (PTASP)

This document serves as the City of Ocala's Public Transportation Agency Plan (PTASP) for its Bus Transit system (SunTran) located in Ocala/Marion County Florida. It is intended to encompass all current and future operations, services and projects and applies to all activities which involve planning, design, procurement, installation and testing of equipment or facilities, operations, maintenance, support activities, and the environment in which the transit system operates.

Public Transportation Agency Safety Plan (PTASP) Rule

The City of Ocala (SunTran) is committed to comprehensive safety planning. As an operator of a small public transportation system that receives Federal Financial assistance under Title 49 of the United States Code (USC), the City of Ocala subject to Florida Transportation Administration (FTA) 49 CFR Part 673 Final Rule and as delineated in Florida Administrative Code (FAC) Section 14-90.004(1), has adopted the principles and methods of Safety Management Systems (SMS) as the basis for enhancing the safety of its public transportation system. The plan incorporates the framework and principles of SMS for the City of Ocala (SunTran) Transit operations and all applicable Contract organization(s) to the extent practical and consistent with applicable requirements for each SMS component as indicated below:

The City of Ocala has established a PTASP that meets or exceeds the General Requirements of 49 CFR Part 673 Final Rule and of FAC 14-90.004 and establishes the SMS policies for the City of Ocala Administrative employees delegated with Administration oversight, authority and responsibility for SunTran's transit system as well as all employees for the Contractor organization awarded oversight, authority and responsibility for SunTran's Operation and Fleet Maintenance services. Each share a responsibility and commitment to comprehensive safety planning.

General PTASP Requirements

The PTASP adheres to the fundamentals and framework of SMS and reflects the specific safety objectives, standards and priorities for SunTran and the City of Ocala including the following required elements:

- ✓ The Safety Plan and subsequent updates will be signed by the Accountable Executive and approved by the City of Ocala City Council
- ✓ The Safety Plan documents the processes and activities related to SMS implementation
- ✓ The Safety Plan includes performance targets based on the safety performance criteria established under the National Public Transportation Safety Plan (NSP), and the state of good repair standards established in the regulations that implement the National Transit Asset Management System and included in the NSP.
- ✓ The Safety Plan will comply with the minimum performance standards authorized through the NSP
- ✓ The City of Ocala will establish a process and timeline for conducting an annual review and update of the Safety Plan
- ✓ The City of Ocala and Contractor will maintain the Safety Plan in accordance with the recordkeeping requirements in subpart D of Part 673

Issuance and Update

The SMS plan will be reviewed and updated, as applicable, annually beginning on the date of issuance. Immediate changes to PTASP SMS procedures deemed paramount to safety mitigation may be authorized by the Operations/Fleet Maintenance Contractor's Regional Executive via a signed SMS Immediate Policy Amendment Change Memo that has been reviewed and approved by the City's Transit Manager/SMS Chief Safety Officer.

For these immediate changes, the Contractor General Manager (CONTR GM) will be responsible for ensuring communication to all concerned parties through established internal communication venues and the update will be noted on the PTASP Activity Log by the Contractor Operations Manager (CONTR OM).

Scope and Objectives

The SMS has been established consistent with business needs and regulatory impetus. The SMS is designed to reduce safety risks to an acceptable level through a continuous process of hazard identification and safety risk management practices to achieve the following goals:

- ➢ Reducing transit safety, employee, and environmental risks by better managing the City of Ocala's Transit's safety risks and setting goals to eliminate or reduce risks.
- ➢ Communication of safety risks to employees and their roles and responsibilities related to risks.
- ➢ Increase awareness of safety issues at all levels, thereby providing a better framework/structure for management to play a leadership role in addressing safety concerns.

- Continuous improvement of Contractor organization SMS and risk controls.
- Compliance with all applicable state and federal regulations.
- Foster a culture of change management so that safety issues are identified, and risks are eliminated or reduced in the planning process and delays or other impediments to business goals are avoided.

The SMS applies specifically to all contract organizations subject to Florida Department of Transportation (FDOT) and FTA regulations on SMS and all City of Ocala Transit operations.

Agency Overview

Marion County is in north central Florida and is bordered by seven counties; Alachua and Putnam to the north, Volusia and Lake to the east, Sumter and Citrus to the south, and Levy to the west. According to the 2010 Census, the county includes a total area of 1,663 square miles, with 1,585 square miles of land and 78 square miles of water. The population of Marion County is concentrated in the county seat of Ocala, which is also the largest city, located in the geographic center of the county.

SunTran has been in operation since 1998 and provides fixed-schedule service on six routes in Marion County, mostly centered in Ocala, with one route operating from Ocala to the Silver Springs Shores area southeast of Ocala. Most routes operate 5:00 AM–10:00 PM on weekdays and Saturdays.

On July 1, 2019 SunTran moved from the oversight of the Ocala Marion Transportation Planning Organization (TPO) to the City of Ocala and is now a division of the City's Growth Management Department. All transit system administration, planning and fiscal oversight is conducted by the City's Growth Management Department. The SunTran system's seven fixed bus routes daily operations and maintenance are contracted through a third-party company, (RATPDEV). RATPDEV contracts SunTran's paratransit services through Marion Transit Services (MTS).

Capital assets that SunTran owns, operates, and has a direct capital responsibility comprises the following asset categories:

Rolling Stock

- Fifteen (15) Vehicles for transporting of passengers;
- Five (5) Non-revenue service vehicles for use in its daily operations

Equipment

- One (1) Rotary Lift used for vehicle maintenance

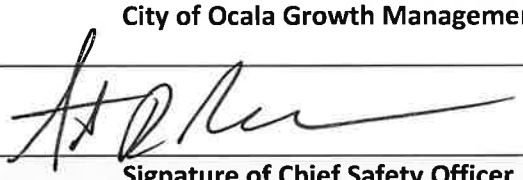
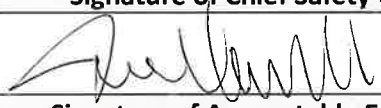
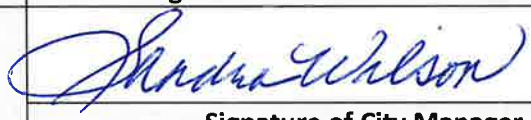
Facilities

- One (1) Maintenance Facility located on the City of Ocala Annex property at 1805 NE 30th Avenue, Building 900, Ocala, Florida
- Two (2) hubs serving as major transfer stations for the fixed-route services, including the Downtown/Central Transfer Station, also known as Ocala Union Station, and the Marion County Health Department Transfer Station.

Transit Agency Information

City of Ocala – Public Transit Bus System	
Transit Agency Name	SUNTRAN
Transit Agency Address	201 SE 3rd St, 2nd Floor Ocala, FL 34471
Name and Title of Accountable Executive	Tye Chighizola City Growth Management Director
Name of Chief Safety Officer or SMS Executive	Steven Neal City Growth Management Transit Manager
Mode of Service Covered by this Plan	Fixed Route/ADA Paratransit
Does the Agency Provide Transit Services on Behalf of Another Transit Agency or Entity?	NO
Description of Arrangement(s)	N/A
Name and Address of Transit Agency or Entity for Which Service Is Provided	N/A

Plan Development Approval and Certification of Compliance

The City of Ocala certifies that it has established this Public Transportation Agency Safety Plan (PTASP) meeting all requirements of Part 673 by the required deadline from the final rule.		
Name of Entity That Drafted This Plan	**City of Ocala Growth Management Transit Division**	
Signature of Chief Safety Officer	 **Signature of Chief Safety Officer**	11-18-2020 **Date**
Signature of the Accountable Executive	 **Signature of Accountable Executive**	11/18/2020 **Date**
Approval by City Manager	 **Signature of City Manager**	11/18/20 **Date**
Certification of Compliance	FTA CALLED @ 8:51 AM CERTIFIED **Name of Individual/Entity That Certified Plan**	11/19/2020 **Date**
Relevant Documentation (Title and Location)	**A copy of the approved Public Transportation Agency Safety Plan (PTASP) is maintained on file in the Growth Management Department Transit Division Office of the Transit Manager/Chief Safety Officer**	

Plan Development Approval and Certification of Compliance

The City of Ocala Growth Management Department's Transit Manager/City SMS Executive ensures that the PTASP is developed, implemented, and maintained in an appropriate and effective manner. The Contract Operator (RATP Dev) with oversight of Operations and Fleet Maintenance assists the City Transit Manager in this effort. Any changes in policy, organization, rules, regulations, or operations necessitating plan adjustments are to be accomplished within the established guidelines of this plan and require review and approval by the Accountable Executive and/or Chief Safety Officer (CSO). The PTASP will have ongoing updates as necessary including changes that will be implemented immediately. All updates to the plan will be recorded on the PTASP activity log of this plan.

Plan Review and Modification

The SMS operates under a principle of continuous improvement. To this end the PTASP must be reviewed annually and revised as needed to reflect changes in SunTran's organizational structure, procedures, equipment, facilities, and operating environment.

All changes in safety policy, goals, or objectives require the review and approval of the Accountable Executive and/or CSO.

The process for revising the PTASP includes a thorough review of the current PTASP by the Growth Management Department Transit Management Team, the Contract Operator for Oversight of SunTran's Operations and Fleet Maintenance Department. At the time of the review, participants will discuss performance targets and any other safety hazards identified previously. The Transit Manager will also notify FDOT and TPO staff in writing of any proposed changes to the PTASP for review and approval as appropriate prior to making changes. The Accountable Executive will review and approve any changes, signing the new PTASP, then forward to the City of Ocala City Council for review and certification of compliance. All updates to the plan will be recorded on the PTASP activity log of this plan.

Plan Review and Modification

Revision Number	Section/Pages Affected	Reason for Change	Date Issued
Original	All document	New Document	November 17, 2020

Safety Objectives and Performance Targets

It is the mission of SunTran to provide safe reliable public transit services to the City of Ocala and its community. To implement the City of Ocala's safety policies, goals and objectives; this plan requires coordination, integration, communication, and cooperation among all directors, managers, supervisors, departments and SunTran employees.

The City of Ocala has set the following performance targets for SunTran based on the safety performance criteria established under the National Public Transportation Safety Plan (NSP), and the state of good repair standards established in the regulations that implement the National Transit Asset Management System and are included in the NSP. These are delineated in Section 5 - Safety Assurance.

Safety Performance Targets Performance Targets are based on collected data from the previous three years for SunTran.							
Mode of Transit Service	Fatalities Total	Fatalities (per 100,000 vehicle revenue miles (VRM)	Injuries Total	Injuries (per 100,000 vehicle revenue miles (VRM)	Safety Events Total	Safety Events (per 100,000 vehicle revenue miles (VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	1	.20	5	1.03	7,492
ADA Paratransit	0	0	0	0	0	0	0

Agencies Coordination

The City of Ocala to aid in the planning process will make its safety performance targets available to the FDOT and the TPO each year after its formal adoption by the City and will also coordinate with both in the identification of safety performance targets.

Agency Coordination		
Targets Transmitted to the State	**State Entity Name**	**Date Targets Transmitted**
	Florida Department of Transportation (FDOT)	December 1, 2020
Targets Transmitted to the MPO	**Metropolitan Planning Organization Name**	**Date Targets Transmitted**
	Ocala Marion County Transportation Planning Organization (TPO)	December 1, 2020

Commonly Used Acronyms

The following acronyms apply to all related information in this manual:

Acronym	Term
ADA	American's with Disabilities Act of 1990
AE	Accountable Executive
ALARP	As Low as Reasonably Practicable
ASP	Agency Safety Plan (also referred to as PTASP in Part 673)
CAP	Corrective action plan
CEMP	Comprehensive Emergency Management Plan
CFR	Code of Federal Regulations
CONTR	Contractor
CSO	Chief Safety Officer
DIR	Director
CONTR GM	Contractor General Manager
CONTR OM	Contractor Operations Manager
CONTR FM	Contractor Fleet Manager
FAC	Florida Administrative Code
FDOT	Florida Department of Transportation
FTA	Federal Transportation Administration
HSP	Hazard Security Plan
NSP	National Public Transportation Safety Plan
NTD	National Transit Database
NTSB	National Transportation Safety Board
PTASP	Public Transit Agency Safety Plan (Replaces SSPP)
SA	Safety Assurance
SGR	State of Good Repair
SMS	Safety Management System
SMT	Site Management Team
SOP	Standard Operating Procedure
SRA	Safety Risk Assessment
SRM	Safety Risk Management
SPP	Security Program Plan
SSPP	System Safety Program Plan (Replaced by PTASP)
TASC	Transit Agency Safety Council
TAM	Transit Asset Management
TPO	Transportation Planning Organization
TSI	Transit Safety Institute
ULB	Useful life benchmark

Definitions of Terms Used in the Agency Safety Plan

The following definitions apply to all related information in this manual.

Accident – an Event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of public transit vehicles; an evacuation for life safety reasons; at any time, whatever the cause.

Accountable Executive –a single, identifiable person who has ultimate responsibility for carrying out the agency's Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management (TAM) Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's PTASP, in accordance with 49 U.S.C. 5329(d), and the agency's TAMP, in accordance with 49 U.S.C. 5326.

Audit – an examination of records and related materials, including, but not limited to, those related to financial accounts.

Chief Safety Officer or SMS Executive- an adequately trained individual who has the responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer.

Contractor –entity that provides operations or maintenance services to a transit agency under a contract and is accountable on the terms of the contract.

Corrective Action Plan – a plan developed by recipient that describes the actions the recipient will take to minimize, mitigate, correct, or eliminate risks and hazards, and the schedule for taking those actions. Either a State Safety Oversight Agency (FDOT), or FTA may require SunTran to develop and carry out a corrective action plan.

Equivalent Authority –an entity that carries out duties similar to that of a Board of Directors for a recipient or sub recipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or sub recipient's Public Transportation Agency Safety Plan.

External Service Provider – performs operations, maintenance, safety, or risk management services related to transit service delivery from outside a recipient's immediate organizational structure and work is performed under an inter or intra governmental agreement, statute or regulation, not a contract.

Event – any Accident, Incident, or Occurrence.

Florida Department of Transportation (FDOT) – state agency that administers rules and regulations as outlined in Florida Administrative Code Chapter 14-90

Florida Administrative Code Chapter 14-90 – is the official compilation of the administrative rules and regulations of state agencies that outlines state law regarding bus systems specific to operational, maintenance, and safety rules concerning public transportation.

Hazard – any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of the transit system or damage to the environment.

Hazard Report – a report filed regarding a hazard identified in the workplace.

Incident - an Event that involves any of the following: a personal injury that is not a serious injury, one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of the transit agency.

Investigation – the process of determining the casual and contributing factors of an accident, incident or hazard for purpose of preventing reoccurrence and mitigating risk to the lowest manageable level practicable.

National Public Transportation Safety Plan – a plan to improve the safety of all public transit systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Near Miss – a safety event where conditions with potential to generate an accident, incident, or occurrence existed, but where an accident, incident, or occurrence did not occur because the conditions were contained by chance or by existing safety risk mitigations.

Near Miss Report – a report filed from a narrowly avoided collision or other accident.

Occurrence - an event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of the transit agency.

Operator –a public transportation system provider of public transportation as defined under 49 U.S.C. 5302.

Performance Measure –an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets as prescribed by the National Public Transportation Safety Plan for the following: 1) fatalities; 2) injuries; 3) safety events; and 4) system reliability

Performance Target – a specific quantifiable safety performance level related to safety management activities established in the National Public Transportation Safety Plan (NSP)

Public Transportation Agency Safety Plan (PTASP)– a documented comprehensive agency safety plan as required by 49 U.S.C. 5329 and Part 673.

Recipient – a State or local government authority, or any other operator of public transportation that receives financial assistance under 49 U.S.C. Chapter 53. The Ter, "recipient" includes State Safety Oversight Agencies.

Recordable Injury – Injury resulting in lost time at work.

Reporting Manager – An employee's direct supervisor.

Risk – the composite of predicted severity and likelihood of the potential effect of a hazard

Risk Assessment - – a systematic study or examination and determination of a hazard to establish the significance or value of the risk.

Risk Mitigation – a method or methods to eliminate or reduce the effects of hazards to its lowest manageable level practicable.

Root Cause – The exact cause of an incident or accident where had the root cause found not to be present, the accident or incident would not have happened.

Safety Assurance – the processes within the transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation; and to ensure that the transit agency meets or exceeds its safety objectives and activities through the collection, analysis, and assessment of information.

Safety Management Policy – the transit agency's documented commitment to safety, which defines the agency's safety objectives and the accountabilities and responsibilities of its employees regarding safety.

Safety Management System (SMS) – the formal, top-down organization-wide approach to managing safety risk and assuring effectiveness of the agency's safety risk mitigation. SMS includes effective systematic procedures, practices, and policies for managing risks and hazards.

Safety Performance Target – a performance target related to safety management activities.

Safety Promotion –a combination of training and communication of safety information to support SMS policy and procedure practices throughout the transit agency as applied to the agency's public transportation system.

Safety Review - an on-site assessment to determine if a bus transit system has adequate safety management controls in place and functioning in accordance with the safety standards provided and incorporated by reference in this rule chapter.

Safety Risk Management – a process within the transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.

Serious Injury – an injury which (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves an internal organ; or (5) involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Small Public Transportation Provider – means a recipient or sub recipient of Federal financial assistance under U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State of good repair –the condition in which a capital asset can operate at a full level of performance.

State Safety Oversight Agency – an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329€ and the regulations set forth in 49 CFR part 659 or 49 CFR part 674.

SunTran – the City of Ocala's Fixed Route/ADA public transportation system serving the City of Ocala and Marion County, Florida

Transit Agency –an operator of a public transportation system

Transit Asset Management (TAM)– the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, costs over their life cycles, for purpose of providing safe, cost effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

Transit Asset Management Plan (TAMP) – a plan developed for SunTran pursuant to 49 CFR part 625 that includes, at minimum, capital asset inventories and condition assessments, decision support tools, and investment prioritization.

SECTION 2: Safety Accountability and Responsibilities

The City of Ocala establishes the necessary authorities, accountabilities, and responsibilities for the management of safety among the following individuals for both the City of Ocala Transit Agency (SunTran) and the awarded Contractor for Operations and Fleet Maintenance (RAPT Dev) as they relate to the development and management of SMS. Each functional area provides distinct roles and carries out specific safety management responsibilities to ensure the protection of passengers, employees, the community served and City of Ocala property.

All employees at all levels are expected to conduct work in the safest manner possible in accordance with approved site procedures and policies that enhances employee health and safety. Active employee engagement in the promotion and safe reporting of hazards is paramount to the SMS Framework and the success of the City's PTASP at both the City level and Contractor level. The Contractor's Key SMS Staff is responsible for implementing SMS processes outlined in the City of Ocala's PTASP fostering a safety culture that promotes safety awareness, training and encourages effective employee safety reporting and communication. The Contractor will perform Safety Assurance activities, including documentation, internal controls, monitoring and auditing of their departmental compliance with the PTASP and other supporting programs, plans and procedures. The Contractor is also responsible for identifying and reporting all safety hazards to the Chief Safety Officer working together to develop and implement strategies to eliminate and/or mitigate hazard risk to the lowest level practicable.

The SMS Safety Council is the driving force for ensuring that reported safety items are appropriately addressed, concluded and tested. The City of Ocala Transit Manager and the Contractor (RAPT Dev) General Manager will also implement and use safety committees to review and evaluate SunTran's safety- related processes, activities, and issues.

SMS Organizational Structure and Roles and Responsibilities

The City of Ocala has developed an SMS organizational structure for SunTran that ensures effective and efficient operation of the PTASP and gives assurance that, with visible and explicit support from executive management and through an open communication system for employee safety reporting, all staff will have a proactive role in fostering a safety culture that promotes Safety as its number one (1) priority.

City of Ocala SMS Key Staff Roles and Responsibilities

(Accountable Executive) - City Growth Management Department Director

The City of Ocala Growth Management Director has been designated as the Accountable Executive for the PTASP and meets the requirements specified in 49 CFR Part 673.5 and 673.23(d)(1). The Director is accountable for ensuring that the PTASP is effectively implemented throughout the SunTran transit system, and ensuring action is taken, as necessary, to address any substandard safety performance in SunTran's PTASP. The Director may delegate specific responsibilities, but the ultimate responsibility and accountability for the implementation and maintenance of the PTASP and TAM Plan for SunTran; with control or direction over the human and capital resources needed to develop and maintain both the PTASP in accordance with 49 USC 5329; and the TAMP in accordance with 49 USC 5326; rests with the Director.

(Chief Safety Officer/City SMS Executive) - City Growth Management Transit Manager

The Accountable Executive has designated the Growth Management Department Transit Manager as the City's Chief Safety Officer (CSO) / SMS Executive who has authority and responsibility for development of SMS policies and procedures and day-to-day implementation and operation of the City's PTASP. The Transit Manager holds a direct line of reporting to the Growth Management Director and will assist in ensuring that resources are available to achieve the outcomes of the SMS. The CSO/City SMS Executive has key responsibility to include but not limited to the following:

- Full implementation of the SMS across the SunTran Transit System reviewing and updating the PTASP at least annually;
- Provide guidance of SMS processes to all delegated City staff that have line and technical management responsibilities for SunTran under the SMS;
- Ensure integration with Public Safety and Emergency Management personnel that have input into, or output from the SMS for emergencies and abnormal operations and return to normal operations; developing plans and procedures in support of the transit system's public safety and emergency management activities; and
- Develop criteria and establish the provision and use of performance measure dashboards to monitor SMS safety performance targets and overall Operations and Fleet Maintenance activities for SunTran with collaborative support from the Contractor (RATP Dev) identified Key SMS employees.

Contractor SMS Key Staff Roles and Responsibilities

(Site SMS Executive) - General Manager

The General Manager has been designated as the Site SMS Executive and is responsible for providing strategic direction and leadership in accordance with the City's PTASP assuring full compliance from all contractor level employees in accordance with all rules and regulations outlined in the PTASP and the City of Ocala's contractual agreement for Operations and Fleet Maintenance of the City of Ocala's transit system (SunTran). The General Manager is responsible for ensuring accountability for SMS performance is at the highest level and throughout the agency to meet all safety performance objectives outlined by the City of Ocala for SunTran and that appropriate allocation of resources are available (i.e. funding, staffing, training materials, etc.). The Site SMS Executive has key responsibility to include but not limited to the following:

- Ensure safety information moves up, down, and across the agency
- Effectively communicate roles and responsibilities to all relevant individuals with support from the City of Ocala and Corporate Regional Executive(s)
- Ensure that all system changes are evaluated, coordinated, documented and approved by the CSO in compliance with the risk management and safety assurance processes adopted within the PTASP
- Ensure that all employees will be adequately trained in safety performance and awareness fostering a culture where Safety is number one (1) priority
- Ensure that the employee safety reporting program component is implemented without reprisal

(SMS Manager / Site Operations Safety Liaison) - Operations Manager

The CSO has appointed the Contractor Operations Manager (CONTR OM); having ***subject matter expertise*** in SMS implementation, day-to day operation of SMS, and the tools and activities required for SMS documentation; as the SMS Manager to assist with the development of the PTASP and provide assistance for the implementation phases of the PTASP for the City and at the site level. The SMS Manager has key responsibility to include but not limited to the following:

- Assist the City CSO with the three SMS Implementation Phases (Phase 1 – Planning, Organization and Policy Development, Phase 2 - Safety Risk Management and Phase 3 – Safety Assurance)
- Draft the PTASP and other safety policy documents related to SMS implementation for the City of Ocala and Contractor (RATP Dev)
- Establish criteria and guidance for the activities and tools for hazard identification and analysis at the site level
- Develop hazard identification, analysis, safety risk evaluation and mitigation documentation; and develop and deliver training to relevant personnel at site level
- Assist with development of SunTran's employee safety reporting program
- Assist with development of safety performance monitoring and measurement tools and activities and provide periodic reports on safety performance advising senior management on safety matters
- Maintain all SMS safety management documentation
- Plan and organize safety training and
- Assist with Transit Agency Safety Council (TASC) / Safety Committee planning

In addition, the Operations Manager as Site Operations Safety Liaison will provide department leadership in the implementation, operation and performance of all SunTran Operations SMS activities in compliance with the PTASP with assistance from the Site Safety Officer and other Dispatch personnel.

(Site Fleet Safety Liaison) - Maintenance Manager

The Maintenance Manager as Site Fleet Safety Liaison will provide department leadership in the implementation, operation and performance of all SunTran Fleet Maintenance SMS activities in compliance with the PTASP with assistance from the Site Safety Officer. The Maintenance Manager will manage and coordinate function related reporting, monitoring and auditing of the Maintenance department ensuring that safety measures and procedures are in place for system reliability.

(Site Safety Officer) – Dispatch Supervisor

The Site Safety Officer will assist the SMS Manager/Operations Manager with the Safety Risk Management and Safety Assurance components at the site level ensuring that appropriate safety procedures and guidelines are followed for evaluating and mitigating safety hazards to the lowest level reasonably practicable. The Safety Officer will also serve as chairperson for the Site Safety Committee and will conduct field observations.

Supervisors

Supervisors are tasked with familiarizing employees under their supervision of all safety requirements and hazards associated with the work to be performed through open communication and training. They will work and collaborate with the Safety Officer and Department Managers responding to identified hazards and incidents that impact safety performance and targets and assist with risk mitigation to eliminate and/or minimize the risk to the lowest level reasonably practicable.

Frontline Employees

All employees are required to become familiar with the safety procedures for their assigned work activity and adopt a culture where safety is priority. Employees are expected to perform their work safely and call attention to hazards that may impact that safety performance. All mishaps and incidents must be reported to the immediate Supervisor and/or Safety Liaison in accordance with established requirements for the protection of themselves, co-workers, customers, facilities, and equipment.

SMS Safety Council/Committee Roles and Responsibilities

Transit Agency Safety Council - TASC

The Transit Agency Safety Council (TASC) is comprised of key staff from both the City level and Contractor level that have the capability to employ multiple disciplines for SunTran; having access to high level budgeting solutions; to meet and mitigate hazards to the lowest level reasonably practicable. The council will work to develop action plans to ensure adequate resources are available to achieve the outcomes of SMS. TASC meetings will be held monthly (or as often as needed).

Safety Committee

The Safety Committee will bring Contractor level management and employees together to achieve and maintain a safe, healthy workplace. Members of this committee are individuals engaged in the day to day operations and will also include the SMS CSO, Operations and Fleet SMS Safety Liaisons and frontline employees from each functional area of operations and fleet maintenance. The Dispatch Safety Supervisor will serve as the Safety Committee Chairperson. The committee will review and jointly evaluate all safety hazards reported and make recommendations to improve safety. Meetings are held bi-monthly (or as often as needed) and may include program reviews, injury reviews, and reviews of employee concerns.

SunTran's SMS Key Personnel Contact Information

City of Ocala SMS Key Personnel

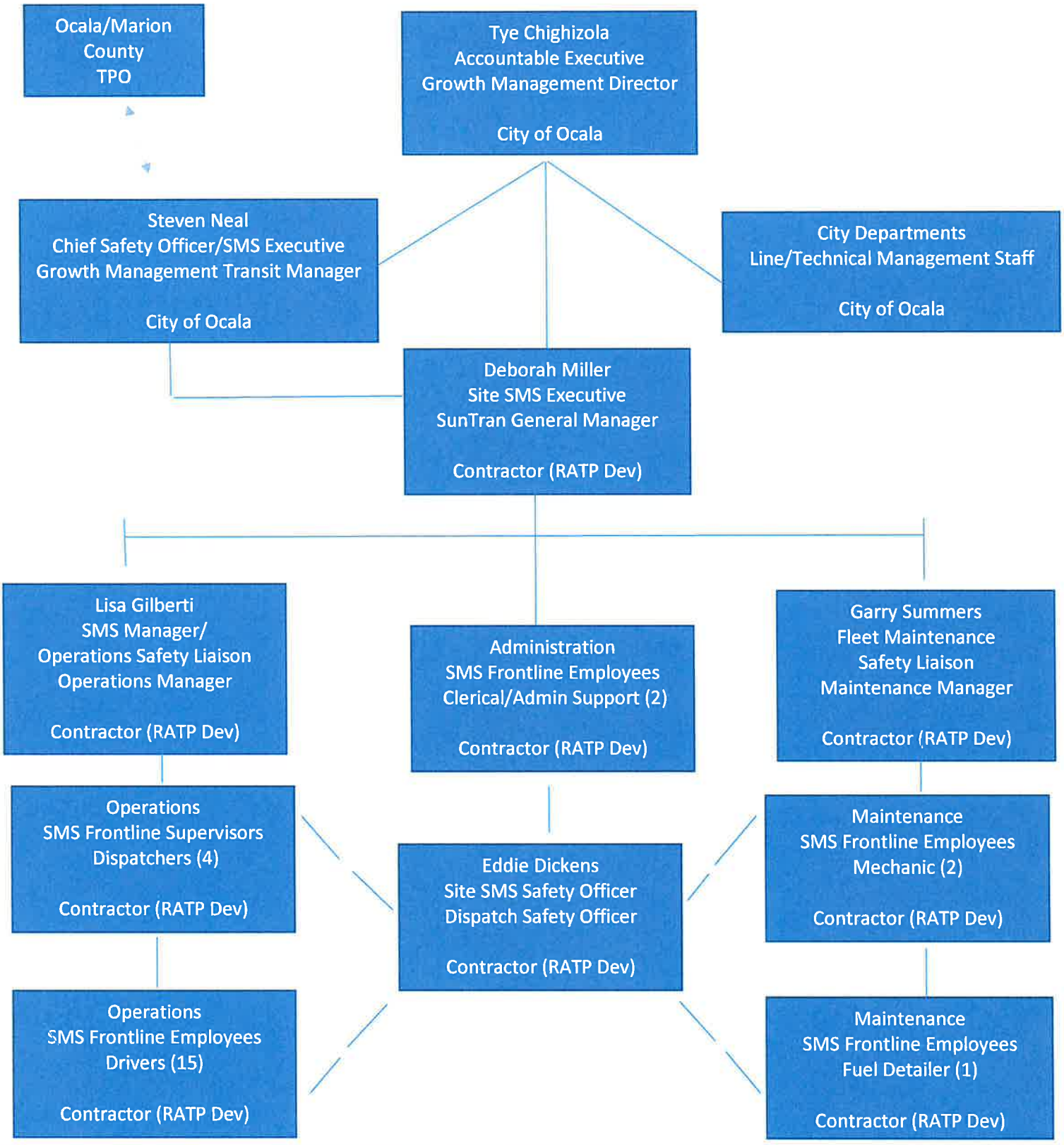
Name	Position/SMS Role	Contact Information
Tye Chighizola	Growth Management Director/Accountable Executive 201 SE 3rd Street, 2nd Floor	(352) 629-8286
Steven Neal	Transit Manager/Chief Safety Officer/SMS Executive 201 SE 3rd Street, 2nd Floor	(352) 629-8286

Contractor (RATP Dev) SMS Key Personnel

Name	Position/SMS Role	Contact Information
Debbie Miller	General Manager / SMS Site Executive 1805 NE 30th Ave, Building 900	(352) 401-6939
Lisa Gilberti	Operations Manager/SMS Manager/SMS Operations Safety Liaison 1805 NE 30th Ave, Building 900	(352) 401-6958
Garry Summers	Maintenance Manager/SMS Fleet Safety Liaison 1805 NE 30th Ave, Building 900	(352) 401-6746
Eddie Dickens	Dispatch Supervisor/SMS Site Safety O Committee Chairperson 1805 NE 30th Ave, Building 900	(352) 401-6475

(Organizational Chart Illustration on next page)

SUNTRAN'S SMS ORGANIZATIONAL CHART



SECTION 3: Safety Management Policy

Introduction

The purpose of the PTASP is to recognize and correct unsafe acts and conditions, to promote safety awareness, and to assist in the prevention of injuries and illness as well as incidents that are harmful to the environment. The PTASP is intended to cover all current and future transit operations, services and projects.

The City of Ocala has established safety objectives, performance targets, and performance measures in coordination with SunTran's Contractor organization (RATP Dev). Operational and safety training, accident investigation, Standard Operating Procedures (SOP), and audit/inspection programs are documented and referenced in this PTASP. The PTASP is reviewed annually to ensure all systems, equipment, facilities, plans, procedures, manuals, and training programs comply with established safety requirements; and that the plan reflects current SMS accountability and responsibilities for implementation and continuous improvement.

Responsibility for making our operations safer for everyone lies with each one of us - from executive management to frontline employees. The Safety Management Policy Statement included below summarizes the City of Ocala's commitment and assurance that this plan will be administered throughout all SunTran transit service departments and will be monitored regularly for compliance and efficiency in carrying out the processes outlined within the PTASP.

We will develop and embed a safety culture in all our activities that recognizes the importance and value of effective safety management and acknowledges that safety is paramount. We will clearly explain for all staff their accountabilities and responsibilities for the development and operation of the SMS. We will establish a non-punitive employee safety reporting program, train staff on safety management, document our findings and safety risk mitigations, and strive for continuous improvement of our safety performance.

SunTran's Management Policy Statement

The City of Ocala is committed to providing a safe, comfortable, and accessible transit service as a viable means of mobility to the citizens and visitors of Ocala/Marion County. Safety is the number one (1) priority and is a core value to SunTran. To ensure the highest level of safety performance we are implementing, developing and improving strategies, management systems, and the processes to ensure that all our activities uphold to the highest level of safety performance. We will develop and embed a safety culture in all our activities that recognizes the importance and value of effective safety management and acknowledge that safety is paramount always. Delegated Executive Management will lead all transit service activities, from project planning through operations and maintenance with a balanced allocation of organizational resources to support this goal. Any outside contractor who is in service to SunTran has the duty to adhere to the City's PTASP; to recognize, report and correct hazards; to work in a safe manner; to promote safety awareness; and to actively assist in accident prevention.

All levels of management and all employees are accountable for the delivery of the highest level of safety performance, starting with the Director of Growth Management. The Transit Manager is responsible for ensuring that all employees and contractors will support safety management by ensuring that hazards are identified and reported and that all reasonable steps are taken to perform activities established as part of the SMS. Each department manager is also responsible for implementing the SMS in their transit area of responsibility and actively support and promote the SMS ensuring staff compliance with all processes and procedures. We will also work to ensure that all frontline transit employees are provided with adequate and appropriate safety information and training and are competent in safety matters.

For passengers and employees of SunTran, the City will minimize the safety risk associated with transit service to its lowest level practicable and whenever possible, exceed legislative and regulatory requirements and standards. We will foster an open communication system whereby employees at all levels are encouraged to report all safety hazards and concerns without fear of reprisal.

The City of Ocala has established safety performance targets for SunTran to help measure the overall effectiveness of its processes and ensure the transit system meets the City's PTASP safety objectives. The City will evaluate ongoing SunTran's SMS performance by analyzing key safety performance indicators, reviewing inspections, investigations and corrective action reports, and auditing the processes that support the SMS which will become the basis for revising or developing safety objectives, safety performance targets and plans with the goal of continuous safety improvement.

The City of Ocala will:

- Provide appropriate resources to comply with all federal, state, and local safety-related requirements, rules, and standards for development and implementation of SMS activities within the PTASP.
- Enhance hazard identification and analysis, and safety risk evaluation activities to include: (1) establish and measure our safety performance against realistic, data-driven safety performance indicators and targets;

(2) develop an employee safety reporting program that supports continuous improvement and (4) ensure externally supplied systems and services meet all transit safety performance standards.

- Ensure that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program (unless disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures).

The SMS Executive Management Team for (SunTran) hereby adopts the principles and methods of SMS as the basis for enhancing the safety of public transportation. All rules, regulations, policies, guidance, best practices, and technical assistance administered will, to the extent practical and consistent with legal and other applicable requirements, follow the principles and methods of SMS.

The signatures in this section attest that this plan is understood, accepted and approved; and that the Key SMS Team is fully committed to implementing the SMS through the City's PTASP and achieving its safety goals and objectives.

(Accountable Executive) – Director of Growth Management Signature	Date
(Chief Safety Officer/SMS Executive) – Transit Manager Signature	Date
(SMS Contract Executive) - Contractor Regional Manager Signature	Date
(SMS Site Executive) - Contractor General Manager Signature	Date

Annual Safety Certification and Adoption

Date: _____
Name: City of Ocala – SunTran Transit
Address: 1805 NE 30th Ave, Building 900
Ocala, FL. 34470

In accordance with FTA 49 CFR Part 673 Final Rule, the bus system named above hereby adopts and certifies to the following:

1. The adoption of the City of Ocala Safety Management System (SMS) for calendar year 2020

2. Compliance with adopted standards of the Public Transportation Agency Safety Plan (PTASP), for calendar year 2020

3. Performance of safety inspections on all buses operated in accordance with Rule 14-90.009, for calendar year 2020

Signature: _____
Name: Sandra Wilson
Title: City Manager, City of Ocala

Signature: _____
Name: Tye Chighizola
Title: Growth Management Director, City of Ocala – SunTran Transit

Safety Management Policy Communication

Employee engagement is crucial to a functioning SMS. All employees and contractors will support safety management by ensuring that hazards are identified and reported.

The City of Ocala (SunTran) recognizes that communication is the essential component to the promotion of its safety objectives, target and safety culture and will use a variety of methods to communicate issues important to the operation of the SMS. The PTASP will be made available to all employees and will be maintained and kept in an accessible electronic file and in hard copy format by key SMS Personnel in locations accessible to all employees under their supervision and management.

Safety Management Policy Communication Methods

Communication systems will be put in place to enable greater awareness of SunTran's safety objectives and performance targets as well as provide on-going safety communication from top, down and across the agency. This strategy will complement existing safety communication channels to make everyone aware of SMS-related safety issues and their roles and responsibilities related to those issues.

Safety communication will comprise both internal and external communication tools/venues to include face to face meetings and interactions, posting and/or distribution of bulletins, department notices, and memoranda. All posted information can be found at a central location in each department area easily accessible to employees. Other communication methods include posters, signs, brochures, training materials, rule books, and operating procedures.

Internal Communication

SunTran's comprehensive employee safety communication program includes the following elements:

- Initial SMS Training for all existing employees and new hires with signed acknowledgement
- Regular Employee Bulletin Board Announcements and Safety Alerts
- Intranet/Telephone and/or Email Communications
- Regular safety meetings and/or training sessions
- Safety advisories (local and corporate)
- Facility/department safety inspections and audits with written reports and follow-up responses to employees as appropriate

External Communication

The City of Ocala recognizes that certain information may not be appropriate for external communication to the public unless required by federal, state or local regulations. Therefore, any information regarding general SMS operation and specific risks identified will only be communicated to the appropriate governing body in consultation with Risk Management/Accountable Executive/ CSO and other City Administrator entities where appropriate.

Employee Safety Reporting Program

The City of Ocala understands that SMS is dependent upon ongoing management commitment to communication. One of management's most important responsibilities under SMS is to encourage and motivate others to want to communicate openly, authentically and without concern for reprisal.

The City of Ocala and its Contract Provider (RATP Dev) communicates safety and safety performance information throughout SunTran that conveys information on hazards and safety risks relevant to employees' roles and responsibilities and informs employees of safety actions taken in response to reports submitted through an employee safety reporting program, among other information.

All employees have the responsibility to report any adverse safety conditions; events or acts; any observed or foreseeable hazards; and any safety concerns. Employees may report via the following methods:

- Reporting directly to a Key SMS staff member of their own area or another area
- Reporting directly to the Department Manager
- Reporting directly to the Dispatch Safety Committee Chairperson
- Reporting directly to the General Manager and or City Transit Manager
- Reporting via email, text, voice or written document to any of the above
- Reporting directly (in person) to the immediate supervisor

All employees also have the option of reporting anonymously at any time. Employees who do not report anonymously will receive feedback from the key SMS staff member in their area as to the disposition of the report. Any person receiving a report of a hazard will immediately notify the key SMS staff member in his or her department.

All reports will be documented and investigated in a timely manner. All Hazards determined to be unacceptable and undesirable by the Safety Liaison for the Operations and/or Fleet Maintenance Department will be referred to the City Transit Manager/CSO and Contractor General Manager/SMS Executive to ensure it is addressed immediately with mitigation or elimination. The hazard will be tracked by the SMS Manager and the corrective action plan will be monitored through full resolution by the designated SMS Executive and FDOT when appropriate. (Further outlined in Part II Section 5 Safety Risk Management Process).

Employee Protected – Self Reporting

The following self-reported (employees committing violations and subsequently reporting themselves to management) violations can be reported as an initial instance without disciplinary action:

- Traffic Signal violations not resulting in an accident, injury or damage to property.
- Failure to report an adverse event immediately, but within 4 hours of occurrence. All information connected to the investigation of the reported event will fall under this protection
- Hours of Service violations.
- Reporting a safety concern that investigation reveals is not valid.
- Failure to wear proper PPE.

- Operating a revenue vehicle without proper equipment and uniform, including carrying the CDL on the employee's person.
- Fatigue that presents an unacceptable hazardous condition if duties are continued.

A second instance of a self-reported violation will be evaluated by SunTran's General Manager or the appropriate Department Manager to determine if circumstances warrant disciplinary action.

A third instance of the same violation will result in disciplinary action, whether self-reported or not.

Employee Unprotected - Self Reporting

No willful violations will be subject to self-reporting protections. This includes but is not limited to any violations of Drug and Alcohol policies or requirements, criminal acts, or failure to report any criminal acts immediately.

Integration with Public Safety and Emergency Management

The Emergency Management Division of the Marion County Sheriff's Office is Marion County's lead agency for coordination of emergency and disaster response activities to ensure a cooperative effort in response to all aspects of disasters. The Emergency Management Division is responsible for developing and coordinating programs that protect the public's health and safety from large scale hazards and natural disasters. Emergency management's objective is to provide a comprehensive and aggressive emergency preparedness response, recovery, and mitigation program to save lives, protect property and reduce the effects of disasters in Marion County.

The City of Ocala and Marion County Comprehensive Emergency Management Plan (CEMP) provides a framework that allows staff to plan, prepare for and respond to disaster events. The CEMP also lays out the purposes necessary to allow the Ocala community to recover from a wide range of disasters that adversely affect health, safety, or general welfare of Ocala residents. The City's CEMP is required to integrate with the State of Florida's Plan so that all efforts complement each other's. Per Marion County's CEMP, Marion County Transit Services is the lead agency for any type of transportation emergency support. However, The City of Ocala and SunTran system is trained and ready to provide transportation support as needed.

Marion County Emergency Management will coordinate emergency operations Countywide to ensure a cooperative effort in response to all aspects of disasters. The objectives of the plan include:

- Minimize suffering, loss of life, personal injury, and damage to property resulting from emergency and disaster conditions;
- Minimize disaster related material shortages and service system disruptions which would adversely affect the City's residents and economy;
- Provide immediate relief for our community and enhance short and long-range recovery following a disaster; and
- Provide training and support to enable City personnel to respond adequately to disastrous situations.

Periodic exercises, drills, and training sessions will occur to test the City's department plans, to assure that all personnel and departments are familiar with the CEMP and assure that the CEMP remains valid and effective.

SunTran's Contractor (RATP Dev) General Manager and Management Team will coordinate and the activities for emergency and disaster response involving the City of Ocala's transit services.

SMS Plan Documentation and Recordkeeping

The City of Ocala understands the importance of continuous monitoring and reporting of the status of the SMS program. At all times, the City of Ocala (SunTran) maintains documents that set forth and support its PTASP, including implementation of SMS and results from SMS processes and activities that are included in whole, or by reference, that describe the programs, policies, and procedures that the City of Ocala uses to carry out the PTASP. The City of Ocala maintains these documents for a minimum of three years.

In addition to any documents or records required elsewhere by Part 673, SunTran maintains perpetually records of:

- Safety risk mitigations developed in accordance with 673.25;
- Results from SunTran performance assessments as required under 673.27; and
- Employee safety training taken for purposes of compliance with this part and in accordance with the requirements of 49 CFR 673 and 674.

In accordance with the City's PTASP, the Contractor SMS Manager is responsible for the maintenance of the documentation for SunTran's Safety Risk Management Process and Safety Hazard and Risk Assessment Log for the transit site. Each month, a report will be submitted to the Contractor General Manager and City Transit Manager on the status of SMS deficiencies and failure; corrective actions for SMS gaps identified; and internal control department safety audits and corrective actions. The Site SMS Executive/Contractor General Manger will provide a monthly status summary to the CSO/City Transit Manager on issues needing immediate attention regarding SMS compliance, including unacceptable or undesirable hazards, and resource allocation for corrective action. (Plan documentation and recordkeeping is further described in Section 5.5).

The PTASP will be kept in electronic as well as hard copy format and will be readily available for access upon request by the FTA, other Federal entities as required, FDOT, TPO and all SunTran transit personnel.

SECTION 4: Safety Risk Management Process

Introduction

The City of Ocala has established a Safety Risk Management (SRM) process for all elements of its public transportation system including employees, contractors, infrastructure, vehicles and equipment, revenue and non-revenue service activities as well as collaborations with emergency management personnel (i.e. first responders or other local agency employees). All management, staff, contractors, and suppliers are required to implement safety risk management methodology and safety and system assurance throughout the planning, testing, and operational phases of public transportation projects. Safety Hazards that cannot be eliminated are to be controlled by mitigation to the level that is "as low as reasonably practicable" (ALARP). Safety Risk hazard identification and resolution is a system process managed by the City's Transit Manager/ CSO with assistance from the Contractor SMS Site Manager for (RATP Dev) and other Key SMS Organizational staff. The City's Transit Manager/CSO with support from the Transit Agency Safety Council (TASC) and Contractor Key SMS Staff will conduct formal analyses for all identified safety hazards resulting from system audits, operational or other changes, safety analysis in design and procurement contracts to include the following:

- Identification of potential/existing safety hazards;
- Assessment of severity and probability of occurrence/reoccurrence of each potential safety risk;
- Timely awareness of safety hazards for those who must resolve them;
- Ability to track and control safety risks through all phases of a project's life cycle; and
- Formal Safety and Security Certification where applicable

The SRM component is comprised of the processes, activities, and tools necessary to identify and analyze hazards and evaluate safety risks in its operations and supporting activities. The City of Ocala recognizes the need to ensure use of both a proactive (i.e. employee safety reporting) and reactive (i.e. safety event investigation) approach to the reporting and investigation of safety hazards and the need to carefully examine whether the agency has taken sufficient precautions to minimize the harm, or if further mitigations are necessary. Safety hazard identification, assessment and mitigation is the core element of the City's PTASP, requiring timely correction of unsafe conditions, ideally before serious accident, injury or damage occurs. The methodology employed by the formal SMS process for safety hazard identification and risk management of resolution allows the City of Ocala to examine how organizational factors such as (i.e. allocation of resources, established operational procedures, frontline supervision and training, and human performance issues) contribute to incidents, accidents, and near miss occurrences. SMS builds on this experience by increasing the focus on safety hazard identification across the agency and broadening the scope of safety data collection and assessment, promoting and fostering a safety culture that encourages proactive safety reporting and safety risk management.

The SRM process is comprised of the following activities each having specific procedures and accountabilities to ensure that the safety hazard has been mitigated to the level "as low as reasonably practicable".

- Identification, analysis and evaluation of safety hazards,
- Safety risk assessment

- Safety risk mitigation, and
- Documented system SRM tracking

The following outlines in detail the established criteria for each of the above listed activities to identify, evaluate and prioritize the safety risk associated with potential consequences; and is committed to the allocation of resources necessary to address the potential consequences of these hazards.

Safety Hazard Identification and Analysis

The City's objective of hazard identification and risk assessment is to identify and define hazardous conditions likelihood and enter them into the hazard mitigation process before those conditions or associated actions cause or contribute to an accident. Although it is virtually impossible for the City to identify every hazard, there are two basic time-tested methods used for orderly identification of hazards: inductive and deductive.

The inductive hazard identification method consists of an analysis of system components to identify their respective failure modes and the effects they will have on the total system. This method assumes the failure of single elements or events and, through analysis, determines the potential consequential effects on the system or subsystem. The City of Ocala uses inductive hazard identification at the onset of new capital projects to ensure that potential, but not yet realized, hazards are addressed.

Techniques commonly used for inductive hazard identification include:

- Preliminary Hazard Analysis (PHA)
- Sub-System Hazard Analysis (SSHA)
- Operating Hazard Analysis (OHA)

The deductive hazard identification method involves defining an undesired effect or event (e.g., collision, derailment, or fire) and then deducing the possible conditions or system component faults (or combinations thereof) which are necessary to cause the undesired effect or event. The technique most commonly used for deductive hazard identification is Fault Tree Analysis.

Conversely, accident analysis is an example of deductive identification of hazards that have been physically realized. SunTran deduces from the accident and the circumstances of the accident how the mitigation of hazards could take place.

Methods of Safety Hazard Identification

Every employee is required to report all hazard or unsafe conditions to his/her Supervisor, Department Manager or other appropriate authority as defined in the PTASP. However, employees may also communicate the identification of a potential hazard directly to the City's Transit Manager/CSO or any safety staff member verbally or in writing or by communicating through other established communication channels within the Employee Safety Reporting Program. SunTran defines **hazard** and **risk** as the following:

Hazard – (*any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of the transit system or damage to the environment*).

Risk - (*the composite of predicted severity and likelihood of the potential effect of a hazard*)

Safety hazards may be identified using different internal and external sources such as those listed in the following table. SunTran applies risk assessment criteria to the identified hazards based on their estimated severity and likelihood of occurrence to determine acceptance of the risk or need for corrective action to further reduce the risk to the lowest level reasonably practicable.

(*This table is intended to illustrate typical activities and is not intended to be all inclusive*).

Table 1 Typical Safety Hazard Identification Activities and Schedule

Activities	Schedule
Conduct formal analyses prepared and submitted by contractors	As required by contract
Conduct informal observations, inspections and analyses	Daily
Conduct design reviews as part of design process	As required by contract
Field inspections and observations during project construction and testing	Daily during project duration
Field observations and inspections of regular and special operations	Daily
Review of control logs, operations records and reports	Daily & Monthly Reporting
Review maintenance activities, reports and records	Daily & Monthly Reporting
Rules Compliance activities	Daily
Review and investigate employee and passenger observations and complaints	Daily
Perform safety trends analysis	Daily & Monthly
Perform investigations of hazards, adverse advents, close calls (near misses) and safety reports	As required
Formal inspections and audits	Per inspection and audit cycle
Review external agency reports and recommendations	As required
Participate in and conduct peer reviews of other transit properties	As required
Safety Committee, Drivers' and All Staff Meetings	As Scheduled

For SunTran, most safety hazards typically are identified in the field and reported to Dispatch and are entered on a Daily Operations Log completed by the Dispatch Supervisor on Duty. These hazards are addressed immediately by the responsible departments through established plans, protocols and procedures and corrective measures and *do not require entry* onto the Safety Hazard and Risk Assessment log as indicated in this plan.

Safety hazards which are not resolved at the operating, maintenance or other front-line department level are appropriately reported to and investigated by the affected Operations or Fleet Maintenance department SMS Safety Liaison. If the Department Safety Liaison assesses the reported safety hazard to be severe enough to require changes to operating procedures, maintenance procedures, and or training programs, the matter will then progress to the SMS Manager to record the safety hazard on the event log and present to the Site Safety Committee to assist with safety risk mitigation and/or elimination of the hazard. The Contractor Site SMS Executive will be the person responsible for monitoring all corrective actions through its full resolution. The CSO/Transit Manager for the City may also be notified to provide support through full resolution.

If there is a significant severity of the safety hazard (i.e. poses a real and immediate threat to life, property, or the environment) or risk frequency of the hazard, such as the occurrence of accidents, the CSO/Transit Manager for the City will be notified immediately and be brought to the attention of the Accountable Executive for immediate intervention/action. When the hazard requires other resources to eliminate or mitigate to lowest level reasonably acceptable, it may merit an assessment by TASC. TASC will assess the severity and frequency of the risk and create

a formal corrective action plan per its CAP process to mitigate or resolve the safety hazard. The CSO/Transit Manager is the person responsible for monitoring all formal corrective action plans through its full resolution.

In accordance with the FTA and FDOT standard requirements, if it is determined that the final risk assessment of the hazard identified is "unacceptable" using the criteria and assessment process specified in its PTASP, the City of Ocala will notify the FDOT within 24 hours following the determination. The City Transit Manager will transmit an electronic copy via email or a hard copy via fax of the appropriately completed worksheets, forms or other materials documenting the unacceptable hazard. Status reports of the unacceptable hazard investigation will be submitted via email at least monthly, by the 10th of each month, until the investigation is completed.

Upon the completion of the investigation of the "unacceptable" hazard, a Final Hazard Investigation report will be submitted to FDOT for review and final approval that includes a description of activities, findings, identified casual factors, and a corrective action plan, if applicable. The report is not to be considered final until all conditions are met, and the report is approved by the FDOT.

Safety Risk Assessment

Safety Risk Assessment Process

The City of Ocala assesses safety risk associated with identified safety hazards using its safety risk assessment process. This includes an assessment of the likelihood and severity of the consequences of hazards, including existing mitigations, and prioritizing hazards based on safety risk. The City of Ocala defines hazard severity categories as a quantitative measure of the worst credible safety hazard resulting from a personnel error, environmental conditions, design inadequacies, and procedural deficiencies for a system or component failure or malfunction as indicated in Table II below.

TABLE II SAFETY HAZARD SEVERITY TABLE

category	description	hazard definition
1	Catastrophic	Operating conditions are such that human error, environment, design deficiencies, element, sub-system or component failure or procedural deficiencies may cause dire events resulting in major system loss, thereby requiring immediate cessation of the unsafe activity or operation.
2	Critical	Operating conditions are such that human error, environment, design deficiencies, element, sub-system or component failure or procedural deficiencies may cause severe harm to persons or major system damage thereby requiring immediate action including immediate cessation of the unsafe activity or operation.
3	Marginal	Operating conditions may cause minor harm or minor system damage such that human error, environment, design deficiencies, element, sub-system or component failure or procedural deficiencies can be counteracted or controlled without serious injury, illness or major system damage.
4	Negligible	Operating conditions are such that human error, environment, design deficiencies, element, sub-system or component failure or procedural deficiencies will result in no, or less than minor, harm or system damage.

The City of Ocala describes the likelihood that a hazard may occur in potential occurrences per unit of time, events, items or activity. The City of Ocala derives qualitative hazard probability from research, analysis, and evaluation of safety data from the operating experience of SunTran and/or other similar transit authorities. A qualitative hazard likelihood ranking for SunTran is as follows in Table III:

TABLE III HAZARD LIKELIHOOD TABLE

Frequency	Description	Probability
Frequent	A	Likely to occur frequently to an individual item. Continuously experienced in the fleet inventory.
Probable	B	Will occur several times in life of an item; will occur frequently in fleet/inventory.
Occasional	C	Likely to occur sometime in life of an item; will occur several times in fleet/inventory.
Remote	D	Unlikely, but possible to occur in life of an item; unlikely but can be expected to occur in fleet/inventory.
Improbable	E	So unlikely, it can be assumed occurrence will not be experienced to an individual item; unlikely to occur but possible in fleet/inventory.
Eliminated	F	Hazard is incapable of occurring.

Before implementation of any corrective action, The City of Ocala has established a hazard safety risk severity category (1 through 4) and a likelihood ranking (A through E) which are combined to form a numerical value called a Risk Index, reflecting both severity and probability of occurrence for each identified hazard. SunTran assigns a Risk Index to a hazard before implementation of any corrective action. The range of likelihood Risk Indices is shown in the following matrix.

TABLE IV SAFETY HAZARD RISK INDEX

Frequency of Occurrence	1 Catastrophic	2 Critical	3 Marginal	4 Negligible
(A) Frequent	1A	2A	3A	4A
(B) Probable	1B	2B	3B	4B
(C) Occasional	1C	2C	3C	4C
(D) Remote	1D	2D	3D	4D
(E) Improbable	1E	2E	3E	4E
(F) Eliminated	N/A	N/A	N/A	N/A

Safety Risk Mitigation

The City of Ocala acts to eliminate identified safety hazards or to reduce the associated risk. In accordance with the risk acceptance criteria below, the City eliminates "unacceptable" hazards or reduces their associated risk to an acceptable level. If this is impossible or impractical, alternatives are recommended to the appropriate City's transit management decision makers.

The risk assessment and acceptance criteria assist SunTran's management in understanding the amount of risk involved by accepting the safety hazard relative to the costs (schedule, dollars, operations, etc.) to reduce the hazard's risk to an acceptable level. The following table identifies the hazard acceptance criteria:

TABLE V SAFETY HAZARD RISK ACCEPTANCE CRITERIA

	Hazard Risk Index	Decision Authority	Special Conditions
	1A, 1B, 2A, 2B, 3A	Unacceptable	Requires immediate resolution
	1C, 1D, 2C, 2D, 3B, 3C	Undesirable	Requires Chief Safety Officer review and concurrence from the Accountable Executive
	1E, 2E, 3D, 3E, 4A, 4B	Acceptable with Review	Requires Chief Safety Officer and Transit Agency Safety Council (TASC) review
	4C, 4D, 4E	Acceptable	None

The order of precedence for satisfying system safety requirements and resolving (eliminating or controlling) hazards for SunTran is as follows:

- Design for Minimum Risk - The primary safety effort during the design phase of a project will be an attempt to eliminate hazards through design selections (e.g., fail safe, redundancy).
- Incorporate Safety Devices. Hazards that cannot be eliminated or controlled through design selection are controlled to an acceptable level through use of fixed, automatic or other protective safety design features or devices, including PPE.
- Provide Warning Devices - Where it is not possible to preclude the existence or occurrence of a hazard through design selection or use of safety devices, warning devices will be installed for the timely detection of the hazard condition and the generation of an adequate warning signal.
- Develop Special Procedures, Equipment and Training - Where it is not possible to eliminate or reduce the magnitude of an existing or potential hazard through design selection or the use of safety and warning devices; special procedures, including the use of personal protective equipment, will be developed by (The City of Ocala or its Contractors, as required) to control the hazard. All applicable personnel are trained on the procedures and equipment in accordance with SunTran's Standard Operating Procedures.

Safety Hazard Notifications, Thresholds and Reporting

This section describes the process used by SunTran to conduct accident/incident/hazard investigations, notify appropriate external agencies, and document these activities.

Safety Risk Management Meetings

To ensure an on-going involvement in SunTran's safety hazard management process, FDOT will be invited to participate in meetings held at least quarterly in conjunction with TASC to review the Safety Hazard Risk Assessment and Tracking Log, Corrective Action Plan Monitoring Log, and the other SunTran activities associated with the hazard

management process. The City Transit Manager will submit to FDOT a proposed date and location for the meeting and a proposed agenda.
During the meetings, FDOT may request and review any records maintained by SunTran documenting the results of its hazard management process. If these records are not available at the meetings, SunTran will transmit them via email or in hard copy via mail or fax after the conclusion of the meeting.

SunTran will prepare meeting minutes from each meeting, being sure to document any identified action items or required activities. The meeting minutes are prepared and submitted to the City Transit Manager for TASC committee approval at the next meeting.

Corrective Action Plan Procedures

SunTran applies risk assessment criteria to the identified hazards based on their estimated severity and likelihood of occurrence to determine acceptance of the risk or the need for corrective action to further reduce the risk. In accordance with FDOT requirements, SunTran is required to develop corrective action plans for various deficiencies and hazards identified through on-site safety and security review process, accident or hazard investigations, internal safety or security reviews. Either FDOT or the City of Ocala may identify a need for corrective actions. If the FDOT identifies a need for corrective action, it will notify the City of Ocala in writing.

Causes for Initiation of Corrective Action Plan:

- **On Site FDOT or FTA Safety and Security Review** – Upon receipt of the final report for an external regulatory agency safety or security review, the City of Ocala will develop a corrective action plan to correct identified deficiencies and submit the corrective action plan (CAP) as required
- **Accident/Incident/Hazard Investigations** – Regardless of the agency conducting the investigation process, any final report indicating findings and recommendations for addressing deficiencies or unsafe conditions with SunTran will be the primary responsibility of the City's Operations and Maintenance Contractor SMS Staff to correct. Upon receipt of the final report, the Contractor will have 15 calendar days to develop a corrective action plan or methodology to correct identified deficiencies.
- **Internal Safety and Security Review** - If the City of Ocala finds areas of non-compliance during internal audits of SunTran's Agency Safety Plan or Security and Emergency Preparedness Plan, those areas of non-compliance must be remedied by a corrective action plan within 30 calendar days. If FDOT rejects SunTran's annual safety or security audit report, the City will have **15 calendar days** to develop a corrective action plan to correct identified deficiencies.

Corrective Action Plan Required Components:

- Identified noted Hazard or Deficiency
- Date Corrective Action Plan was opened
- Process, Plan or Mechanism to address and resolve deficiency
- Deadline for Implementation of Plan of Action
- Departments and Persons who will be responsible For Implementation

Safety Hazard Risk Documentation and Monitoring

Safety Hazard and Risk Management Documentation

The Site Operations and Fleet Maintenance Safety Liaisons are responsible to appropriately document the following information for safety hazards identified in their respective areas, including:

- How the safety hazard was recognized and reported;
- A description of the safety hazard and the immediate corrective action(s) taken;
- The Initial Risk Assessment, based on the likelihood and severity of the hazard if nothing was done and using the risk assessment matrix in the City of Ocala's PTASP Chapter 5 Safety Risk Management Process (Sections 5.1.0 – 5.6.0);
- Results of the investigation, including the circumstances, events and causal factors(s) leading up to the safety hazard;
- Additional corrective action that was or will be done to reduce the likelihood and/or severity of the safety risk (including schedule and responsibility);
- The Final Risk Assessment, based on the likelihood of the safety hazard to occur and its likely severity when the proposed corrective action/resolution is in place.

This information will be submitted at least weekly to the Site SMS Manager to review and monitor each department's compliance with SRM activities. The SMS Manager will ensure that any deficiencies or failures in this area are immediately documented and transmitted to the appropriate SMS personnel for corrective action.

Safety Hazard and Risk Assessment Tracking

The City of Ocala has established a Safety Hazard and Risk Assessment Log for SunTran which reflects the consolidation of information in the SRM process. The Safety Hazard and Risk Assessment log contains all safety hazards meeting the unacceptable or undesirable thresholds. The Log includes the following required information:

- **ID Number** – refers to the number assigned to the hazard by SunTran.
- **Safety Hazard Description** – refers to a brief narrative summary of the hazard – what it is; where it is located; what elements it is comprised of; and element of SunTran's operation affected by the hazard (i.e., facilities, vehicles, personnel training and procedures, etc.).
- **Date Identified** – refers to the date the hazard was identified at SunTran.
- **Safety Hazard Source** – indicates the mechanism used to identify the hazard, (i.e., operator report, near miss, accident investigation, results of internal safety or security review/audit, rules compliance or

training program; maintenance failure, facility, equipment or vehicle inspection, trend analysis, formal hazard analysis, etc.).

- **Safety Hazard Risk Index** – refers to the hazard severity and hazard frequency (or risk index) ratings initially assigned to the hazard by SunTran.
- **Safety Hazard Mitigation/CAPs** – refers to the actions recommended by the City of Ocala on behalf of SunTran to address the hazard and bring it into a level of risk acceptable to management.
- **Status** – refers to the status of the recommendations. Status may be designed as pending, open, in progress, or closed.

In accordance with the City's PTASP the Contractor SMS Manager is responsible for the maintenance of the Safety Risk Management Process and Safety Hazard and Risk Assessment Log for the transit site. The Contractor SMS Manager will ensure that all defined criteria for safety hazard identification and safety risk assessment is entered and a safety risk rating has been assigned. The following are specific safety hazards that must be immediately reported to the CSO/City Transit Manager when identified; whether it is mitigated at the Contractor Management level and/or at the City of Ocala level:

- All Unacceptable Safety Hazard Risks;
- Safety Risks identified from audits from outside agencies (FDOT, SSO, FTA and OSHA);
- Safety Risks identified from accident investigations;
- Safety Hazards where corrective action will cost more than $5,000; or
- When warranted by the SMS Site Executive

TABLE VI SAMPLE SAFETY HAZARD AND RISK ASSESSMENT TRACKING LOG

#	Identified Hazard	Hazard Description	Risk before Mitigation Measures			Risk Elimination or Mitigation Measures	Risk After Mitigation Measures			Verification
			Severity	Likelihood	Risk Hazard Index		Severity	Likelihood	Risk Hazard Index	
EXAMPLE	New large cutaways have a blind spot in the right front corner of the vehicles	Cannot see vehicles and pedestrians near the right front corner of the vehicle causing near misses and or possible vehicle and pedestrian strikes.	II	A	High	**1.Oder different model of cutaway going forward** **2.Attach blind spot mirrors and/or body cameras to increase visibility and reduce likelihood of an accident** **3. Provide training to all operators on blind spot avoidance and awareness techniques**	II	C	Medium	**Instances of near miss, pedestrian strikes, and vehicle strikes in small cutaways are zero for last year.**
1					#N/A					
2					#N/A					

The Tracking Log is submitted by the 10th of each month to the City of Ocala Transit Manager/CSO. The Transit Manager reviews the Monthly Safety Hazard and Risk Assessment Tracking Log and forwards any questions or requests for information to the Contractor (RATP Dev). In addition, the City of Ocala conducts at minimum quarterly meetings with the Contractor (RATP Dev) to review the Tracking Log and the other activities associated with the safety risk management process. An invitation along with an agenda will also be sent to the Grants Manager for FDOT and TPO for the quarterly meeting. The quarterly safety risk management meetings are discussed further in other sections.

SECTION 5: Safety Assurance

Safety Assurance is accomplished through implementation of safety oversight and risk monitoring activities. Safety performance measures are used to select improvement targets, monitor safety performance and encourage continuous improvements in service delivery. As the City of Ocala implements its SMS, several activities will be initiated, and tools will be developed to support these safety oversight and risk monitoring activities. Safety assurance includes safety reviews, evaluations, inspections, as well as safety data collection, tracking and analysis from various resources, including investigations; and development of Key Performance Indicators (KPI's).

The City has developed and implemented a safety assurance process for SunTran consistent with 49 CFR Part 673 to ensure SunTran complies with or exceeds the established safety standards set forth in the PTASP and Chapter 14-90, FAC Requirements. These processes will allow the City of Ocala to:

- Monitor SunTran for compliance with, and sufficiency of, the agency's procedures for operations and maintenance;
- Monitor SunTran operations to identify hazards not identified through the Safety Risk Management process (per 49 CFR 673.25);
- Monitor SunTran operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended;
- Conduct investigations of safety events, including the identification of casual factors; and
- Monitor information reported through any internal safety reporting programs.

Results from the above processes are compared against recent performance trends monthly, quarterly and annually by the City of Ocala and Contractor SMS Key Staff to determine where action needs to be taken. The Transit Manager/CSO will review the performance of individual safety risk mitigations during scheduled Safety Committee/Council meetings, based on the reporting schedule determined. The SMS Manager enters any identified non-compliant or ineffective activities, including mitigations, back into the SRM process for re-evaluation by the Site Safety Committee and/or TASC with oversight by the City of Ocala and Contractor SMS Executives (City Transit Manager and Contractor General Manager).

These processes will provide the confidence to the City of Ocala leadership that the organization and system is functioning at an acceptable level of safety.

Safety Performance Measuring and Monitoring Activities

The City of Ocala has established safety objectives; performance targets and performance measures in coordination with its Contract Provider (RATP Dev), FDOT and Marion County TPO in compliance with all requirements set forth in FTA's PTASP and the NSP. The initial focus of SunTran's performance measure and established safety performance targets is based on existing data delivered to the National Transit database (NTD) for:

- Fatalities – total number of reportable fatalities and rate per total vehicle revenue miles;
- Injuries – total number of reportable injuries and rate per total vehicle revenue miles;
- Safety Events – total number of reportable events and rate per total vehicle revenue miles;
- System Reliability – mean distance between major mechanical failures

SunTran also establishes performance criteria and monitoring in other areas including Rules and Procedure Compliance, Facilities and Equipment, Vehicle Inspections and Preventive Maintenance, Safety Data Collection and Analysis, Internal Safety Audit Processes, Accident and Incident Reporting and Investigation, Internal System Safety Audit and Review, Drug and Alcohol Program and Medical Monitoring, and Employee Safety Reporting and Training. SunTran will maintain 100% compliance with all safety performance requirements through use of the following performance measure activities:

- Safety audits; informal inspections;
- Regular safety review of onboard camera footage to assess drivers and specific incidents;
- Employee safety reporting program;
- Investigation of safety occurrences;
- Daily data gathering and monitoring of data related to service delivery; and
- Regular vehicle inspections and preventive maintenance.
- Adherence to schedules set and acceptable measures
- Appropriate CAPS for findings and reasonable timeframe for closure of CAPS in coordination with federal, state and local oversight agencies as necessary

Transit Asset Management/State of Good Repair

The City of Ocala also addresses the requirements of 49 CFR Parts 625 and 630, TAM and State of Good Repair (SGR), through the City's TAM Plan, which includes TAM and SGR performance measures. The TAM Plan allows SunTran to predict the impact of its polices and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level. The goal of these policies is to allow the City of Ocala to determine and predict the cost to improve SunTran asset condition(s) at various stages of the asset life cycle while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are useful life benchmarks (ULB) and Condition.

Operations and Maintenance Rules and Procedures

Bus Operations are strictly governed by policies and procedures outlined in the Standard Operating Procedures (SOPs) Rule Book, and Operations Manuals prepared by the Contractor Organization. Fleet Maintenance rules and procedures are contained in the Maintenance Plan and manufacturers' manuals. These publications cover all rules and procedures that are necessary to operate a safe and efficient bus system.

Review of Operations and Maintenance Rules and procedures are conducted as necessary by the CSO and Contractor General Manager. These reviews are conducted when system monitoring, and data analysis imply that either the SOPs or rules are not effective or when change or expansion occurs. Review also occurs annually during the internal safety audit process.

All rules compliance findings of non-compliance are evaluated by the Contractor General Manager and CSO, and where appropriate, are managed through SunTran's safety hazard risk management process in compliance with Part II (Safety Risk Management) of this Safety Plan.

Operations Personnel Rules Compliance

Daily inspections of operators are required prior to pull-out. Dispatch Supervisors enforce rules and procedures in the field by observing, correcting, and documenting safety-related behaviors and activities of operators and system elements. Daily and weekly operational checks are made in the field that include but are not limited to:

- Speed checks (yards, intersections)
- Observation checks for time and load
- General observations of vehicles, signals, and system for deficiencies; and
- Follow up on patron complaints
- Performance of ride checks to ensure operator rules compliance during revenue operation

Periodic spot checks are made as result of an accident, request, and/or at random. Management may also conduct random checks that include but are not limited to:

- General vehicle operation
- Attention to duty
- Signal compliance
- Door operation

Maintenance Personnel Rules Compliance

Maintenance Supervisors enforce rules and procedures by observing and monitoring employee and contractor performance on the bus system and at worksite. Rules and procedures monitored and observed for compliance include but are not limited to:

- General safety
- Proper use of tools, equipment and machinery
- Proper use of personal protective equipment
- Right-of-way safety
- Fire safety
- Material handling and storage
- Quality Assurance inspections and audits of procedures, including rule compliance

Facilities, Equipment and Vehicle Inspections

An essential element of SunTran's Safety Management program is regular inspection of all bus system facilities and safety-critical equipment on a regular basis according to company policies and SOPs, equipment manufacturer's guidelines and recommendations, and as required by local, state, and federal regulations. In addition, facilities and equipment are also inspected by departments and/or Safety staff as result of accident reports. Inspections are documented on checklists, filled out at time of inspection to assure a consistent level of monitoring and general maintenance. The checklists and written reports are issued following the inspections and all action items are put into the work order system.

Facilities Inspections

All Sun Tran administrative and maintenance buildings comply with applicable code requirements and have various fire/life safety features that may include:

- Fire extinguishers and alarms
- Handrails and guardrails
- Fences and gates
- Sprinkler systems
- Emergency exits and lighting
- Emergency communications systems
- Emergency shower
- Eyewash stations
- Chemical/paint safety

Facility inspections are performed monthly. Critical items/conditions disclosed during inspection are repaired immediately. Non-critical items/conditions are cycled through work order procedure. Any items identified by maintenance as critical issues are evaluated by the City's Facility Director, and where appropriate, are managed through SunTran's hazard management process in compliance with this PTASP.

Equipment and Vehicle Inspections

The frequency of equipment inspections depends upon the level of hazard associated with operation, industry standards, and contractor supplier recommendations.

The Fleet Maintenance Department has several audit checks in place to ensure that inspections are being properly conducted and completed. These audit checks include performing audits of the maintenance inspection and testing, doing monthly reviews of number inspections scheduled vs. number completed, and ensuring equipment is thoroughly checked through the preventive maintenance program procedures.
SunTran will perform scheduled preventive maintenance on all vehicles at every 6,000 miles according to the agency's maintenance plan. As preventive maintenance inspections are scheduled by projected mileage, SunTran will allow 600-mile deviations in mileage interval, so long as the actual mileage interval meets the manufacturer's recommended maintenance schedule.

Preventive maintenance activities are continuously monitored by the Fleet Director and assigned Maintenance personnel. Inspection tasks are periodically updated to reflect fleet needs and enhance operational efficiency and safety. The Maintenance Director also conducts follow-up activities after audits to ensure employee compliance with maintenance rules.

When a vehicle is due for an inspection; it will be taken out of service until the inspection is completed. This allows a series of repairs to be carried out while minimizing costs and optimizing the number of operational vehicles.

TABLE VI PREVENTIVE MAINTENANCE INSPECTION TABLE

❖ Vehicle Equipment	❖ Cycles
Revenue and Non-Revenue Vehicles	Fluids, including, but not limited to, oil and antifreeze are tested regularly as part of the general maintenance warranty, and contract compliance procedures. A preventive maintenance plan is in place for all ADA-mandated accessibility features. Maintenance checks are performed for wheelchair lifts on bus fleet. Lifts are routinely scheduled for maintenance at the manufacturer's recommended intervals.

Vehicle Equipment Program Documentation

Maintenance personnel maintain a variety of vehicle maintenance documentation including accurate time records on each vehicle, service dates, work order details (inspections, repairs, and overhauls), and all Preventative Maintenance Inspection (PMI) data, as well as documentation for facility/equipment inspections. Preventive, corrective, and scheduled maintenance is tracked through spreadsheets and/or database to perform failure analyses and determine remedial actions. Records of each vehicle are sufficiently detailed to quickly determine the life of sub-assemblies, and to enable trend analysis. The City of Ocala and SunTran management also review equipment trends for planning purposes.

The scope of the bus/non-revenue vehicle maintenance plan is to provide safe, clean, reliable transit service to SunTran customers through the adoption and implementation of sound maintenance practices as prescribed by law and based on SunTran's experience and expertise. The bus/non-revenue vehicle maintenance plan is implemented daily through the conduct of normal business operations. All bus/non-revenue vehicle maintenance checklists include recommended manufacture, supplier, or builder procedures, programs, and guidelines. The current systems provide notification to management if scheduled intervals are missed, and corrective action is taken.

Safety Data Acquisition and Analysis

The City of Ocala understands that implementing and maintaining a robust SMS requires acquiring safety-related data from various sources and analyzing and distributing that data to adequately control hazards, ensure continuous improvement, inform SunTran management and staff of safety-related system status, ensure the appropriation of sufficient resources to address system hazards, and identify appropriate mitigations for newly emerging or latent hazards as well as meet external reporting requirements. Trend analysis is performed on safety data as a means of identifying hazards, effective or ineffective mitigations, and contributing factors of adverse events.

Data Acquisition

Safety data is collected, documented and analyzed from numerous sources by all departments. Sources include but are not limited to:

- ❖ Accident/Incident Reports
- ❖ External agency Reports and Publications
- ❖ City Official Concerns
- ❖ Claims Reports
- ❖ Daily Operations Reports
- ❖ Maintenance Reports

- Employee Concerns
- Employee Occupational Injury Reports
- FTA Bulletins and Safety Advisories
- Homeland Security Alerts
- Internal Audit Reports
- FDOT/FTA Reviews
- Passenger Concerns
- Field Inspections, Assessments and Observations
- Safety Meetings
- Special Occurrence Reports
- Police Reports, concerns and investigations

Safety data collection also involves obtaining technical information, data and reports for use in systems development of program elements. Sources for such data include but are not limited to:

- Department of Homeland Security (DHS)
- Environmental Protection Agency (EPA)
- Federal Transit Administration (FTA)
- FDOT
- State & Federal Statutes
- Safety Data Sheets (SDS)
- National Transportation Institute (NTI)
- Occupational Safety and Health Administration (OSHA)

Other data and information sources include building codes and professional society guidelines, and information technology and cybersecurity standards organizations.

Safety Data Analysis

Used as part of the hazard management process, data collection and analysis are used to identify hazards before they cause accidents by such techniques as trend analysis. Analysis of safety data will help the City of Ocala improve system performance, not only in respect to safety, but also in overall delivery of service to the public. The results of such analysis will be shared with agency staff and law enforcement agencies on, at minimum, an annual basis for awareness and support.

SunTran's Operations and Fleet Maintenance departments under the direction of Key SMS Personnel collect and track their safety-related data to identify causal factors and undesirable trends, including those related to hazards. The investigation may include interviews, testing and analysis of related documentation. Identified hazards are tracked and findings requiring corrective action are submitted to the SMS Manager and the other SunTran department(s) for review, assessment, concurrence and discussion of further appropriate mitigations. The City's Transit Manager/CSO reviews all safety data analysis, and verifies compliance with SMS and this PTASP, and provides expert advice to SunTran Management and TASC.

Safety Data Access

To ensure that all departments can properly fulfill their respective responsibilities for collecting, analyzing, and distributing hazard-related data, SunTran's respective departments collect, analyze and report on requisite data as indicated in Table VII.

Table VII Data Access Table

Minimum Required Data	Provider
Accident records, near-miss records, employee injury forms, and related accident data	Operations
Operator training programs and records	Operations Training
Maintenance training programs and records	Maintenance Training
Accident/incident investigation reports, complaints and hazards	Operations/City and SunTran Administration
Medical Services information	Operations, Human Resources
Right-of-Way Allocation records	Growth Management Infrastructure/Procurement/Operations
Safety records of individual division employees relative to accidents and rule violations	Operations
Records of inspections, maintenance work, accident-related activities and emergency responses	Maintenance
Modifications to equipment and facilities	Maintenance and City Growth Management Capital Program
System-wide policies and procedures, operating orders and general notices	Chief Safety Officer/ Growth Management/Infrastructure
Complete and current personnel files	Contractor General Manager/Human Resources
Contractor's safety-related programs and procedures	Contractor General Manager/City Growth Management Transit Manager
List of hazardous materials and equipment	Maintenance, Operations
Employee Concerns	All Departments & Functions

Please note this table represents major categories of data, and does not list all sources or data collected, analyzed and reported upon by the City of Ocala for SunTran.

Internal Safety Audit Process

Internal safety reviews and inspections are critical components of an integrated system safety program. All departments are required to assess internally their own compliance with SMS through the authority and oversight of the Key SMS Personnel in each department. The SMS Executives for both the City and Contractor (City Transit Manager and Contractor General Manager) will provide both support to the programs in development of compliance documentation and assessment checklists, and direct oversight of the program by means of its own

safety and security audit program under the direction of the City Growth Management Director/Accountable Executive.

The internal audit program will encompass all SMS requirements as laid out in this PTASP, and in the departmental documentation detailing how the SMS program is implemented within each department/functional area and will be conducted starting November 1 of each calendar year and ending prior to the end of the same calendar year utilizing the internal audit checklist included in the Appendix.

System Safety and Security Audit Objectives

The Internal Safety and Security Audit Process is a proactive approach to verify that the City of Ocala's SMS is robust, has been properly implemented, all foreseeable hazards have been identified and properly mitigated, and continuous improvement is achieved. Additionally, compliance with this PTASP is assessed through the audit process. Specifically, the Internal Safety and Security Audit Process is implemented to:

- To assess the effectiveness of safety and security programs;
- To identify process deficiencies;
- To identify hazards in the operational system and verify current mitigations are effective;
- To identify weaknesses in system safety and system security programs;
- To verify that corrective actions are being closed efficiently and to evaluate their effectiveness;
- To recommend system safety and system security improvements;
- To provide management with an assessment of the system safety and system security program;
- To assure continuing evaluation of safety and security-related programs, issues, awareness and reporting.

Corrective Actions

In accordance with FDOT requirements, SunTran is required to develop corrective action plans for various deficiencies and hazards identified through on-site safety and security review process, accident or hazard investigations, and internal safety or security reviews. Either THE FDOT or the City of Ocala may identify the need for corrective actions. If the FDOT identifies a need for corrective action, it will notify the City of Ocala in writing.

All Corrective Actions will be appropriately reported to the FDOT per SunTran's procedures previously outlined in Section 4 - Safety Risk Management Process.

Compliance with Local, State and Federal Requirements

All SunTran employees are required to comply with all applicable federal, state and local statutory requirements. This includes licensing, motor vehicle and street operations statutes, and labor law.

Drug and Alcohol Program and Medical Monitoring

SunTran maintains a Zero Tolerance drug and alcohol program in compliance with U.S. Department of Transportation and FTA regulations and to ensure the safe operation and maintenance of systems and equipment.

The program includes criteria for random testing of safety sensitive personnel and testing for cause either accident related or from observed behavior.

Drug and alcohol testing and information about drug and alcohol abuse is included in SunTran's Drug and Alcohol Policy. The program is administered by SunTran's Drug and Alcohol Substance Abuse Program Manager which includes verification of compliance with the program and training. Training is given to all employees during orientation training. Revisions to the program are distributed to all employees and if necessary, follow-up training is also provided. Compliance and knowledge of the program is accomplished through direct supervision of employees and annual refresher training.

SunTran's Medical Examination requirements include a pre-employment examination for applicants, an examination at least once every two (2) years for exiting drivers, and a return to duty examination for any driver prior to returning to duty after having been off duty for 30 days or more due to an illness, medical condition, or injury. Employees may be required to take physical examinations at other times if management deems it necessary. SunTran will not allow a driver to operate a transit vehicle without having on file a completed medical examination certificate dated within the past 24 months.

Accident and Incident Reporting, Investigation and Corrective Action Plans

This section outlines the actions to be taken by all employees for any safety event related to SunTran Transit vehicles, passengers, employees or property while either operating vehicles and/or performing other job -related tasks. An event is defined as any accident, incident or occurrence. Each is further defined as follows:

The definition of an **accident** is an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of public transit vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause. The definition of an **incident** is an event that involves any of the following: a personal injury that is not a serious injury, one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency. The definition of an **occurrence** is an event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of the transit agency. The definition of a **near miss** is a safety event where conditions with potential to generate an accident, incident, or occurrence existed, but where an accident, incident, or occurrence did not occur because the conditions were contained by chance or by existing safety risk mitigations.

Procedures for Reporting Accident, Incident or Occurrence

The following are the procedures for reporting accidents, incidents or occurrences for the Contract Provider (RATP Dev) Operations and Maintenance department personnel:

Employee Responsibilities:

- All employees must immediately report any accident, incident or occurrence to the Department Manager/Supervisor or Dispatcher on duty regardless of injury or property damage

- Employees must complete all required reporting paperwork providing details and supporting documentation as necessary on the same day or next day if after hours

If the event involves a passenger vehicle:

- Remain calm and assess the situation
- Secure the vehicle (Set Brake, place in neutral & turn on 4-way hazards)
- Contact Dispatch via radio
- Provide dispatch with exact location, description of accident, number and type of injuries
- Secure the scene (Not to move the vehicle unless directed by emergency responders or Supervisors. Place triangles and assist passengers with first aid (if warranted)
- Request passengers to fill out courtesy comment cards and obtain other witness statements if available
- Obtain facts about the other vehicles involved and begin filling out accident or incident paperwork
- Give only information requested by Law Enforcement (DO NOT discuss the accident with anyone other than law Enforcement and Supervisor and DO NOT make any statements concerning liability).
- Under no circumstances should an operator leave the scene of an accident prior to the arrival of Law Enforcement unless directed to do so by a supervisor or other accident investigator.
- Supervisor on scene will be the primary accident investigator and will secure medical assistance and or triage the scene to mitigate further damage or injury.
- The primary accident investigator will take photos, collect witness/passenger courtesy comment cards, interview passengers and other witnesses if allowed, review video and begin supervisor incident reporting paperwork. They will also be responsible for determining post-accident FTA drug and alcohol testing as applicable.
- The Employee Accident or Incident report should be completed and submitted to the department Manager the same day during working hours, or, next day if the accident or incident occurred during non-business hours.

Supervisor/Manager Responsibilities:

- Once report is submitted to the appropriate department Manager, all information regarding the accident or incident will then be reviewed, investigated and forwarded to the Contractor General Manager for final review.
- The original report with all signatures and supporting documentation should be followed by mail or hand delivery within two (2) business days to the SMS Manager.
- The City Transit Manager will be notified of all accidents or incidents that involve loss of life, serious injury and or property damage or loss

Procedures for Reporting Near Miss

The City of Ocala's PTASP requires proactive reporting of safety hazards or safety concerns on the part of all employees to maintain a proactive position on risk. Each employee, regardless of his or her position within the organization, is expected to cooperate in all aspects of safety reporting.

When an employee becomes aware of a hazard or near miss, they shall submit a report at the end of the shift using one of the following two reporting forms: 1) SunTran's Hazard Incident Report Form or 2) SunTran Driver's View Form for any system deficiencies, road hazards, passenger concerns, etc. that require the attention of management for resolution.

A full investigation may not be required for all near misses. In this case, the Department Manager/Safety Liaison, will determine the level of investigation appropriate to effectively address the report and will forward the final completed investigation report and other documentation to the SMS Manager who will be responsible for documenting and recording on the hazard event tracking log.

When the contributing or causal factor is not readily determined the SMS Safety Liaison for the respective department will review and conduct the follow-up investigations using same procedures as outlined for other safety events.

Accident or Incident Investigation and Corrective Action

As with any investigation, time is of the essence, therefore SunTran's SMS Management team will promptly and thoroughly investigate all safety events that result in product, service, and employee safety risk. Every effort will be made to conclude investigations within 7 business days of the incident. Investigations are a methodical search into an event where information relating to factors that may have caused or contributed to the event are discovered.

The investigation process is comprised of the following three phases:

1) **Phase 1 - Initial Investigation and interview** – (In this phase all relevant and pertinent information is obtained and documented accordingly)
2) **Phase 2 - Root Cause Determination** – (In this phase contributing or causal factors are identified, assessed)
3) **Phase 3 - Prevention/Corrective Action stage** – In this phase recommendations/strategies for corrective action to eliminate or reduce risk is implemented

Assigned personnel will gather all relevant documentation and forward their initial report findings along with supporting documentation to the Site SMS Manager for entry into the Hazard Safety Log. The following documents are required to be submitted in the event of an **accident or incident**:

- Accident or Incident Report from Employee and Supervisor Report
- Police report (if apply)
- FTA Post Accident Drug and Alcohol Testing Decision Form
- Any additional documentation (optional)

The following documents are required to be submitted in the event of **occurrence or near miss**:

- SunTran Driver View Form and/or SunTran Incident Report
- SMS Hazard Near Miss Employee Reporting Form
- Any additional documentation (optional)

The SMS Site Manager with assistance from the Department Safety Liaisons and Safety Officer will review and evaluate documentation provided to determine causal or contributing factors from findings that identify risk that require further course of actions. Based on the hazard analysis matrix included herein the appropriate mitigation will be implemented for acceptable and non-acceptable hazards.

As detailed in SunTran's Risk Management Process an investigation report is prepared and submitted to the Safety Committee for review for all safety events to determine if:

- the safety event was preventable or non-preventable,
- requires discipline and/or retraining
- the causal factor(s) indicate(s) that a safety hazard contributed to or was present during the event; and
- the accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

The SMS Site Manager will then forward findings to the appropriate departments to develop a corrective action plan (CAP) where appropriate. A formal corrective action process may not be necessary for every safety event. In all cases all pertinent information for each safety event will be tracked on the hazard log and followed through to completion. The CAP form will be assigned a number and placed on the hazard log with the corresponding hazard for tracking purposes.

The corrective action plan will contain:

a. Action to be taken
b. Proposed completion date
c. Individual or department responsible for implementation

The SMS Site Manager will follow up the accident or incident accordingly and inform Contractor General Manager and City CSO of the progress. The Site SMS Manager will also submit at minimum monthly updates as well as a copy of all reports identifying need for a formal corrective action plan. When corrective actions are completed, the Site SMS Manager will enter a close date on the Hazard Safety Log.

SMS Documentation and Recordkeeping for Safety Events

The City of Ocala maintains documented procedures for conducting safety investigations of events (accidents, incidents, and occurrences, or near miss as defined by FTA) to find causal and contributing factors and review the existing mitigations in place at the time of the event. These procedures also reflect all traffic safety reporting and investigation requirements established by the City and State. The CSO has assigned the SMS Site Manager to maintain all documentation of SunTran's investigation policies, processes, forms, checklists, activities, and results.

Accident or incident documentation will be filed and maintained in electronic and paper copy in the SMS Site Manager/Operation's Manager's office.

SECTION 6: Safety Promotion

This section outlines SunTran's commitment to safety communication and competencies and training for all employees and contractors directly responsible for safety including refresher training.

Safety Communication

The City of Ocala fosters open and robust communication regarding safety between all levels of SunTran and understands that SMS is dependent upon ongoing management commitment to communication. In addition, the CSO supports all other departments in ensuring that safety messaging and awareness are communicated effectively within each department.

One of management's most important responsibilities under SMS is to encourage and motivate others to want to communicate openly, authentically and without concern for reprisal. Representative of the City's commitment is our employee safety reporting policy and program as described in Section 3 - Safety Management Policy of the PTASP. The Employee Safety Reporting Program sets forth the requirements for both the formal and informal reporting that supports our SMS. Employees are required and encouraged to report hazards, take responsibility for safety in their tasks and work areas, educate themselves on safety in addition to formal training, and attend safety briefings, trainings, activities and events.

Finally, all levels of the agency are required, through formal and informal communications, to ensure that safety information is disseminated throughout the agency. SunTran uses notices, posters and bulletins to ensure all employees are aware of the agency's and their own safety commitments and requirements.

Communication Method

SunTran communicates safety and safety performance information throughout that conveys information on hazards and safety risks relevant to employees' roles and responsibilities and informs employees of safety actions taken in response to reports submitted through an employee safety reporting program, among other information.

Methods of communicating safety information to SunTran employees include face-to-face meetings and interactions, posting and/or distribution of bulletins, department notices, and memoranda. Posted information can be found at a central location in each department easily accessible to employees. Other communication methods include posters, signs, brochures, training materials, rule books, and operating procedures.

SunTran's comprehensive employee safety program includes the following elements:

- Facility/location safety inspections and audits with written reports and follow-up responses to employees as appropriate;
- Periodic employee awareness training;
- Monthly safety committee meetings;
- Special request employee safety training programs;
- Safety posters and notices

Safety Competencies and Training

The City of Ocala has established a comprehensive safety training program for all SunTran employees and contractors directly responsible for the management of safety in its transit system. The training program includes refresher training, as necessary.

SunTran's Management Team provides thorough, relevant, and ongoing education and training for all employees to ensure that assigned duties are completed safely and effectively. SunTran requires all employees to be properly trained to perform their jobs safely; to this end, SunTran employs operations and maintenance training with integral safety components to inform employees about job hazards and the appropriate methods for controlling these hazards. Training records are kept in each employee's file.

Training mechanisms include classroom, written and video communications, field exercises, and drills. There are formal training programs for operators and employees involved in maintenance activities. These include training classes, training manuals, lesson plans and field observation.

Testing is conducted as necessary to ensure training effectiveness and all safety training is documented. Tests are given to all new operators to ensure knowledge. Refresher and In-Service training of operators can occur as result of accident investigations, long-term absences, and observations. General refresher training for all operators is scheduled on annual cycle. The frequency and amount of training conducted by the various departments depends upon regulatory requirements and the level of hazard associated with the operation. The CSO will work together with SunTran's Operations and Maintenance Contract service provider to ensure that safety elements are included in the curricula and that safety information is disseminated to affected employees. More specifically, this effort includes:

- Identifying requirements for all SunTran training as it impacts safety. This encompasses New Employee and Refresher training related to procedures and equipment including manufacturers training and retraining requirements identified as result of accident investigations.
- Reviewing all training programs for safety adequacy
- Assessing the effectiveness of training courses and on-the-job experience
- Providing specific training with specialized curricula to operators, mechanics, and emergency response personnel with the introduction of new vehicle technologies.

Policy 1 – Employees must actively participate in new employee training relevant to the specific job being performed.

- Training curriculum must be based on federal, state, local, company and contract requirements, incorporating national standards when applicable.
- Training curriculum must be comprehensive and sufficient in length to enable employees to safely and confidently operate in their work environment.
- Employees must be trained for all assigned tasks and equipment used on the job.
- Employees must complete all required hours of each training program.
- Employee performance must be evaluated and documented upon completion of each training program.
- Employees must complete a final written exam upon completion of applicable training programs.

- Training curriculum must be linked to the performance objectives for which employees will be evaluated while on the job.
- Supervisors and Managers will not authorize or instruct any employee to perform work for which employee has not been trained.

Policy 2 – Employees must actively participate in refresher training or in-service education programs when new requirement, duties, tasks, systems or processes are added or introduced as part of job requirements.

- New requirements include but are not limited to:
- Vehicles, equipment, machinery, tools
- Chemicals or materials
- Laws, regulations, standards, policies or procedures
- Transfer to a new job
- Leave of absence
- Special circumstances or conditions requiring additional training
- Supervisors must coordinate refresher training for employees based on current operating trends. Refresher training should be used for accident prevention and trend reversal.
- Supervisors must ensure that refresher training is provided annually for each employee based on state and contract requirements.
- Supervisors must inform employees when in-service training is required and provide information regarding the date and time of training.
- Employees who refuse to comply with refresher or in-service training requirements will be subject to disciplinary action.

Policy 3 – Employees must attend and participate in mandatory, regularly scheduled safety meetings.

- Supervisors must inform employees of the date and time of safety meetings.
- Supervisors must arrange for make-up meetings in event that an employee is absent from a safety meeting.
- Supervisors must ensure that employees have access to and check bulletin boards, orders, and safety notices daily.

Policy 4 – New Operators must complete all required hours of New Operator Training, including both classroom and Behind-The-Wheel (BTW) hours.

- New Operator curriculum must be based on national training standards, incorporating all federal, state, local, company, and contract requirements.
- New Operators must be evaluated after completion of each Classroom and Behind-The-Wheel (BTW) training module.
- BTW hours are defined as actual driving hours behind the wheel, or "hands on the wheel time."
- Make-up driving or classroom sessions must be provided for employees who are absent or short on hour requirements.
- Operators must complete a final written exam upon completion of New Operator Training.

- Training progress and verification of program completion must be documented and kept in the employee's file.
- Supervisors or Managers will not authorize or instruct any Operator to operate vehicles for which the Operator has not received proper training.
- Supervisors must ensure that training curriculum meets all required hours as mandated by specific client, state, local or contractual requirements.
- Supervisors must ensure that all Instructors have access to standardized training materials in order to teach key subject areas appropriately.
- Training curriculum must be reviewed and evaluated annually to ensure that training content is relevant, appropriate, and up-to-date.

Policy 5 – Operators must successfully pass on-board evaluations at the end of the training process and before being released to revenue service.

- Supervisors or other qualified personnel must board the bus and observe the Operator while operating the vehicle.
- Operator Evaluation forms must be completed and kept in the Operator's file.
- Supervisors or other qualified personnel must conduct an additional evaluation within 30 days after release into the field for all new Operators.

Policy 6 – Employees responsible for operating a vehicle must actively participate in post-accident training following a preventable accident.

- Post-accident training content will be based on the root cause of the accident.
- Operators must complete post-accident training prior to returning to driving duties.
- Operator performance must be documented and kept on file, showing that the Operator re-mastered the learning points/driving skills associated with the accident.

Policy 7 - System-wide SMS Training

All Key SMS personnel, including Departmental Key SMS personnel, the SMS Executive, and the CSO must receive their FTA certifications through the Transit Safety Institute (TSI) according to the requirements above within 3 years from the date of this Plan. The Accountable Executive will be certified through the FTA-mandated training for that position once FTA has implemented the requisite training program through TSI.

SunTran has also implemented an internal SMS training program to educate all employees on their roles in SMS and the requirements of the Safety Plan. This training is tailored to the employee's responsibilities and is broken down into three levels:

1) Executive Management Level, also including Departmental Key SMS Personnel
2) Technical Management Level (Supervisors, Superintendents, area Managers)
3) Front Line Employees

This training will be implemented over the next 2 years as the City of Ocala implements its SMS program system-wide; the program will then be ongoing through SunTran's New Employee Training program. All employees will receive training in the PTASP and their SMS responsibilities before they begin work at SunTran.

Policy 8 – Safety Related Training

To ensure that all operations and maintenance personnel performing safety-related work are properly trained, qualified, and certified on an ongoing basis as needed, SunTran has established the following categorized safety-related training programs.

Safety-related work at SunTran is defined as vehicle operation; maintenance of vehicles, equipment, infrastructure and facilities; operations and maintenance direct supervision; and operations dispatch.

TABLE I SAFETY-RELATED WORK TRAINING CATEGORIES

Training	Operator	Supervisor	Maintenance
Bus Operator Training	✓		
Bus Equipment Maintenance Training			✓
Service Supervisor Training		✓	
Maintenance Inspection Training			✓
Post-Accident Retraining	✓		
Operator Extended Absence Training	✓		
Communications/Dispatch Training		✓	
Standard Operating Procedures (SOP) Training	✓	✓	✓

SECTION 7: State of Florida Rule 14-90 Requirements

Security Program Plan

In accordance with Rule 14-90, The City of Ocala (SunTran) Transit Division has adopted, and implemented a Security Program Plan (SPP), which covers the security portion of the system safety program plan (SSPP). The SPP contains information about prevention, mitigation, preparedness, response, recovery, and associated organizational responsibilities.

The SPP addresses the following hazard and security elements and requirements:

- Security policies, goals, and objectives
- Organization, roles, and responsibilities
- Emergency management processes and procedures for mitigation, preparedness, response, and recovery
- Procedures for investigation of events described under subsection 14-90.004(5), F.A.C.
- Procedures for the establishment of interfaces with emergency response organizations
- Procedures for interagency coordination with local law enforcement jurisdictions
- Requirements for private contract transit providers that engage in continuous or recurring transportation services for compensation as result of a contractual agreement with SunTran transit system.
- Procedures for SPP maintenance and distribution.
- Requirements for the Transit Operator

Per Rule 14-90, the SPP has been adopted separately from the SMS. Bus transit systems are prohibited by Section 119.071(3) (2), Florida Statutes, from publicly disclosing the SPP, as applicable under any circumstance. The document is maintained in a secured location by management and given only to the applicable personnel within the agencies and departments responsible for activities in the plan. On site access to the SPP is granted to regulatory authorities (FDOT, FTA, etc.) on an as needed basis.

Select portions of the SPP may be shared with employees depending on their job responsibilities.

Hazard and Security Plan Training

SunTran offers all drivers training on Safety and Security – the training program is as follows:

TSI computer-based training offers a classroom setting and discussion to ensure material is adequately covered.

- Inspecting for Security
- Identifying threat
- Threats and Management Steps

National Safety Institute and FTA Federal Transit Administration. Directs and offers presentations in a classroom discussion in following areas.

- System Security Awareness (Warning Signs) 20 min Video
- Vehicle Pre-Trip Inspection and Post Trip Inspection - Drivers are instructed in classroom and instructed when performing an actual inspection. All Drivers perform a pre-trip inspection before taking any vehicle

on the road. This is part of the training for a new driver as well as continued training for all Citrus County Drivers. This education is part theory and part practical training.

- ❖ Drivers receive instruction for hazardous materials on the bus. The information is reviewed at the start of new hire bus orientation, during quarterly refresher training, including Emergency Management training that details what is hazardous that should not be transported.
- ❖ Observation by Employees includes suspicious activity. Drivers receive instruction from TSI training program with discussion and videos giving drivers a look at how to handle situations, and how to identify threats on their daily route.
- ❖ Driver Management Security Situations – The Customer Service training has detailed instruction that includes how an operator should respond to passenger situations.

    a. Review the rules with the passengers
    b. Complaints and defusing arguments – reviewed in driver training
    c. Calling into dispatch for back-up
    d. Maintaining control of the vehicle and reporting all incidents.

All Drivers must report any Incident or Hazard concern to the Dispatcher and or Supervisor. All drivers will receive instruction on how to report or write up any safety event or incident that takes place on or during the daily route.

State of Florida Minimum Operational, Safety and Maintenance Requirements

To establish a plan for selecting and training operators. The Contractor Operations Manager is responsible for overall compliance with all operating and driving requirements including the recruiting, training, and supervision of employees including drivers pursuant to Rule 14-90.

Qualification and Background Checks

The Contractor Operations Manager is responsible for ensuring that the following minimum standards are met when hiring new drivers:

1. Completed Employment Application 2. Must possess Valid Class B or C Florida driving license with "P" endorsement.	3. Conduct Criminal background check and driving records check including, but not limited to, the following items. ❖ Valid Driver's License check ❖ Social Security Number validations ❖ Criminal history Level II background check ❖ Employment reference checks
4. Successful completion of the DOT pre-employment physical including, eye examination, Federal Transportation Administration (FTA) alcohol and drug-screening test 5. Signed acknowledgement of receipt and agreement to comply with drug-free workplace policy	6. Successful completion of required orientation, training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus before driving on a street or highway.
7. Signed acknowledgement of receipt of operational policies and procedures manual(s)	8.

The Contractor Operations Manager shall ensure that all driver license records are reviewed and copies of the review results indicating the licenses are valid are placed in personnel files and maintained for five (5) years. A Driver License Verification List will be used to track the expiration dates of all licenses to ensure validity. Per the Employee handbook, all drivers are required to report to the supervisor immediately of receiving a ticket or having an accident while in their personal vehicle. Employees must notify management within two (2) weeks if there are any other changes in the status of driver licenses. The General Manager will perform criminal background and Motor Vehicle Record checks annually.

Medical Exams (Pre-employment and During employment)

The Contractor General Manager must administer an acceptable medical examination program for driver positions and other applicable personnel. This includes the following:

1. Medical examination for all applicants.
2. Medical examinations every two (2) years unless any condition requires more frequent exams
3. Return to duty medical examinations after having been off duty for 30 or more days due to illness, medical condition or injury (Rule 14- 90.0041(1).
4. All information will be in a FDOT Drivers Physical Exams Log.
5. Log will provide employee name, next due date, years approved.
6. A file of original FDOT paperwork will be kept for reference.
7. The operator will receive a copy to comply with driving standards.

All examinations will be recorded on the FDOT Form #725-030-11 for transit system drivers. The medical examinations will be performed by an approved licensed, Doctor of Medicine or Osteopathy, Physician Assistant, registered Nurse practitioner, or ophthalmologist/optometrist (visual section only). The health professional performing the examination will maintain the original executed form and issue a certification copy to the Transit Operator that will be placed in the employee's file. The Contractor Operations Managers will not allow any driver to operate a transit vehicle without having a completed medical examination certification dated within the past twenty-four (24) months. All employee records are retained for a minimum of five years past employment.

Training, Testing, and Supervision

The safe operation of vehicles and the safe transportation of passengers is one of SunTran's highest priorities. Our passengers depend on the knowledge, judgment, and skills of the drivers for their safety and welfare. The training program prepares drivers for these responsibilities but must also go beyond the initial new hire training.

The Operations Manager will develop and maintain a Training Manual for new hire training and testing of employees as part of the Safety Training Program. The training manual shall include but not be limited to the following topics:

1. Communication and handling of unsafe conditions, security threats, and emergencies.
2. Familiarization and operation of safety and emergency equipment, wheelchair lift/ramp equipment, and restraining devices.
3. Application and compliance with all applicable federal and state laws, rules and regulations.

4. Communications- Cellular and electronic devices policy.
5. Drug free workplace Policy.
6. Daily vehicle inspection form completion pursuant to Rule 14-90.006, F.A.C.
7. Training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus. A vehicle checklist filled out and signed by the operators and driver trainees will be maintained documenting completion of training and testing.
8. Bus transit systems shall provide written operational and safety procedures to all bus drivers before driving on streets or highways unsupervised.
9. A Driver Final Road Evaluation will be conducted by the General Manager before releasing a driver out on their own
10. In addition, all drivers will complete a defensive driver course and a distracted driving course. This includes a Driver evaluation every three (3) years that will review vehicle inspection, Wheelchair loading and Securement, following a Behind the Wheel road test.

The assigned Driver Trainer is responsible for training all New Hire's and Continuing Education. All driver training adheres to (Rule 14-90.004). Records detailing administered training for each employee shall be maintained for five (5) years. At a minimum training will include:

TRAINING TOPICS	
Transit system safety and operational policies/procedures	Vehicle & Equipment Inspections
Basic operations and maneuvering	Equipment Familiarization
Boarding and alighting passengers	Operation of wheelchair lifts & ramps
Handling of emergencies & security threats	Radio Procedures
Defensive driving (must be taken every three years)	Use of electronic devices/wireless communications
Passenger assistance and securement	Driving conditions
Security & threat awareness	SMS Principles & Employee Safety Hazard Reporting
Applicable Local, State, & Federal laws, rules, & regulations	Substance abuse policy

Refresher Training/Continuing Education

SunTran will provide ongoing opportunities for drivers to practice their skills. Annual refresher quarterly training and continuing education will be provided and designed to keep the drivers up to date on safety issues/trends and to build confidence to better perform job duties in a safe accident-free manner. The types of instruction will include:

Classroom instruction – eLearning.
Behind the Wheel Evaluations.
Safety Instructional Videos.
Safety alerts and continuing education on current changes or topics that may affect Transit drivers.

Substance Abuse (Drug & Alcohol) Testing

SunTran is committed to providing safe, dependable, and economical transportation service to its passengers. It is the agency's goal to provide a safe, healthy and satisfying working environment, free of the potential dangers posed

by a safety-sensitive employee's use of prohibited drugs or misuse of alcohol. In meeting these goals, it is our policy to:

- Assure that employees are not impaired in their ability to perform assigned duties in a safe productive and healthy manner.
- Create a work place environment free from the adverse effects of drug and alcohol abuse or misuse.
- Prohibit the unlawful manufacture, distribution, dispensing, possession, or use of controlled substances.
- Encourage employees to seek professional assistance when substance abuse adversely affects their ability to perform their assigned duties.

This complies with the Federal Transit Administration regulations codified as 49 CFR Part 655, as amended and USDOT regulations codified as 49 CFR Part 40. All other provisions are implemented under the authority of the United States Department of Transportation (USDOT) and the FTA.

The General Manager and Operations Manager are responsible for the administration and oversight of the program. This includes all testing and reporting to FTA. Along with the Drug and Alcohol Management Information System (DAMIS) reporting on a yearly basis.

- Procedures for Transportation Workplace Drug and Alcohol Testing are codified as 49 CFR Part 40.
- The (FTA) Regulations Prevention of Prohibited Drug Use and Alcohol Misuse in Transit Operations, which are codified as 49 CFR Part 655.

Employee Applicability

The USDOT/FTA testing program apply to all safety-sensitive SunTran employees. The policy also applies to volunteers who are required to hold a Commercial Driver's License (CDL). Adherence to this policy and the USDOT/FTA testing program is a condition of employment in a safety-sensitive position with SunTran Transit. All employees of SunTran who perform, or could be called upon to perform, any of the following duties are defined as safety-sensitive employees:

- Operate a public transportation vehicle, while in or out of service.
- Operate an ancillary vehicle when the vehicle requires a commercial driver's license.
- Control the movement of a public transportation vehicle.
- Perform maintenance on a vehicle or equipment used in public transportation.
- Carry a firearm as part of transit security detail.

Employee Training

Safety-sensitive employees will receive at least 60 minutes of training on the effects and consequences of prohibited drug use on personal health, safety, and the work environment, and on the signs and symptoms that may indicate prohibited drug use. Including, 60 minutes on the physical, behavioral and performance indicators of probable alcohol use.

Supervisors who make reasonable suspicion determinations shall receive at least 60 minutes of training on the physical, behavioral and performance indicators of probable drug use and 60 minutes on the physical, behavioral and performance indicators of probable alcohol use.
All employees receive a copy of the Substance Abuse Management Policy. This includes ongoing annual training requirements for safety sensitive employees.

Preventive Maintenance

A preventative maintenance schedule is implemented to inspect for safety hazards and to maintain vehicles in a manner conforming to safety regulations. SunTran will perform scheduled preventive maintenance on all vehicles at every 6,000-mile interval following the sequence "A", "B", "A", "C", according to the agency's maintenance plan. As preventative maintenance inspections are scheduled by projected mileage, the agency will allow (+-) 600-mile deviations in mileage interval, so long as the actual mileage interval meets the manufacturer's recommended maintenance schedule. Inspection "A" will be performed every 6,000 miles, inspection "B" will be performed every 12,000 miles, and inspection "C" will be performed every 24,000 miles on each vehicle. Safety inspections are part of the maintenance inspections and will be performed at least once every year with inspection type "C" on each vehicle. When a vehicle is due for an inspection, it will be taken out of service until the inspection is completed. This allows a series of repairs to be carried out while minimizing costs and optimizing the number of operational vehicles. If a vehicle is "down" for an extended period due to unavoidable circumstances, preventative maintenance will temporarily be suspended until the vehicle can be returned to service. However, the annual inspection will be conducted on all vehicles regardless of "up/down" status and/or mileage accrued.

SunTran's Fleet Maintenance Manager will regularly perform Quality Control (QC)/Quality Assurance (QA) checks to ensure that the inspections and repairs, both in-house and contracted, are completed and documented properly. Each vehicle will have a written record documenting preventive maintenance, regular maintenance, inspections, lubrication and repairs performed. Such records will be maintained for at least four years and include, at a minimum, the following information:

- Identification of the bus, the make, model, and license number or other means of positive identification and ownership.
- Date, mileage, description, and each type of inspection, maintenance, lubrication, or repair performed.
- The name and address of any entity or contractor performing an inspection, maintenance, lubrication, or repair.

For tracking purposes, a maintenance log will be kept containing vehicle ID, make and type of vehicle, year, model, special equipment, inspections, maintenance and lubrication intervals, and date or mileage when services are due. When needed a report can be printed for auditing purposes.

Transit Vehicle Failures

SunTran follows these guidelines for mechanical failures. If a Bus breaks down offsite away from the Transit Center, or we receive a phone call from the driver or by two-way radio, the process is as follows:

- Missing belt or a Brake Issue, the vehicle will be towed into Fleet.
- Electrical issues, Fleet may send road repair, or the vehicle will be towed.
- Vehicle Checklists sheets, Service Due remove from service send to Fleet maintenance same day or next day.
- Lift problem, remove from service send to Fleet maintenance for repair that same day.
- Brake issue; remove from service send to Fleet maintenance for repair that same day.
- Steering issue; remove from service send to Fleet maintenance for repair that same day. All vehicles for repair are placed into a serve area. Once repaired by Fleet maintenance, all completed vehicles are placed in line for use.

The Managers, Supervisors, and Dispatchers follow this process for the safe performance of all transit vehicles and equipment.

Hazard and Security Plan (HSP)

In accordance with Rule 14-90.004(2), SunTran has adopted, and implemented a Hazard and Security Plan (HSP), often referred to as the SPP, which covers the hazard and security portion of the system safety program. The HSP contains information about prevention, mitigation, preparedness, response, recovery, and associated organizational responsibilities. The purpose of the HSP/SPP is to specify:

- Actions required of employees on a daily, weekly, monthly, and annual basis to prevent or reduce the likelihood of security and emergency events from occurring, and to mitigate the effects of those events that do occur.
- Measures needed to prepare for incidents occurring within the transportation system and in the surrounding community.
- Agency procedures that should be established to respond to security hazards and emergencies that affect the system and its customers.
- Formal processes to recover from routine security events or major emergencies.
- Roles, responsibilities, and interagency coordination required to respond to a disaster or security event.

The HSP addresses the following hazard and security elements and requirements:

- Security policies, goals, and objectives.
- Organization, roles, and responsibilities.
- Emergency management processes and procedures for mitigation, preparedness, response, and recovery.
- Procedures for investigation of events described under subsection 14-90.004(5), F.A.C.
- Procedures for the establishment of interfaces with emergency response organizations.
- Procedures for interagency coordination with local law enforcement jurisdictions.
- Employee security and threat, awareness training programs.
- Security data acquisition and analysis.
- Emergency preparedness drills and exercises.

- Requirements for private contract transit providers that engage in continuous or recurring transportation services for compensation as result of a contractual agreement with the bus transit system.
- Procedures for HSP maintenance and distribution.

Records Management

14-90 requires that system safety documents be maintained and retained by the agency for at least four years. Records of daily bus inspections and any corrective action documentation must be retained by the agency for a minimum of two weeks.

The General Manager for SunTran is responsible for implementing a records management program that includes maintenance, retention, distribution, and safe disposal of all safety and security records of the agency in compliance with state and federal regulations.

All safety and security documents of the agency Hazard Safety Plan will be periodically revised, as needed, to ensure that they are up to date. Revisions and updates will be communicated with employees, contractors, and regulatory agencies as they occur or as deemed necessary by the management depending on the nature of the revision or update. The HSP is considered a confidential document and will be retained in a secure location by management.

SunTran will maintain and retain the following records for at least four years:

- Records of bus driver background checks and qualifications (Contractor General Manager)
- Detailed descriptions of training administered and completed by each bus driver (Contractor Operations Manager).
- A record of each bus driver's duty status, which will include total days, worked, on-duty hours, driving hours, and time of reporting on and off duty each day (Payroll).
- Event investigation reports, corrective action plans, and related supporting documentation (City of Ocala Transit Manager or assigned Contractor designee).
- Records of preventive maintenance, regular maintenance, inspections, lubrication, and repairs performed for each bus (Fleet Maintenance Manager).
- Records of annual safety inspections and documentation of any required corrective actions (City of Ocala Transit Manager).
- Completed and signed CDL Medical cards for each bus driver (Contractor Operations Manager).

In addition, SunTran will retain records of daily bus inspections and any corrective action documentation for a minimum of two weeks.

An organized electronic filing system will be maintained by the agency and adequately backed up to prevent potential loss of information. All sensitive personnel records will be protected from public access. When ready for disposal, both paper and electronic data will be disposed of in a secure manner ensuring that critical information is protected.

Bus Safety Inspections

Safety inspections are part of the maintenance inspections and are performed at least once every year on all buses operated by SunTran and contracted service providers. The Contractor Fleet Maintenance Manager is responsible for ensuring that each individual performing a bus safety inspection is qualified as follows:

- Understands the requirements set forth in Rule 14-90 and can identify defective components.
- Is knowledgeable of and has mastered the methods, procedures, tools, and equipment used when performing an inspection.
- Has at least one year of training and/or experience as a mechanic or inspector in a vehicle maintenance program and has sufficient general knowledge of buses owned and operated by the bus transit system to recognize deficiencies or mechanical defects.

Each bus receiving a safety inspection shall be checked for compliance with the requirements for safety devices and equipment as referenced or specified by Rule 14-90. Specific operable equipment and devices as required by Rule 14-90 include the following as applicable to Type I and II buses:

1) Horn
2) Windshield wipers
3) Mirrors
4) Wiring and batteries
5) Service and parking brakes
6) Warning devices
7) Directional signals
8) Hazard warning signals
9) Lighting systems and signaling devices
10) Handrails and stanchions
11) Standee line and warning
12) Doors and brake interlock devices
13) Step-wells and flooring
14) Emergency exits
15) Tires and wheels
16) Suspension system
17) Steering system
18) Exhaust system
19) Seat belts
20) Safety equipment
21) Equipment for transporting wheelchairs
22) Working speedometer

A safety inspection report will be prepared by the individual(s) performing the inspection and will include the

following:

- Identification of the individual(s) performing the inspection.
- Identification of the bus transit system operating the bus.
- The date of the inspection.
- Identification of the bus inspected.
- Identification of the equipment and devices inspected including the identification of equipment and devices found deficient or defective.
- Identification of corrective action(s) for any deficient or defective items found and date(s) of completion of corrective action(s).

Records of annual safety inspections and documentation of any required corrective actions will be retained for a minimum of four years for compliance review.

Safety Data

Understanding safety data is an important step towards allocating important and scarce resources to implement safety program elements. Safety data relative to transit provider operations can be used to determine safety trends in system operation. The following data will be collected and retained by SunTran on an ongoing basis:

- Accident and incident data.
- Maintenance data including daily vehicle inspection forms.
- Passenger claims and complaints.
- Records of crimes and rule violations occurring in and around the transit agency.

The data will be analyzed by SunTran management both qualitatively and quantitatively for safety hazard identification, resolution and risk management purposes. The analysis will be conducted and will account for frequency, severity, causal factors, and acceptability of occurrences. The analysis results will be useful for identifying necessary actions to minimize safety risks. Analysis of safety data will also help improve system performance, not only in respect to safety, but also in overall delivery of service to the public. In addition, trend analyses of safety data can help determine the effectiveness of safety initiatives that have been implemented. The results of such analysis will be shared with agency staff and/or law enforcement agencies on, at minimum, an annual basis for awareness and support.

Operating and Driving Requirements

14-90.006 requires that bus transit systems establish operational and driving requirements. The 14-90 requirements relating to this section are noted below and presented as general text.

The Contractor Operations Manager is responsible for overall compliance with all operating and driving requirements.

It is the responsibility of every SunTran employee who performs driving and/or operational duties to strictly adhere to the following requirements:

a. Under no circumstances is a driver allowed to operate a vehicle without having the appropriate and valid driver's license in his or her possession.
b. Commercial operators are not permitted to drive a bus when his or her driver license has been suspended, cancelled, or revoked. A driver who receives a notice that his or her license to operate a motor vehicle has been suspended, cancelled, or revoked is required to notify his or her supervisor of the contents of the notice immediately, if possible, otherwise no later than the end of the business day following the day he or she received the notice. Violation of this policy may result in disciplinary actions including suspension or termination of employment.
c. SunTran management will annually check Motor Vehicle Records (MVR) for all commercial operators for investigating information on license suspensions, revocations, accidents, traffic violations, unpaid summons, etc. SunTran's Operations Management will also check driver license status of each driver utilizing the FDOT website - https://www6.hsmv.state.fl.us/DLCheck/main.jsp.
d. Buses must be operated at all times in compliance with applicable traffic regulations, ordinances, and laws of the jurisdiction in which they are being operated.
e. Rule 14-90 defines "On Duty" and "Off Duty" status of commercial operators as follows:
    1. "On Duty" means the status of the driver from the time he or she begins work, or is required to be in readiness to work, until the time the driver is relieved from work and all responsibility for performing work. "On Duty" includes all time spent by the driver as follows:
        a. Waiting to be dispatched at bus transit system terminals, facilities, or other private or public property, unless the driver has been completely relieved from duty by the bus transit system.
        b. Inspecting, servicing or conditioning any vehicle.
        c. Driving
        d. Remaining in readiness to operate a vehicle. (stand-by)
        e. Repairing, obtaining assistance, or remaining in attendance in or about a disabled vehicle.
    2. "Off-Duty" means any time the driver is not on duty, required to be in readiness to work, or under any responsibility to perform work. Such time shall not be counted towards the maximum allowed on-duty hours within a 24-hour period.
f. Commercial operators are not permitted to drive more than 12 hours in a 24-hour period, or drive after having been on duty for 16 hours in a 24-hour period. A driver is not permitted to drive until the requirement of a minimum eight consecutive hours of off-duty time has been fulfilled. A driver's work period begins from the time he or she first reports for duty to his or her employer. A driver is permitted to exceed his or her regulated hours in order to reach a regularly established relief or dispatch point, provided the additional driving time does not exceed one hour.
g. Commercial operators are not permitted to be on duty more than 72 hours in any period of seven consecutive days; however, any 24 consecutive hours of off duty time shall constitute the end of any such period of seven consecutive days. A driver who has reached the maximum 72 hours of on duty time during the seven consecutive days is required to have a minimum of 24 consecutive hours of off duty time prior to returning to on duty status.

h. A driver is permitted to drive for more than the regulated hours for the safety and protection of the public when conditions such as adverse weather, disaster, security threat, a road or traffic condition, medical emergency, or an accident occur.
i. Commercial operators are not permitted to drive a bus when his or her ability is impaired, or likely to be impaired, by fatigue, illness, or other causes, likely to create an unsafe condition.
j. Commercial operators will not report for duty or operate any vehicle while under the influence of alcohol or any other substance, legal or illegal, that may impair driving ability. All employees are required to comply with agency's Substance Abuse Policy.
k. Commercial operators are required to conduct daily vehicle inspections and reporting of all defects and deficiencies likely to affect safe operation or cause mechanical malfunctions.
l. Commercial operators are required to immediately report any defect or deficiency that may affect safe operations or cause mechanical malfunctions. Any defect or deficiency found shall be properly documented on a Vehicle Inspection form and should be submitted to the Operations Supervisor.
m. The Supervisor will review the list of daily inspection reports that have a problem listed and document corrective actions taken as a result of any deficiencies identified by daily inspections. The Operations Supervisor will submit the deficiencies to Fleet for correction.
n. A bus with any passenger doors in the open position will not be operated with passengers aboard. The doors will not be opened until the bus is stopped. A bus with any inoperable passenger door will not be operated with passengers aboard, except to move a bus to a safe location.
o. Commercial operators will ensure that during darkness, interior lighting and lighting in stepwells on buses shall be sufficient for passengers to enter and exit safely. Adherence to pre-trip inspection requirements help insure the ability of this requirement to be met.
p. Passengers will not be permitted in the stepwells of any bus while the bus is in motion, or to occupy an area forward of the standee line.
q. Passengers will not be permitted to stand on buses not designed and constructed for that purpose.
r. Buses will not be refueled in a closed building. The fueling of buses when passengers are being carried will be reduced to the minimum number of times necessary during such transportation.
s. Commercial operators are required to be properly secured to the driver's seat with a restraining belt at all times while the bus is in motion.
t. Buses will not be left unattended with passengers aboard for longer than 15 minutes. The parking or holding brake device will be properly set at any time the bus is left unattended.
u. Buses will not be left unattended in an unsafe condition with passengers aboard at any time.
v. Commercial operators are prohibited from leaving keys in the vehicle for any reason at any time the bus is left unattended.
w. Transit vehicles will not be used at any time for uses other than those that are authorized and permitted according to state and federal program requirements.

Noncompliance with these requirements may result in disciplinary actions including suspension or termination of employment.

14-90.004(3) requires bus transit systems establish criteria and procedures for the selection, qualification, and training of all commercial operators. The criteria shall include the following:

(a) Driver qualifications and background checks meeting minimum hiring standards.

(b) Driving and criminal background checks for all new commercial operators.

(c) Verification and documentation of valid driver licenses for all employees who drive buses.

(d) Training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.

(e) Bus transit systems shall provide written operational and safety procedures to all bus commercial operators before driving on streets or highways unsupervised.

(f) The provisions in paragraphs (d) and (e), above, shall not apply to personnel licensed and authorized by the bus transit system to drive, move, or road test a bus in order to perform repairs or maintenance services when it has been determined that such temporary operation does not create unsafe operating conditions or create a hazard to public safety.

(g) Bus transit systems shall maintain the following records for at least four years:

1. Records of bus driver background checks and qualifications.

2. Detailed descriptions of training administered and completed by each bus driver.

3. A record of each bus driver's duty status which shall include total days worked, on-duty hours, driving hours, and time of reporting on and off duty each day.

(h) Each bus transit system shall establish a drug-free workplace policy statement in accordance with 49 C.F.R. Part 32 and a substance abuse management and testing program in accordance with 49 C.F.R. Parts 40 and 655, October 1, 2009, hereby incorporated by reference.

(i) Bus transit systems shall require that commercial operators write and submit a daily bus inspection report pursuant to Rule 14-90.006, F.A.C.

SunTran is responsible for ensuring that the following minimum standards are met when hiring new commercial operators:

- Must possess a valid Florida driving license of appropriate class and endorsements.
- Criminal background check (with local law enforcement and the Florida Department of Law Enforcement) and driving records check including, but not limited to, the following items:
- Complete Driving records through the Florida Department of Motor Vehicles.
- E-Verify is used to determine the right to work in the USA.
- Last 2 years Previous Employer Drug & Alcohol Questionnaire
- Level 2 Background Check through the Florida Department of Law Enforcement.
- Employment reference checks.
- Complete employment application.
- Successful completion of pre-employment physical including an eye examination and drug-screening test.
- Signed acknowledgement of receipt and agreement to comply with drug-free workplace policy.
- Successful completion of required orientation, training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.

- Signed acknowledgment of receipt and compliance with the following written operations and safety procedures before driving on a street or highway unsupervised:
    1. Communication and handling of unsafe conditions, security threats, and emergencies.
    2. Familiarization and operation of safety and emergency equipment, wheelchair lift equipment, and restraining devices.
    3. Application and compliance with all applicable federal and state laws, rules and regulations.
- Commercial operators are required to write and submit a daily bus inspection report pursuant to Rule 14-90.006, F.A.C.
- Personnel licensed and authorized by the bus transit system to drive, move, or road test a bus in order to perform repairs or maintenance services when it has been determined that such temporary operation does not create unsafe operating conditions or create a hazard to public safety are not bound to the following two provisions:
    1. Training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.
    2. Bus transit systems shall provide written operational and safety procedures to all bus commercial operators before driving on streets or highways unsupervised.

Noncompliance with any regulatory or agency specific requirement may result in an employee administrative action up to and including suspension or termination of employment. It is the policy of SunTran to screen applicants to eliminate those that pose a safety or security threat to the agency or would not be able to carry out agency safety and security policies.

Driver Safety Training and Testing

14-90.004(3) establishes driver training and testing requirements to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.

All employees and commercial operators of SunTran and all contract service providers are required to complete all training and testing requirements to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.

The Operations Manager will develop and maintain a Training Manual for new hire training and testing of employees as part of the Safety Training Program. The manual will contain training course content, curriculum, lesson plans, and testing requirements. All training and testing activities will be adequately documented by the designated Driver Trainer. The Driver Trainer is responsible for conducting and documenting all training and testing activities utilizing a certification process. Noncompliance with any regulatory or agency specific guideline or requirement may result in suspension or termination of employment.

The following section discusses the training and testing programs to be administered by the Driver Trainer.

Initial Driver Training and Testing

Upon hire and prior to being placed into road service, all commercial operators are required to complete training and testing in the following areas:

a. Bus transit system safety and operational policies and procedures.
b. Operational bus and equipment inspections.
c. Bus equipment familiarization.
d. Basic operations and maneuvering.
e. Boarding and alighting passengers.
f. Operation of wheelchair lift and other special equipment.
g. Defensive driving.
h. Passenger assistance and securement.
i. Handling of emergencies and security threats.
j. Security and threat awareness, follows Chapter 14-90 Regulations.
k. Driving conditions.

As part of the driver training program, specific procedures have been incorporated within to instruct the driver on how to safely approach and depart from a transit bus stop to avoid contact with pedestrians and other hazards.

In addition, new commercial operators are required to undergo an operator evaluation with an experienced driver trainer. A new-hire training record must be completed to ensure the employee has received all required 14-90 training and information before being authorized for over-the-road service.

After successful completion of each training and testing module, the agency is required to document and record the satisfactory completion of the employee's training and submit to the Driver Trainer. Certificates of completion will be maintained in the driver files for a minimum of 5 years.

All newly hired employees are also provided instructional training by the Operations Manager per agency's HSP. Commercial operators are given instruction in SunTran rules and standard operating procedures in the following areas:

- General rules of the agency including employee conduct codes.
- Personal appearance and conduct, covering uniforms, grooming, and employee conduct.
- Customer service, covering expectations of employees when dealing with the public, including instruction on how, to whom to report security incidents, and types of individuals and/or situations to be aware of and report.
- Traffic laws, covers applicable traffic-related laws and regulations, drug and alcohol testing, and drug and alcohol use restrictions.
- Fare handling, covers fare collection procedures and provides instruction in dealing with fare disputes, conflict resolution, and notification of security personnel.

- Americans with Disabilities Act requirements, provides instruction in complying with ADA requirements and providing service to disabled patrons.
- Radio procedures, which provides instruction on radio procedure for both routine and emergency radio traffic. Including instruction on reporting crimes, suspicious acts, and potentially hazardous situations.
- Report writing, which provides instruction on report writing, and reporting requirements.
- Substance abuse policy, which implements a drug and alcohol testing program.
- Occupational Safety and Health Administration (OSHA) standards, covering blood borne pathogens and other occupational exposure to health hazards.

Wireless Communication

According to 14-90.004, bus transit systems must implement a wireless communication plan and procedure that provides for the safe operation of the bus transit vehicle. The wireless communication plan and procedure shall assure that:

a. *The use of a personal wireless communication device is prohibited while the transit vehicle is in motion, and*
b. *All personal wireless communications devices are turned off with any earpieces removed from the operator's ear while occupying the driver's seat.*

A policy on the use of a wireless communications device issued to the operator by the bus transit system for business related purposes must be developed that assure:

a. *Guidelines are developed that allow for the use of a wireless communications device in emergency situations, and*
b. *The use of a wireless communications device does not interfere with the operator's safety related duties.*

Also, bus transit systems shall develop a driver educational training program addressing:

a. *The proper use of a wireless communications device issued to the operator by the Bus Transit System while in the performance of their safety related duties, and*
b. *The hazards associated with driving and utilizing a wireless communications device.*

"Wireless communication device" means an electronic or electrical device capable of remote communication. Examples include cell phones, personal digital assistants (PDAs) and portable computers (commonly called laptop computers). "Personal wireless communications device" means an electronic or electrical device that was not provided by the bus transit system for business purposes. "Use of a wireless communication device" means use of a mobile telephone or other electronic or electrical device, hands-on or hands-free, to conduct an oral communication; to place or receive a telephone call; to send or read electronic mail or a text message; to play a game; to navigate the Internet; to play, view, or listen to a video; to play, view, or listen to a television broadcast; to play or listen to music; to execute a computational function, or to perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee from a safety-critical task. Use of an electronic or electrical device that enhances the individual's physical ability to perform, such as a hearing aid, is not included in this definition.

SunTran requires all commercial operators to fully comply with the following wireless communication policies.

Policies on the use of a personal wireless communication device:

a. The use of a personal wireless communication device is prohibited while the transit vehicle is in motion.
b. All personal wireless communication devices must be turned off with any earpieces removed from the operator's ear while occupying the driver's seat.
c. In an emergency, if a driver is unable to use the radio (e.g., driver is separated from the vehicle due to a need to evacuate, or the radio is inoperable because it is beyond the radio coverage area, or other malfunction), a personal cellular phone may be used to contact the agency. In such situation, the driver must park the vehicle in a safe place off the road and call the direct line to the dispatcher.
d. Commercial operators are not permitted to use any wireless communication device issued by the bus transit system while the transit vehicle is in motion except brief radio communications with the dispatcher. If the driver must use the radio for a long duration, he/she must stop the vehicle in a safe place off the road.
e. The use of a wireless communication device is prohibited while loading or unloading a wheelchair patron or while conducting any other safety related duty that require the driver's undivided attention. If wireless communication is necessary, the driver will use a company issued wireless communication device before or upon completion of the safety related task.
f. Employees are permitted to use wireless communication devices issued by the bus transit system in the following situations –
    2. A driver needing to communicate with the dispatcher and vise-versa.
    3. A driver requesting medical or emergency assistance.
    4. A driver reporting an illegal activity, a traffic accident, a road hazard, or a safety or security threat.
    5. A Limited English Proficient person needs translation service.

SunTran requires all employees to follow the radio operating procedures. In addition, SunTran has developed a driver educational training and testing program on the proper use of a wireless communications device while in the performance of safety related duties and hazards associated with driving and utilizing these devices. The wireless communications device training and testing is included in Driver Training which all commercial operators are required to complete upon hire, before driving on a street or highway unsupervised.

On-Going/Refresher Training and Testing

The Operations Manager will develop and maintain a Training Manual for ongoing and refresher training and testing of employees. The manual will contain training course content, curriculum, lesson plans, and testing requirements. On-going/refresher training and testing sessions will be conducted as necessary to remain compliant with Rule 14-90. The commercial operators are required to attend training and testing in all areas specified by Rule 14-90 at least once every three years. All training and testing activities are to be recorded and retained in files for a minimum of five years.

Remedial Training and Testing

SunTran will employ remedial training for commercial operators who have been involved in a serious collision or have developed unsafe driving behavior or other driving problems. Other causes for remedial training may include

persistent customer complaints, supervisor recommendations, or a result of ongoing evaluations. Depending on the circumstances, the Operations Manager will determine the appropriate remedial training and testing, the results of which will also be documented and retained in files.

NIMS Training

The National Incident Management System (NIMS) provides a consistent nationwide template to enable all government, private sector, and nongovernmental organizations to work together during domestic incidents (http://www.fema.gov/emergency/nims/). The NIMS system requires that transit agencies comply with number of specific activities to ensure personnel who will be conducting activities in response to emergencies use the standard Incident Command System (ICS).

The SunTran HSP requires that management staff take available NIMS training to understand this requirement and to coordinate regularly with outside organizations to prepare for coordinated responses to incidents. All training and testing activities will also be recorded and retained in files.

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **Congestion Management Plan (CMP)** – Draft Goals, Performance Measures, Proposed CMP Network and Public Survey Results

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As discussed at the TAC meeting in February, the TPO is conducting a major update to the Congestion Management Process (CMP) with its consultant team Kimley-Horn. The last significant development of the CMP was in 2011, which included CMP Policy and Procedures and State of the System reports. In 2021, the TPO plans to develop one revised comprehensive Congestion Management Plan (CMP).

The TPO is seeking your review and feedback at the April 13 meeting for three key elements of the CMP: **1. Draft CMP Goals, 2. Performance Measures** and the **3. Proposed CMP Network**.

Included with this memo for your review are draft goals, performance measures and proposed CMP roadway network. The TPO's consultant team Kimley-Horn will provide an overview presentation and facilitate a discussion to obtain your feedback and guidance at the meeting. Please come to the meeting ready to discuss. Additionally, the results of a recent 30-day **Public Survey** conducted in March are included with this memo and will be discussed at the meeting.

The process for developing the CMP will be a collaborative approach with the TAC throughout the year at upcoming meetings in May, June, August, September and October.

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

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OCALA MARION

Congestion Management Process

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

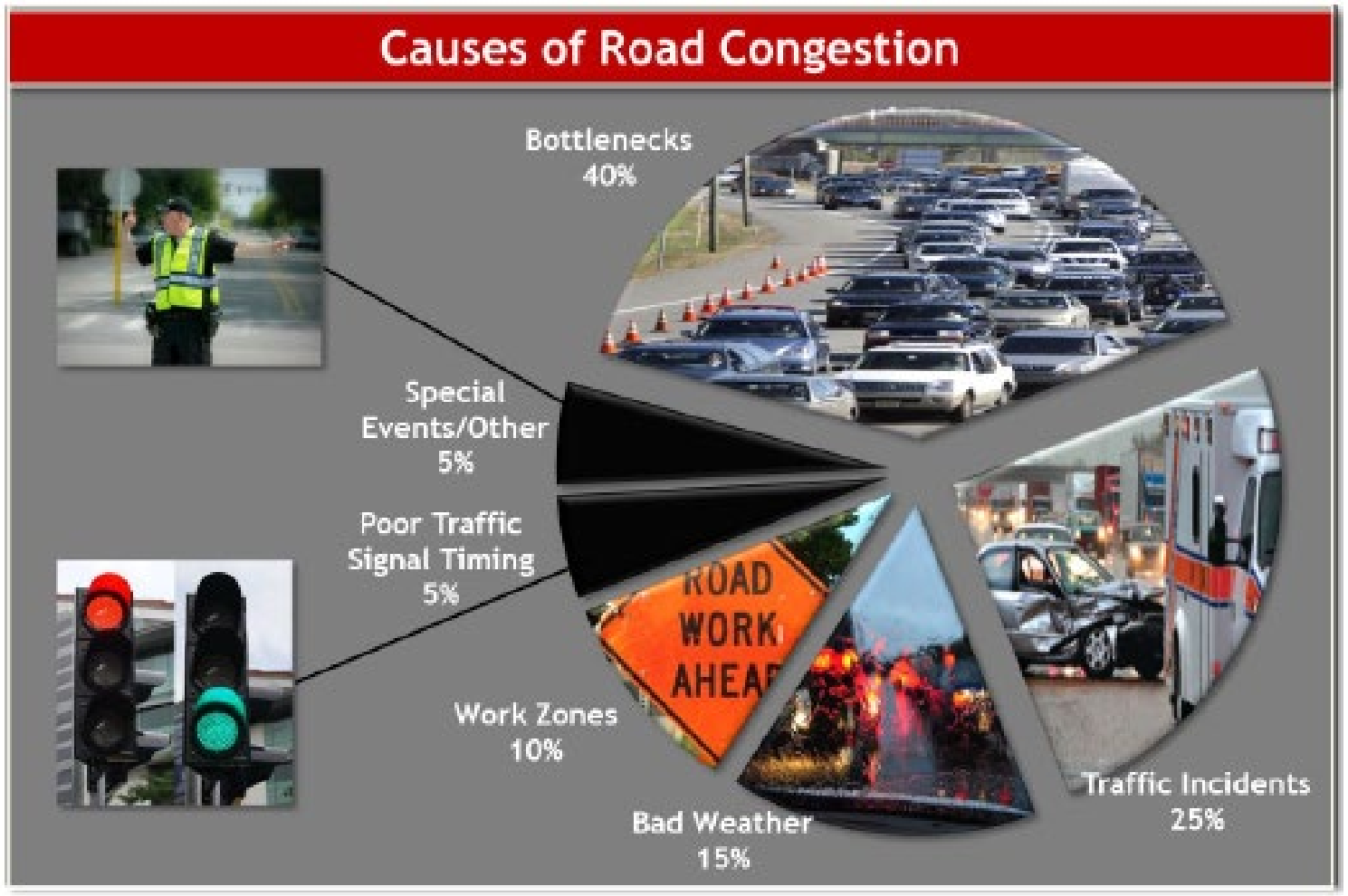
TAC & CAC Meetings

April 13, 2021

Congestion Management Benefits

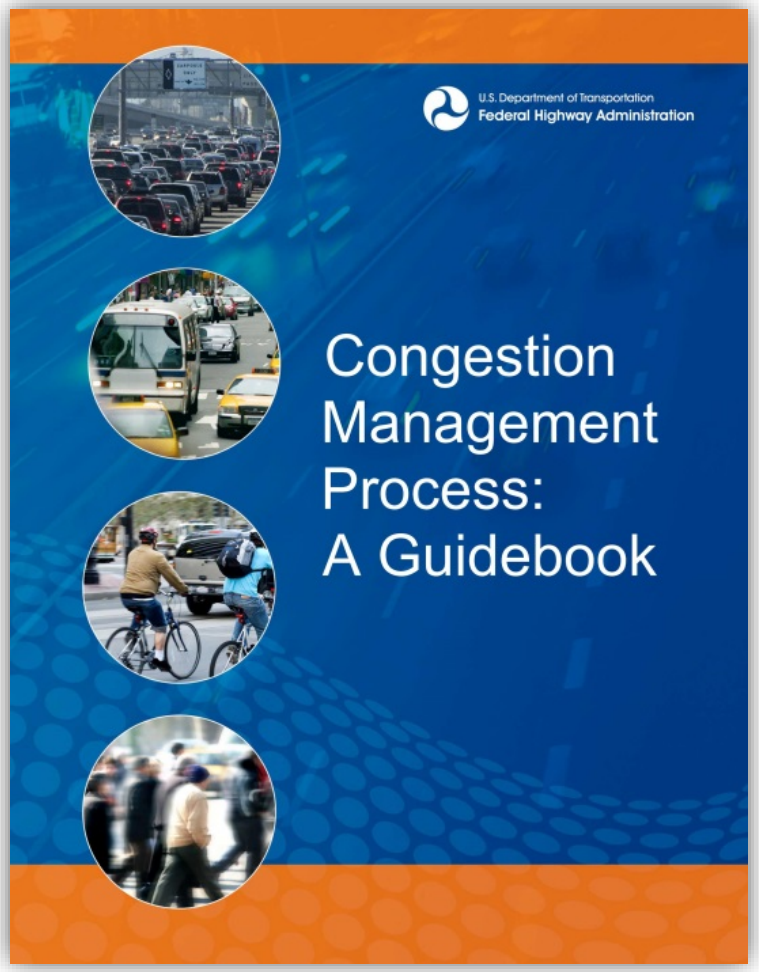
- Improves performance at a lower cost
  - Quicker implementation
  - Greater systemwide performance benefit
- Responsive to Performance Based Planning
- Provides Options on Constrained Corridors

Congestion Causes



Non-Reoccurring Congestion

CMP: Requirements & Considerations



Federal Requirements: CMP Guidance

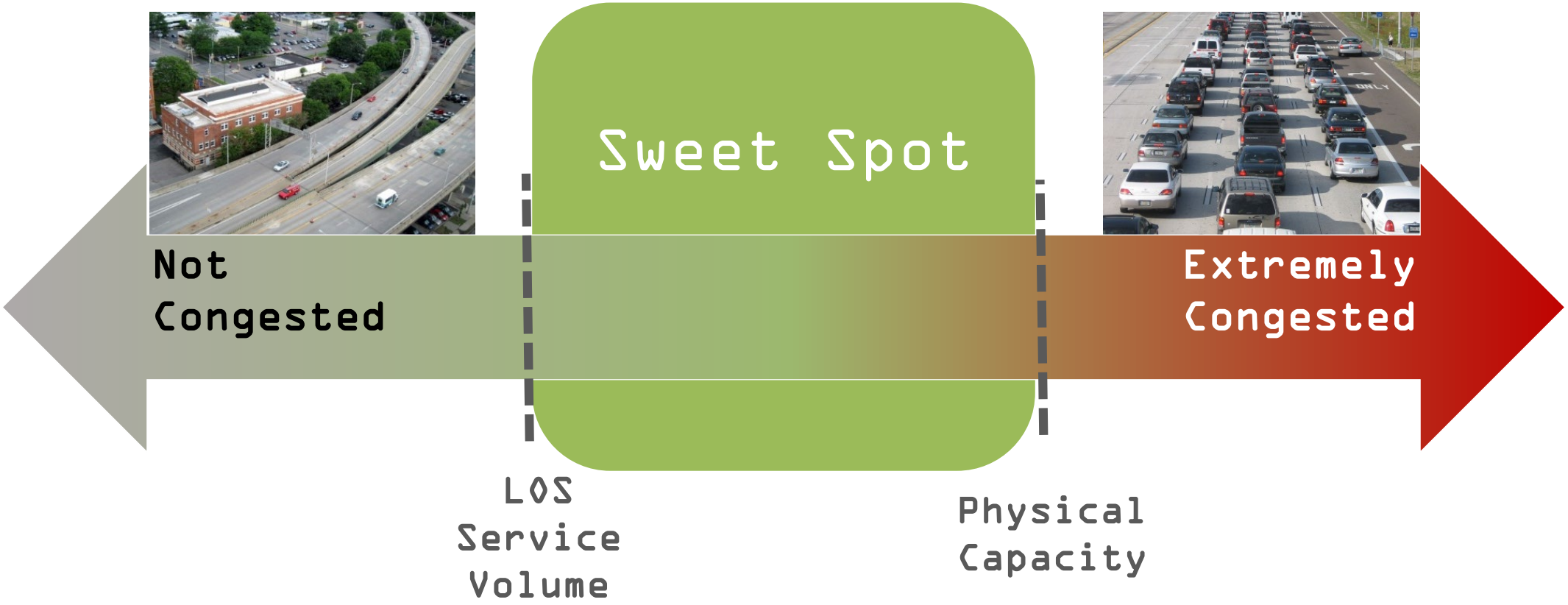
- Safe and Effective
- Integrated Management and Operations
- Multimodal
- Performance Measures and Strategies
- Coordinated Data Collection
- Range of Mitigation Activities

Federal 8-Step Process

Ocala Marion CMP Process

The Sweet Spot

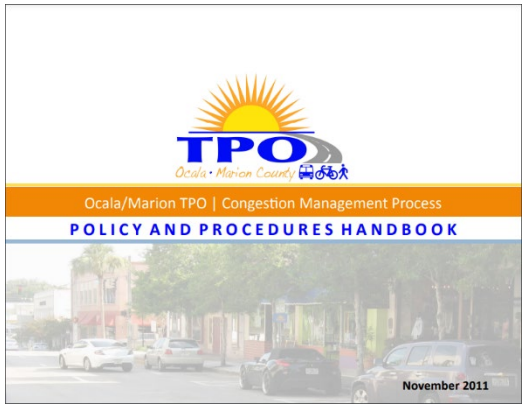
- Find the 'sweet spot' - identify projects on roadways approaching or near congestion



Step 1: Goals

Goal Considerations

- *Existing CMP Goals and Objectives (2011)*
- *2045 LRTP Goals and Objectives (2021)*
- *Needs of the CMP - State of the Practice*



Step 1: Goals

Process for Goal Development

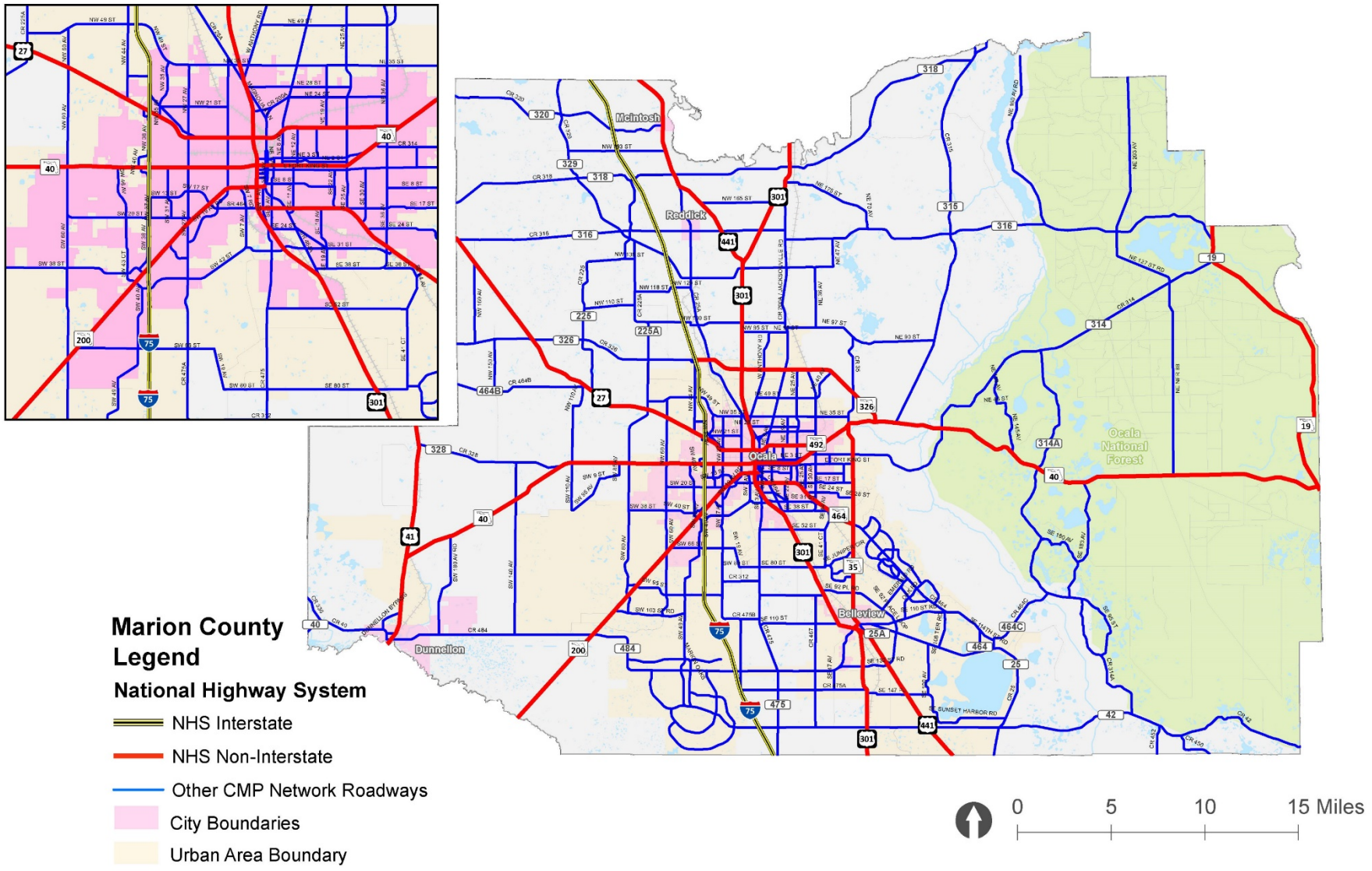
- *Reference LRTP Goals and Objectives as Guiding Principles*
- *Streamline CMP Goals and Objectives to focus CMP efforts and reduce data collection needs*
- *Consider a level of consistency with potential future TMA partners (Lake-Sumter MPO)*
- *Start with Performance Measures and work back to Goals and/or Objectives. Then confirm that key issues that need to be addressed are addressed*

Step 1: Goals

Recommended CMP Goals

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

Step 2: CMP Network



Step 3: Performance Measures

Typical Measures

1. Roadway Level of Service
2. Crash Trends
3. Transit Performance
4. Bicycle/Pedestrian/Trails
5. Freight/Goods Movement & Safety

Step 3: Performance Measures

Safety Performance Measures (5-Year Rolling Average)

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

Roadway Capacity Performance Measures

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

Reliable Travel Time Performance Measures

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

Goods Movement Performance Measures

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

Step 3: Performance Measures

Public Transit Performance Measures

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

Bicycle/Pedestrian/Trail Facility Performance Measures

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

TDM Performance Measures

- Number of Registered Carpools or Vanpools

System Preservation (Optional - Non-CMP)

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

Step 3: Performance Measures

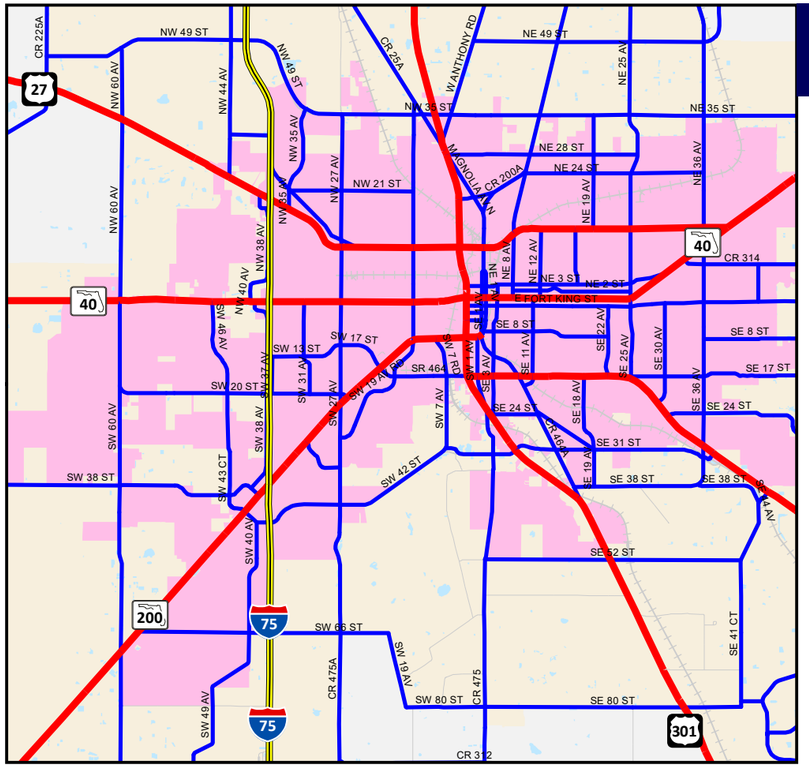
Public Engagement

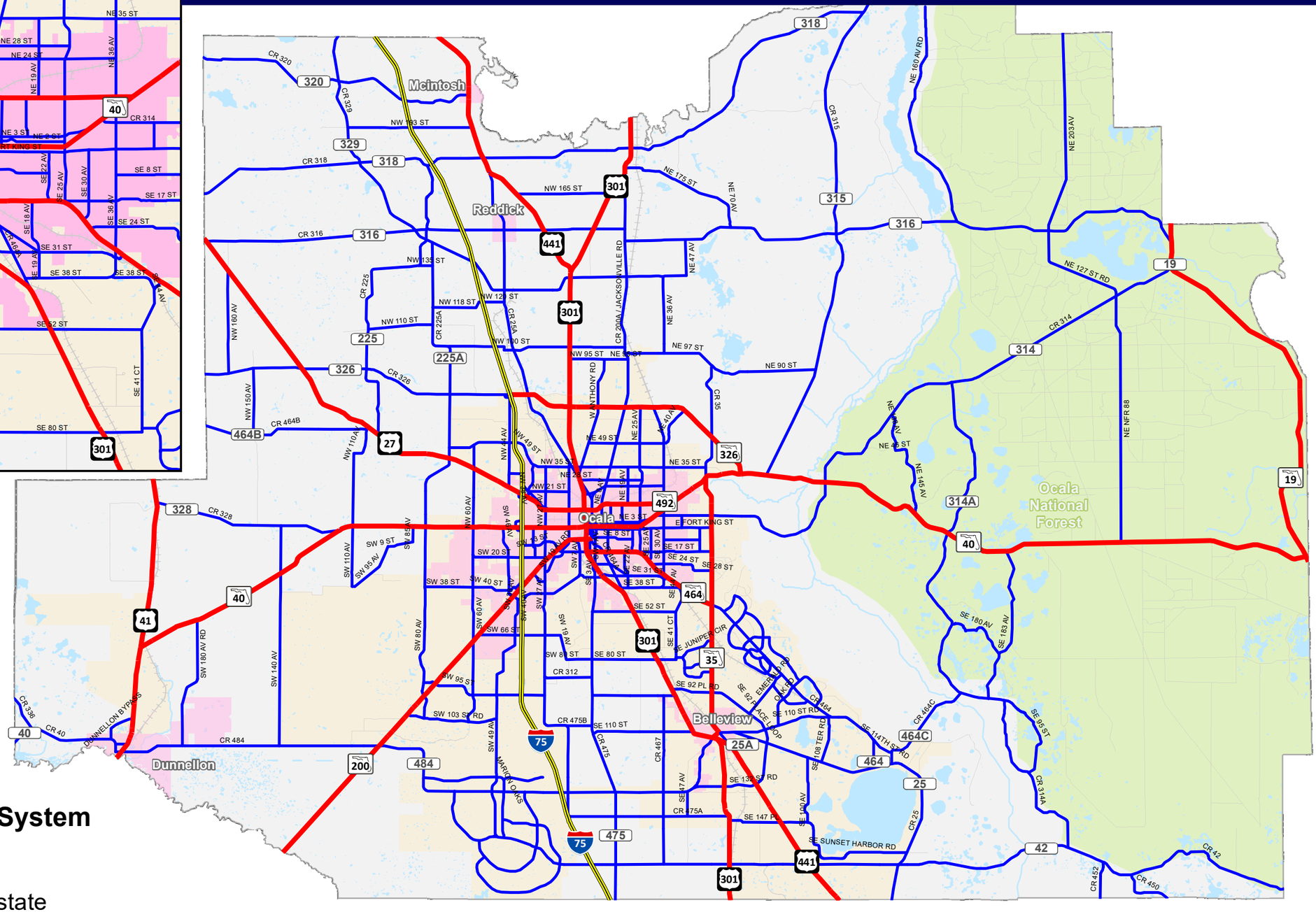
- Was a survey of provided to the public to identify congestion and safety issues?
- Were CMP materials provided for review by the public?

Questions ?

Congestion Management Process Draft Roadway Network

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION





Marion County Legend

National Highway System

- NHS Interstate
- NHS Non-Interstate
- Other CMP Network Roadways
- City Boundaries
- Urban Area Boundary

0 5 10 15 Miles

Draft CMP Network

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
BAHIA RD	PINE RD	CR 464	Other CMP Network Roadway	2	U	
BASELINE RD EXT	US 441	SR 25	Other CMP Network Roadway	2	U	0.812
CHESNUT RD	JUNIPER RD	SR 35	Other CMP Network Roadway	2	U	
CR 200A	US 441	N MAGNOLIA AV	Other CMP Network Roadway	4	D	0.206
CR 200A	NE 4TH CT	NE 8 AV	Other CMP Network Roadway	4	D	0.4
CR 200A	NE 20 ST	NE 4TH CT	Other CMP Network Roadway	4	D	0.141
CR 200A	N MAGNOLIA AV	NE JACKSONVILLE RD	Other CMP Network Roadway	4	D	0.275
CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 100 ST	Other CMP Network Roadway	2	U	0.162
CR 200A / JACKSONVILLE RD	NE 100 ST	NE 101 ST	Other CMP Network Roadway	2	U	0.129
CR 200A / JACKSONVILLE RD	NE 101 ST	US 301	Other CMP Network Roadway	2	U	7.154
CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	Other CMP Network Roadway	2	U	1.558
CR 200A / JACKSONVILLE RD	NE 8 AV	NE 28 ST	Other CMP Network Roadway	4	D	0.217
CR 200A / JACKSONVILLE RD	NE 77 ST	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	1.875
CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	Other CMP Network Roadway	4	D	0.553
CR 200A / JACKSONVILLE RD	SR 326	NE 77 ST	Other CMP Network Roadway	2	U	0.516
CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	Other CMP Network Roadway	2	U	1.021
CR 21	CR 315	COUNTY LINE	Other CMP Network Roadway	2	U	0.431
CR 225	US 27	NW 83RD PL	Other CMP Network Roadway	2	U	2.24
CR 225	NW 83RD PL	CR 326	Other CMP Network Roadway	2	U	0.926
CR 225	1 MILE S OF CR 318	CR 318	Other CMP Network Roadway	2	U	1.067
CR 225	CR 326	CR 316	Other CMP Network Roadway	2	U	7.87
CR 225	CR 316	1 MILE S OF CR 318	Other CMP Network Roadway	2	U	1.728
CR 225A	SR 40	NW 6 ST	Other CMP Network Roadway	2	U	0.512
CR 225A	US 27	CR 326	Other CMP Network Roadway	2	U	2.668
CR 225A	NW 6 ST	NW 21 ST	Other CMP Network Roadway	2	U	0.977
CR 225A	CR 326	CR 329	Other CMP Network Roadway	2	U	6.943
CR 225A	NW 21 ST	US 27	Other CMP Network Roadway	2	U	1.881
CR 25	SE 128 PL RD	SE 136TH TER	Other CMP Network Roadway	2	U	1.124
CR 25	SE 92 PL LOOP	SE 110 ST	Other CMP Network Roadway	2	U	3.227
CR 25	CR 464	SE 108 TER RD	Other CMP Network Roadway	2	U	2.88
CR 25	SE 135 AV	SE 132ND TERR	Other CMP Network Roadway	2	U	0.208
CR 25	SE 136TH TER	SE 135 AV	Other CMP Network Roadway	2	U	0.193
CR 25	SE 110 ST	SE 65TH CT	Other CMP Network Roadway	2	D	0.34

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
CR 25	SE 108 TER RD	SE 100 AV	Other CMP Network Roadway	4	D	2.88
CR 25	SE 65TH CT	SR 35	Other CMP Network Roadway	2	D	0.302
CR 25	COUNTY LINE	CR 42	Other CMP Network Roadway	2	U	1.575
CR 25	CR 42	SE 128 PL RD	Other CMP Network Roadway	2	U	3.934
CR 25	SE 100 AV	SE 92 PL LOOP	Other CMP Network Roadway	4	D	3.227
CR 25	SE 132ND TERR	CR 464	Other CMP Network Roadway	2	U	0.557
CR 25A	US 441 (S)	NW 46 ST	Other CMP Network Roadway	2	U	1.568
CR 25A	CR 329	CR 316	Other CMP Network Roadway	2	U	2.509
CR 25A	NW 63 ST	SR 326	Other CMP Network Roadway	2	U	1.283
CR 25A	CR 316	NW 160TH ST	Other CMP Network Roadway	2	U	1.154
CR 25A	NW 46 ST	NW 63 ST	Other CMP Network Roadway	2	U	1.335
CR 25A	SR 326	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	0.275
CR 25A	NW 160TH ST	US 441	Other CMP Network Roadway	2	U	1.425
CR 25A	URBAN AREA BOUNDARY	CR 329	Other CMP Network Roadway	2	U	4.256
CR 25A	US 441	CR 25	Other CMP Network Roadway	2	U	0.876
CR 312	CR 475A	CR 475	Other CMP Network Roadway	2	U	1.991
CR 314	SE 1 ST	NE 14 ST	Other CMP Network Roadway	2	U	1.322
CR 314	SR 35	NE 73 AV	Other CMP Network Roadway	2	U	1.247
CR 314	NE 14 ST	SR 40 (E)	Other CMP Network Roadway	2	U	0.979
CR 314	NE 138 AV	CR 314A	Other CMP Network Roadway	2	U	3.053
CR 314	CR 314A	SR 19	Other CMP Network Roadway	2	U	10.518
CR 314	NE 73 AV	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	0.373
CR 314	SR 40 (E)	NE 138 AV	Other CMP Network Roadway	2	U	4.514
CR 314	SR 40 (W)	NE 36 AV	Other CMP Network Roadway	2	U	0.296
CR 314	NE 51 AV	SR 35	Other CMP Network Roadway	2	U	0.629
CR 314	NE 7 ST	SE 1 ST	Other CMP Network Roadway	2	U	1.966
CR 314	URBAN AREA BOUNDARY	NE 7 ST	Other CMP Network Roadway	2	U	0.685
CR 314	NE 36 AV	NE 51 AV	Other CMP Network Roadway	2	U	1.37
CR 314A	SE 183 AV RD	SE 180 AV RD	Other CMP Network Roadway	2	U	0.662
CR 314A	SE 180 AV	SE 9 ST	Other CMP Network Roadway	2	U	4.043
CR 314A	CR 42	SE 183 AV RD	Other CMP Network Roadway	2	U	7.702
CR 314A	SE 180 AV RD	CR 464C	Other CMP Network Roadway	2	U	1.176
CR 314A	SE 9 ST	SR 40	Other CMP Network Roadway	2	U	0.395

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
CR 314A	CR 464C	SE 180 AV	Other CMP Network Roadway	2	U	3.355
CR 314A	SR 40	CR 314	Other CMP Network Roadway	2	U	7.007
CR 315	CR 316	CR 318	Other CMP Network Roadway	2	U	9.752
CR 315	SR 40	NE 90 ST	Other CMP Network Roadway	2	U	4.883
CR 315	CR 21	COUNTY LINE	Other CMP Network Roadway	2	U	1.062
CR 315	NE 90 ST	CR 316	Other CMP Network Roadway	2	U	5.909
CR 315	CR 318	CR 21	Other CMP Network Roadway	2	U	0.338
CR 316	NW 48TH AVE	CR 25A	Other CMP Network Roadway	2	U	0.356
CR 316	CR 329	E OF CR 225	Other CMP Network Roadway	2	U	0.672
CR 316	US 441	JACKSONVILLE RD	Other CMP Network Roadway	2	U	3.41
CR 316	E OF NE 116TH CT	NE 203 AV	Other CMP Network Roadway	2	U	8.709
CR 316	NE 110TH AVE RD	CR 315	Other CMP Network Roadway	2	U	0.494
CR 316	CR 25A	NW 38TH AVE	Other CMP Network Roadway	2	U	0.51
CR 316	E OF CR 225	I-75	Other CMP Network Roadway	2	U	1.311
CR 316	NE 203 AV	NE 152 LN	Other CMP Network Roadway	2	U	4.673
CR 316	I-75	NW 48TH AVE	Other CMP Network Roadway	2	U	1.378
CR 316	NW 38TH AVE	US 441	Other CMP Network Roadway	2	U	1.142
CR 316	US 27	CR 329	Other CMP Network Roadway	2	U	8.762
CR 316	CR 315	E OF NE 116TH CT	Other CMP Network Roadway	2	U	0.322
CR 316	NE 152 LN	SR 19	Other CMP Network Roadway	2	U	1.481
CR 316	JACKSONVILLE RD	NE 110TH AVE RD	Other CMP Network Roadway	2	U	8.745
CR 318	1 MI E OF US 301	NE 199 ST	Other CMP Network Roadway	2	U	3.611
CR 318	NW 60 AVE	US 441	Other CMP Network Roadway	2	U	0.613
CR 318	NE 10 AVE	US 301	Other CMP Network Roadway	2	U	1.033
CR 318	COUNTY LINE	I-75	Other CMP Network Roadway	2	U	10.009
CR 318	NE 199 ST	CR 315	Other CMP Network Roadway	2	U	7.871
CR 318	US 441	NE 10 AVE	Other CMP Network Roadway	2	U	5.242
CR 318	US 301	1 MI E OF US 301	Other CMP Network Roadway	2	U	0.821
CR 318	I-75	NW 60 AVE	Other CMP Network Roadway	2	U	1.612
CR 320	CR 329	NW 65TH AVE	Other CMP Network Roadway	2	U	5.418
CR 320	NW 65TH AVE	US 441	Other CMP Network Roadway	2	U	0.487
CR 320	COUNTY LINE	CR 329	Other CMP Network Roadway	2	U	6.149
CR 326	COUNTY LINE	US 27	Other CMP Network Roadway	2	U	4.098

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
CR 326	NW 44 AV	I-75 RAMP (WEST)	Other CMP Network Roadway	4	D	0.143
CR 326	US 27	CR 225A	Other CMP Network Roadway	2	U	6.454
CR 326	NW 49TH AVE	NW 44 AV	Other CMP Network Roadway	2	U	0.256
CR 326	CR 225A	NW 49TH AVE	Other CMP Network Roadway	2	U	2.046
CR 328	SW 140 AV	E OF NW 125 AV	Other CMP Network Roadway	2	U	1.605
CR 328	US 41	SW 140 AV	Other CMP Network Roadway	2	U	5.349
CR 328	E OF NW 125 AV	SR 40	Other CMP Network Roadway	2	U	0.911
CR 329	CR 316	CR 25A	Other CMP Network Roadway	2	U	4.727
CR 329	NW 21 CT	US 441	Other CMP Network Roadway	2	U	1.035
CR 329	US 441	JACKSONVILLE RD	Other CMP Network Roadway	2	U	2.351
CR 329	HWY 318	CR 316	Other CMP Network Roadway	2	U	3.81
CR 329	COUNTY LINE	HWY 318	Other CMP Network Roadway	2	U	5.618
CR 329	CR 25A	NW 21 CT	Other CMP Network Roadway	2	U	2.013
CR 329	JACKSONVILLE RD	NE 47 AV	Other CMP Network Roadway	2	U	2.498
CR 336	COUNTY LINE	CR 40	Other CMP Network Roadway	2	U	1.545
CR 35	NE 58 AV AT NE 53 AV	SR 326	Other CMP Network Roadway	2	U	0.823
CR 35	SR 40	NE 35 ST	Other CMP Network Roadway	2	U	0.422
CR 35	SR 326	NE 97TH ST RD	Other CMP Network Roadway	2	U	3.131
CR 35	NE 35 ST	NE 58 AV AT NE 53 AV	Other CMP Network Roadway	2	U	0.554
CR 40	KENNESAW RD	SW ROLLING HILLS RD	Other CMP Network Roadway	2	U	0.616
CR 40	COUNTY LINE (W)	700 FT SW OF SW 114TH PL RD	Other CMP Network Roadway	2	U	0.346
CR 40	CR 336	URBAN AREA BOUNDRY	Other CMP Network Roadway	2	U	2.37
CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	Other CMP Network Roadway	2	U	0.634
CR 40	700 FT SW OF SW 114TH PL RD	CR 336	Other CMP Network Roadway	2	U	0.688
CR 40	URBAN AREA BOUNDRY	KENNESAW RD	Other CMP Network Roadway	2	U	0.366
CR 40	CEDAR ST	US 41	Other CMP Network Roadway	2	U	0.243
CR 42	CR 475	SE 58 AV	Other CMP Network Roadway	2	U	4.013
CR 42	SE 86 CT	SE 89 TER	Other CMP Network Roadway	4	D	0.343
CR 42	SE 190TH AVE RD	CR 450	Other CMP Network Roadway	2	U	5.013
CR 42	SE 77 AV	SE 83 AV	Other CMP Network Roadway	4	D	0.52
CR 42	SE 58 AV	US 301	Other CMP Network Roadway	2	U	0.746
CR 42	CR 25	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	0.347
CR 42	SE 89 TER	US 441	Other CMP Network Roadway	4	D	1.024

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
CR 42	SE 83 AV	SE 86 CT	Other CMP Network Roadway	4	D	0.332
CR 42	SE 130 AVE	CR 25	Other CMP Network Roadway	4	D	0.794
CR 42	CR 450	COUNTY LINE	Other CMP Network Roadway	2	U	7.248
CR 42	US 301	SE 77 AV	Other CMP Network Roadway	4	D	1.04
CR 42	URBAN AREA BOUNDARY	SE 190TH AVE RD	Other CMP Network Roadway	2	U	4.957
CR 42	US 441	SE 130 AVE	Other CMP Network Roadway	4	D	3.027
CR 450	COUNTY LINE	CR 42	Other CMP Network Roadway	2	U	2.209
CR 452	COUNTY LINE	CR 42	Other CMP Network Roadway	2	U	1.563
CR 464	BAHIA RD	WATER RD	Other CMP Network Roadway	4	D	0.833
CR 464	LOCUST PL	CR 464C	Other CMP Network Roadway	2	U	1.15
CR 464	OAK RD	EMERALD RD (S)	Other CMP Network Roadway	4	D	0.822
CR 464	SE PINE RD	MIDWAY RD	Other CMP Network Roadway	4	D	0.899
CR 464	SE 112TH TERRACE	LOCUST PL	Other CMP Network Roadway	4	D	0.648
CR 464	WATER RD	EMERALD RD (N)	Other CMP Network Roadway	4	D	0.543
CR 464	CR 464C	CR 25	Other CMP Network Roadway	2	U	1.177
CR 464	EMERALD RD (S)	SE 110 ST	Other CMP Network Roadway	4	D	1.186
CR 464	MIDWAY RD	BAHIA RD	Other CMP Network Roadway	4	D	0.587
CR 464	EMERALD RD (N)	OAK RD	Other CMP Network Roadway	4	D	0.716
CR 464	SE 64 AV	SE PINE RD	Other CMP Network Roadway	4	D	0.704
CR 464	SE 110 ST	SE 112TH TERRACE	Other CMP Network Roadway	4	D	0.344
CR 464	SR 35	SE 64 AV	Other CMP Network Roadway	4	D	0.585
CR 464A	SE 38 ST	SE 31 ST	Other CMP Network Roadway	4	D	0.57
CR 464A	SE 31 ST	SR 464	Other CMP Network Roadway	2	D	1.112
CR 464A	US 441	SE 38 ST	Other CMP Network Roadway	4	D	0.283
CR 464B	COUNTY LINE	US 27	Other CMP Network Roadway	2	U	6.971
CR 464C	SE 138TH TER	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	1.182
CR 464C	CR 25	SE 114TH ST RD	Other CMP Network Roadway	2	U	0.487
CR 464C	URBAN AREA BOUNDARY	CR 314A	Other CMP Network Roadway	2	U	2.561
CR 464C	SE 114TH ST RD	SE 138TH TER	Other CMP Network Roadway	2	U	0.332
CR 467	CR 475A	CR 484	Other CMP Network Roadway	2	U	0.997
CR 467	CR 42	SE 150 ST	Other CMP Network Roadway	2	U	1.496
CR 467	CR 484	SE 95 ST	Other CMP Network Roadway	2	U	4.031
CR 467	SE 150 ST	CR 475A	Other CMP Network Roadway	2	U	0.516

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
CR 475	N OF SW 29TH ST RD	US 441	Other CMP Network Roadway	2	U	0.247
CR 475	COUNTY LINE	CR 475A	Other CMP Network Roadway	2	U	3.513
CR 475	SE 52 ST	SE 35 ST	Other CMP Network Roadway	2	U	1.225
CR 475	URBAN AREA BOUNDARY	SE 80 ST	Other CMP Network Roadway	2	U	0.291
CR 475	CR 484	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	0.414
CR 475	CR 475A	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	0.698
CR 475	SE 80 ST	SE 52 ST	Other CMP Network Roadway	2	U	1.997
CR 475	URBAN AREA BOUNDARY	SE 90 ST	Other CMP Network Roadway	2	U	4.328
CR 475	SE 35 ST	SE 31 ST	Other CMP Network Roadway	2	U	0.212
CR 475	SE 31 ST	N OF SW 29TH ST RD	Other CMP Network Roadway	2	U	0.367
CR 475	URBAN AREA BOUNDARY	CR 484	Other CMP Network Roadway	2	U	0.323
CR 475	SE 90 ST	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	0.719
CR 475A	SE 36 AV	US 301	Other CMP Network Roadway	2	U	2.758
CR 475A	SW 66 ST	S OF SW 53RD ST	Other CMP Network Roadway	4	D	0.866
CR 475A	SW 128 LN	CR 484	Other CMP Network Roadway	2	U	0.64
CR 475A	CR 475	SE 25 AV	Other CMP Network Roadway	2	U	0.998
CR 475A	1800 FT S OF SW 42ND ST	CR 475C	Other CMP Network Roadway	4	D	0.379
CR 475A	SW 87 PL	SW 66 ST	Other CMP Network Roadway	2	U	1.742
CR 475A	CR 484	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	0.259
CR 475A	SE 25 AV	SE 36 AV	Other CMP Network Roadway	2	U	0.99
CR 475A	CR 475B	SW 128 LN	Other CMP Network Roadway	2	U	2.18
CR 475A	CR 475B	SW 27 AV	Other CMP Network Roadway	2	U	0.94
CR 475A	URBAN AREA BOUNDARY	CR 475	Other CMP Network Roadway	2	U	2.685
CR 475A	S OF SW 53RD ST	1800 FT S OF SW 42ND ST	Other CMP Network Roadway	4	D	0.518
CR 475A	SW 107 PL	SW 87 PL	Other CMP Network Roadway	2	U	1.954
CR 475B	CR 475A	CR 475	Other CMP Network Roadway	2	U	1.076
CR 484	E OF HENDRIX DR	SW 180 AVE RD	Other CMP Network Roadway	2	U	1.596
CR 484	CR 475	SE 25 AV	Other CMP Network Roadway	4	D	1.007
CR 484	SW 135 PL	I-75 RAMP (W)	Other CMP Network Roadway	6	D	0.754
CR 484	SE 47 AV	SE 132 ST RD	Other CMP Network Roadway	4	D	0.319
CR 484	US 41	LAKESHORE DR	Other CMP Network Roadway	2	U	0.239
CR 484	SW 110 AV	SW 105 AV	Other CMP Network Roadway	2	U	0.506
CR 484	I-75 RAMP (E)	CR 475A	Other CMP Network Roadway	6	D	0.273

Draft CMP Network

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
CR 484	MARION OAKS TRL	SW 45 AV	Other CMP Network Roadway	4	D	3.799
CR 484	SW 180 AVE RD	SW 140 AVE	Other CMP Network Roadway	2	U	3.941
CR 484	SE 25 AV	CR 467	Other CMP Network Roadway	4	D	1.006
CR 484	SW 105 AV	SR 200	Other CMP Network Roadway	2	U	0.636
CR 484	SE 132 ST RD	US 441	Other CMP Network Roadway	2	U	2.327
CR 484	LAKESHORE DR	E OF HENDRIX DR	Other CMP Network Roadway	2	U	0.89
CR 484	CR 475A	CR 475	Other CMP Network Roadway	4	D	1.993
CR 484	SW 45 AV	MARION OAKS BLVD	Other CMP Network Roadway	6	D	0.865
CR 484	MARION OAKS BLVD	SW 135 PL	Other CMP Network Roadway	6	D	0.773
CR 484	CR 467	SE 47 AV	Other CMP Network Roadway	4	D	1.004
CR 484	SW 140 AVE	SW 110 AV	Other CMP Network Roadway	2	U	3.031
CR 484	I-75 RAMP (W)	I-75 RAMP (E)	Other CMP Network Roadway	6	D	0.015
CR 484	SR 200	MARION OAKS TRL	Other CMP Network Roadway	4	D	3.035
DUNNELLON BYPASS	CR 40	US 41	Other CMP Network Roadway	2	U	1.27
E FORT KING ST	SW 25 AV	SE 28 AV	Other CMP Network Roadway	2	D	0.295
E FORT KING ST	NE 1 AV	SE WATULA AVE	Other CMP Network Roadway	2	U	0.154
E FORT KING ST	SE 16 AV	SE 22 AV	Other CMP Network Roadway	2	D	0.489
E FORT KING ST	SE WATULA AVE	SE 11 AV	Other CMP Network Roadway	2	U	0.492
E FORT KING ST	SE 28 AV	SE 30TH AVE	Other CMP Network Roadway	2	D	0.181
E FORT KING ST	SE 36 AV	SR 35	Other CMP Network Roadway	2	U	1.998
E FORT KING ST	SE 22 AV	SW 25 AV	Other CMP Network Roadway	2	D	0.304
E FORT KING ST	S MAGNOLIA AV	NE 1 AV	Other CMP Network Roadway	2	U	0.059
E FORT KING ST	SE 30TH AVE	SE 36 AV	Other CMP Network Roadway	2	D	0.527
E FORT KING ST	SE 11 AV	SE 16 AV	Other CMP Network Roadway	2	U	0.533
EMERALD RD	EMERALD RD EXT	CR 464	Other CMP Network Roadway	2	U	0.541
EMERALD RD EXT	BELLEVIEW BYPASS	EMERALD RD	Other CMP Network Roadway	2	U	1.591
I-75	SR 40	US 27	NHS Interstate	8	F	1.393
I-75	4400 FT N OF UAB	CR 484	NHS Interstate	8	F	1.961
I-75	SR 200	SR 40	NHS Interstate	8	F	2.479
I-75	URBAN AREA BOUNDARY	CR 318	NHS Interstate	8	F	9.922
I-75	US 27	SR 326	NHS Interstate	8	F	4.27
I-75	CR 318	COUNTY LINE (N)	NHS Interstate	8	F	5.938
I-75	URBAN AREA BOUNDARY	4400 FT N OF UAB	NHS Interstate	8	F	0.781

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
I-75	SR 326	URBAN AREA BOUNDARY	NHS Interstate	8	F	0.3
I-75	CR 484	SR 200	NHS Interstate	8	F	8.968
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	NHS Interstate	8	F	2.235
JUNIPER RD	SR 35	CHESNUT RD	Other CMP Network Roadway	2	U	
JUNIPER RD	CHESNUT RD	SR 35	Other CMP Network Roadway	2	U	
MAGNOLIA AV N	NW 1 ST	SR 40	Other CMP Network Roadway	3	O	0.056
MAGNOLIA AV N	NW 2 ST	NW 1 ST	Other CMP Network Roadway	3	O	0.05
MAGNOLIA AV N	NE 1 AV	NE 3 ST	Other CMP Network Roadway	2	O	0.225
MAGNOLIA AV N	SR 492	NW 14 ST	Other CMP Network Roadway	2	D	0.257
MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	Other CMP Network Roadway	2	D	0.239
MAGNOLIA AV N	NE 1 AV	SR 492	Other CMP Network Roadway	2	D	0.306
MAGNOLIA AV N	NE 3 ST	NW 2 ST	Other CMP Network Roadway	3	O	0.051
MAGNOLIA AV N	NW 14 ST	NE JACKSONVILLE RD	Other CMP Network Roadway	2	D	0.224
MAGNOLIA AV N	CR 200A	US 441	Other CMP Network Roadway	2	U	0.68
MAGNOLIA AV S	W FT KING ST	SW 3 ST	Other CMP Network Roadway	2	O	0.098
MAGNOLIA AV S	SW 8 ST	SW 10 ST	Other CMP Network Roadway	2	O	0.037
MAGNOLIA AV S	SR 40	W BROADWAY ST	Other CMP Network Roadway	3	O	0.054
MAGNOLIA AV S	SW 3 ST	SW 5 ST	Other CMP Network Roadway	2	O	0.104
MAGNOLIA AV S	W BROADWAY ST	W FT KING ST	Other CMP Network Roadway	2	O	0.057
MAGNOLIA AV S	SW 5 ST	SW 8 ST	Other CMP Network Roadway	2	O	0.147
MARION OAKS BLVD	CR 484	MARION OAKS MNR	Other CMP Network Roadway	2	D	
MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	Other CMP Network Roadway	2	D	
MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	Other CMP Network Roadway	2	D	
MARION OAKS MANOR EXT	SW 18 AV RD	I-75	Other CMP Network Roadway	2	D	1.157
MARION OAKS MANOR EXT	I-75	CR 475	Other CMP Network Roadway	2	D	0.997
MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	Other CMP Network Roadway	2	D	
MARION OAKS TRL	CR 484	SW 49 AV	Other CMP Network Roadway	2	D	0.835
MARION OAKS TRL	CR 484	SW 49 AV	Other CMP Network Roadway	2	D	
MIDWAY RD	PINE RD	CR 464	Other CMP Network Roadway	2	U	
MIDWAY RD	CR 464	SILVER RD	Other CMP Network Roadway	2	U	
NE 1 AV	NE 2 ST	NE 3 ST	Other CMP Network Roadway	2	O	0.05
NE 1 AV	SR 40	NE 1 ST	Other CMP Network Roadway	2	O	0.057
NE 1 AV	NE 3 ST	N MAGNOLIA AV	Other CMP Network Roadway	2	O	0.232

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
NE 1 AV	NE 1 ST	NE 2 ST	Other CMP Network Roadway	2	O	0.048
NE 12 AV	SR 40	NE 14 ST	Other CMP Network Roadway	2	U	0.937
NE 127 ST RD	CR 314	NE 203 AV	Other CMP Network Roadway	2	U	3.265
NE 138 AV	NE 46 ST	CR 314	Other CMP Network Roadway	2	U	1.6
NE 145 AV	SR 40	NE 46 ST	Other CMP Network Roadway	2	U	2.931
NE 160 AV RD	N OF 167TH LN	NE 145 AV	Other CMP Network Roadway	2	U	2.7
NE 160 AV RD	CR 316	N OF 167TH LN	Other CMP Network Roadway	2	U	2.403
NE 160 AV RD	NE 145 AV	NE 245 ST RD	Other CMP Network Roadway	2	U	4.696
NE 17 AV	NE 3 ST	NE 14 ST	Other CMP Network Roadway	2	U	0.762
NE 175 ST	CR 200A	NE 70 AV	Other CMP Network Roadway	2	U	4.73
NE 19 AV	SR 492	NE 35 ST	Other CMP Network Roadway	2	U	1.544
NE 2 ST	NE 8 AV	NE 25 AV	Other CMP Network Roadway	2	U	1.625
NE 203 AV	CR 316	NE 230 ST	Other CMP Network Roadway	2	U	8.43
NE 203 AV	NE 127 ST	CR 316	Other CMP Network Roadway	2	U	1.285
NE 24 ST	CR 200A	NE 25 AV	Other CMP Network Roadway	2	U	1.463
NE 24 ST	NE 25 AV	NE 36 AV	Other CMP Network Roadway	2	U	0.993
NE 25 AV	SR 492	NE 24 ST	Other CMP Network Roadway	4	D	0.752
NE 25 AV	SR 40	NE 3 ST	Other CMP Network Roadway	4	D	0.213
NE 25 AV	NE 49 ST	SR 326	Other CMP Network Roadway	2	U	1.512
NE 25 AV	NE 24 ST	NE 35 ST	Other CMP Network Roadway	4	D	0.85
NE 25 AV	NE 3 ST	SR 492	Other CMP Network Roadway	4	D	0.733
NE 25 AV	NE 35 ST	NE 49 ST	Other CMP Network Roadway	2	U	0.994
NE 28 ST	US 441	CR 200A	Other CMP Network Roadway	2	U	1.134
NE 28 ST	CR 200A	NE 25 AV	Other CMP Network Roadway	2	U	1.471
NE 3 ST	NE 25 AV	SR 40	Other CMP Network Roadway	2	U	0.493
NE 3 ST	N MAGNOLIA AV	NE 1 AV	Other CMP Network Roadway	2	U	0.057
NE 3 ST	NE 8 AV	NE 25 AV	Other CMP Network Roadway	2	U	1.605
NE 3 ST	NE 1 AV	NE 8 AV	Other CMP Network Roadway	2	U	0.375
NE 35 ST	NE 33 AV	NE 36 AV	Other CMP Network Roadway	2	U	0.281
NE 35 ST	CR 200A	NE 25 AV	Other CMP Network Roadway	2	U	1.225
NE 35 ST	NE 36 AV	CR 35	Other CMP Network Roadway	2	U	1.751
NE 35 ST	NE 25 AV	NE 33 AV	Other CMP Network Roadway	2	U	0.734
NE 36 AV	NE 49 ST	SR 326	Other CMP Network Roadway	2	U	1.568

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
NE 36 AV	NE 14 ST	NE 21 ST	Other CMP Network Roadway	4	D	0.5
NE 36 AV	NE 35 ST	NE 49 ST	Other CMP Network Roadway	4	D	1.009
NE 36 AV	CR 314	SR 40	Other CMP Network Roadway	4	D	0.254
NE 36 AV	NE 101 ST	CR 329	Other CMP Network Roadway	2	U	2.818
NE 36 AV	SR 40	NE 14 ST	Other CMP Network Roadway	4	D	0.248
NE 36 AV	NE 97 ST	NE 101 ST	Other CMP Network Roadway	2	U	0.401
NE 36 AV	NE 21 ST	NE 35 ST	Other CMP Network Roadway	4	D	1.013
NE 36 AV	E FORT KING ST	CR 314	Other CMP Network Roadway	4	D	0.515
NE 40 AV	NE 49 ST	SR 326	Other CMP Network Roadway	2	U	1.59
NE 40 AV	NE 36 AV	NE 49 ST	Other CMP Network Roadway	2	U	0.188
NE 44 AV	E FORT KING ST	CR 314	Other CMP Network Roadway	2	U	0.507
NE 46 ST	NE 145 AV	NW 138 AV	Other CMP Network Roadway	2	U	0.405
NE 47 AV	CR 329	CR 316	Other CMP Network Roadway	2	U	1.497
NE 49 ST	CR 200A	NE 25 AV	Other CMP Network Roadway	2	U	0.988
NE 49 ST	W ANTHONY RD	CR 200A	Other CMP Network Roadway	2	U	1.147
NE 49 ST	NE 25 AV	NE 36 AV	Other CMP Network Roadway	2	U	1.006
NE 70 AV	NE 175 ST	CR 316	Other CMP Network Roadway	2	U	0.927
NE 8 AV	NE 3 ST	SR 492	Other CMP Network Roadway	4	U	0.693
NE 8 AV	SR 40	NE 2 ST	Other CMP Network Roadway	4	U	0.096
NE 8 AV	SR 492	CR 200A	Other CMP Network Roadway	2	U	0.875
NE 8 AV	NE 2 ST	NE 3 ST	Other CMP Network Roadway	4	U	0.086
NE 90 ST	CR 35	1.5 MI E OF NE 58TH AVE	Other CMP Network Roadway	2	U	1.584
NE 90 ST	1.5 MI E OF NE 58TH AVE	CR 315	Other CMP Network Roadway	2	U	2.864
NE 95 ST	W ANTHONY RD	CR 200A	Other CMP Network Roadway	2	U	0.993
NE 97 ST	URBAN AREA BOUNDARY	NE 36TH AVE	Other CMP Network Roadway	2	U	0.227
NE 97 ST	NE 36TH AVE	CR 35	Other CMP Network Roadway	2	U	2.239
NE 97 ST	CR 200A	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	1.395
NE JACKSONVILLE RD	N MAGNOLIA AV	CR 200A	Other CMP Network Roadway	2	U	0.313
NE NFR 88	SR 40	CR 314	Other CMP Network Roadway	2	U	10.37
NE WATULA AVE	SR 40	NE 3 ST	Other CMP Network Roadway	2	U	0.182
NW 100 ST	US 441	NE 14 AV	Other CMP Network Roadway	2	U	1.911
NW 100 ST	NE 14 AV	JACKSONVILLE RD	Other CMP Network Roadway	2	U	0.398
NW 100 ST	HWY 225A	US 441	Other CMP Network Roadway	2	U	5.264

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
NW 110 AV	NW 28TH PL	US 27	Other CMP Network Roadway	2	U	2.469
NW 110 AV	SR 40	NW 28TH PL	Other CMP Network Roadway	2	U	1.987
NW 110 ST	CR 225	CR 225A	Other CMP Network Roadway	2	U	2.705
NW 118 ST	CR 225A	NW 55 CT	Other CMP Network Roadway	2	U	2.076
NW 120 ST	NW 55 CT	CR 25A	Other CMP Network Roadway	2	U	1.069
NW 135 ST	CR 225	CR 225A	Other CMP Network Roadway	2	U	0.564
NW 150 AV	CR 464B	SR 326	Other CMP Network Roadway	2	U	2.793
NW 160 AV	SR 326	US 27	Other CMP Network Roadway	2	U	4.321
NW 165 ST	US 441	US 301	Other CMP Network Roadway	2	U	3.919
NW 193 ST	CR 329	US 441	Other CMP Network Roadway	2	U	5.193
NW 21 ST	NW 35 AV	MARTIN L KING AV	Other CMP Network Roadway	2	U	1.698
NW 27 AV	NW 21 ST	NW 35 ST	Other CMP Network Roadway	2	U	1.043
NW 27 AV	SR 40	US 27	Other CMP Network Roadway	4	D	0.744
NW 27 AV	US 27	NW 21 ST	Other CMP Network Roadway	2	U	0.764
NW 3 ST	NW 40 AV	NW 38 AV	Other CMP Network Roadway	2	U	0.229
NW 3 ST	US 441	N MAGNOLIA AV	Other CMP Network Roadway	2	U	0.213
NW 35 AV	US 27	NW 21 ST	Other CMP Network Roadway	4	D	0.254
NW 35 AV	NW 21 ST	NW 35 ST	Other CMP Network Roadway	4	D	1.181
NW 35 ST	NE 2ND AVE	NE 33 ST	Other CMP Network Roadway	4	D	0.212
NW 35 ST	NW 35 AVE	NW 27 AVE	Other CMP Network Roadway	4	D	0.497
NW 35 ST	NW MARTIN L KING AV	US 441	Other CMP Network Roadway	4	D	0.297
NW 35 ST	NE 33 ST	CR 200A	Other CMP Network Roadway	4	D	0.659
NW 35 ST	NW 27 AV	NW MARTIN L KING AV	Other CMP Network Roadway	4	D	0.981
NW 35 ST	US 441	NE 2ND AVE	Other CMP Network Roadway	4	D	0.552
NW 38 AV	NW 3 ST	US 27	Other CMP Network Roadway	2	U	1.21
NW 40 AV	SR 40	NW 3 ST	Other CMP Network Roadway	2	U	0.268
NW 44 AV	NW 63RD ST	SR 326	Other CMP Network Roadway	4	D	0.971
NW 44 AV	US 27	NW 30 PL	Other CMP Network Roadway	4	D	0.518
NW 44 AV	NW 30 PL	NW 63RD ST	Other CMP Network Roadway	4	D	2.526
NW 49 ST	NW 44 AV	NW 35 AV	Other CMP Network Roadway	4	D	1.563
NW 49 ST	NW 60 AV	NW 44 AV	Other CMP Network Roadway	2	U	1.531
NW 49 ST	CR 225A	NW 60 AV	Other CMP Network Roadway	2	U	1.04
NW 60 AV	US 27	NW 49 ST	Other CMP Network Roadway	2	U	0.969

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
NW 60 AV	SR 40	NW 17 ST	Other CMP Network Roadway	4	D	1.237
NW 60 AV	NW 17 ST	US 27	Other CMP Network Roadway	4	D	1.221
NW 95 ST	US 441	W ANTHONY RD	Other CMP Network Roadway	2	U	1.435
NW MARTIN L KING AV	NW 22 ST	NW 31 ST	Other CMP Network Roadway	2	U	0.638
NW MARTIN L KING AV	NW 35 ST	CR 25A	Other CMP Network Roadway	2	U	0.164
NW MARTIN L KING AV	NW 4 ST	US 27	Other CMP Network Roadway	4	U	0.496
NW MARTIN L KING AV	US 27	NW 22 ST	Other CMP Network Roadway	4	D	0.887
NW MARTIN L KING AV	NW 31 ST	NW 35 ST	Other CMP Network Roadway	2	U	0.288
NW MARTIN L KING AV	SR 40	NW 4 ST	Other CMP Network Roadway	4	U	0.248
OAK RD	ELM RD	EMERALD RD	Other CMP Network Roadway	2	U	0.419
OAK RD	EMERALD RD	CR 464	Other CMP Network Roadway	2	U	0.639
OAK RD	SE 110 ST	ELM RD	Other CMP Network Roadway	2	U	0.8
OAK RD	CR 464	CR 464	Other CMP Network Roadway	2	U	
PINE RD	SE 64 AV RD	CR 464	Other CMP Network Roadway	2	U	
PINE RD	CR 464	CR 464	Other CMP Network Roadway	2	U	
POWELL RD	CR 40	US 41	Other CMP Network Roadway	2	U	0.489
SE 1 AV	SW 5 ST	SW 3 ST	Other CMP Network Roadway	2	O	0.1
SE 1 AV	E FORT KING ST	SE E BROADWAY ST	Other CMP Network Roadway	2	O	0.059
SE 1 AV	SW 10 ST	SE 8 ST	Other CMP Network Roadway	2	O	0.038
SE 1 AV	SW 3 ST	E FORT KING ST	Other CMP Network Roadway	2	O	0.095
SE 1 AV	SE E BROADWAY ST	SR 40	Other CMP Network Roadway	2	O	0.051
SE 1 AV	SE 8 ST	SW 5 ST	Other CMP Network Roadway	2	O	0.159
SE 100 AV	CR 25	SE 136TH LN	Other CMP Network Roadway	2	U	1.635
SE 100 AV	SE 136TH LN	SUNSET HARBOR RD	Other CMP Network Roadway	2	U	1.192
SE 108 TER RD	CR 25	SE 110 ST RD	Other CMP Network Roadway	2	U	1.937
SE 11 AV	CR 464A	SR 464	Other CMP Network Roadway	2	U	0.204
SE 11 AV	SR 464	E FT KING ST	Other CMP Network Roadway	2	U	0.957
SE 11 AV	E FT KING ST	SR 40	Other CMP Network Roadway	2	U	0.109
SE 110 ST	CR 475	SE 25 AV	Other CMP Network Roadway	2	U	1.948
SE 110 ST	CR 467	US 441	Other CMP Network Roadway	2	U	1.233
SE 110 ST	SE 25 AV	CR 467	Other CMP Network Roadway	2	U	1.035
SE 110 ST RD	SE 93RD CT	CR 464	Other CMP Network Roadway	2	U	1.616
SE 110 ST RD	W OF 83RD TER	OAK RD	Other CMP Network Roadway	2	U	0.464

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SE 110 ST RD	OAK RD	SE 93RD CT	Other CMP Network Roadway	2	U	0.611
SE 110 ST RD	CR 25	W OF 83RD TER	Other CMP Network Roadway	2	U	1.437
SE 114TH ST RD	CR 464	SE 135 AV	Other CMP Network Roadway	2	U	0.957
SE 132 ST RD	US 301	US 441	Other CMP Network Roadway	4	D	1.348
SE 132 ST RD	CR 484	US 301	Other CMP Network Roadway	4	D	1.29
SE 147 PL	E OF SE 73 AVE	US 441	Other CMP Network Roadway	2	U	1.573
SE 147 PL	US 301	E OF SE 73 AVE	Other CMP Network Roadway	2	U	0.594
SE 17 ST	SE 44 AV	SE 47 AV	Other CMP Network Roadway	2	U	0.25
SE 17 ST	SE 30 AV	SE 36 AV	Other CMP Network Roadway	2	U	0.534
SE 17 ST	SE 47 AV	SE 52 CT	Other CMP Network Roadway	2	U	0.5
SE 17 ST	SE 36 AV	SE 44 AV	Other CMP Network Roadway	2	U	0.777
SE 17 ST	SE 52 CT	SE 58 AV	Other CMP Network Roadway	2	U	0.504
SE 17 ST	SE 25 AV	SE 30 AV	Other CMP Network Roadway	2	U	0.462
SE 18 AV	SE 19 AV	SR 464	Other CMP Network Roadway	2	U	0.767
SE 180 AV	HWY 314A	SE 183 AV RD	Other CMP Network Roadway	2	U	2.884
SE 180 AV	CR 314A	SE 183 AV RD	Other CMP Network Roadway	2	U	2.024
SE 183 AV	SE 25TH PL	SR 40	Other CMP Network Roadway	2	U	0.706
SE 183 AV	N OF SE 53RD PL	N OF SE 44TH ST	Other CMP Network Roadway	2	U	0.938
SE 183 AV	SE 180 AV	SE 53RD PL	Other CMP Network Roadway	2	U	1.894
SE 183 AV	N OF SE 44TH ST	SE 25TH PL	Other CMP Network Roadway	2	U	1.188
SE 19 AV	SE 31 ST	SE 19 AV	Other CMP Network Roadway	2	U	0.268
SE 19 AV	SE 38 ST	SE 31 ST	Other CMP Network Roadway	2	U	0.507
SE 22 AV	SR 464	E FORT KING ST	Other CMP Network Roadway	2	U	0.954
SE 23 PL	US 441	SE 3 AV	Other CMP Network Roadway	2	U	0.067
SE 24 RD	CR 464A	SE 31 ST	Other CMP Network Roadway	2	U	0.935
SE 24 ST	SE 3 AV	CR 464A	Other CMP Network Roadway	2	U	0.61
SE 24 ST	SR 464	SE 36 AV	Other CMP Network Roadway	2	U	0.498
SE 24 ST	SE 36 AV	SE 28 ST	Other CMP Network Roadway	2	U	1.336
SE 25 AV	E FORT KING	SR 40	Other CMP Network Roadway	4	D	0.104
SE 25 AV	SR 464	SE 14 ST	Other CMP Network Roadway	4	D	0.232
SE 25 AV	SE 14 ST	E FORT KING	Other CMP Network Roadway	4	D	0.755
SE 28 ST	SE 24 ST	SR 35	Other CMP Network Roadway	2	U	0.839
SE 3 AV	SR 464	S MAGNOLIA AV	Other CMP Network Roadway	2	U	0.269

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SE 3 AV	S MAGNOLIA AV	SE 8 ST	Other CMP Network Roadway	2	U	0.332
SE 3 AV	US 441	SR 464	Other CMP Network Roadway	2	U	0.565
SE 30 AV	SR 464	SE 17 ST	Other CMP Network Roadway	2	U	0.399
SE 30 AV	SE 17 ST	E FORT KING ST	Other CMP Network Roadway	2	U	0.994
SE 31 ST	US 441	CR 464A	Other CMP Network Roadway	4	D	0.573
SE 31 ST	W OF SE 22ND AVE	SE 36 AV	Other CMP Network Roadway	4	D	1.382
SE 31 ST	SW 7 AV	CR 475	Other CMP Network Roadway	4	D	0.68
SE 31 ST	CR 464A	SE 19 AV	Other CMP Network Roadway	4	D	0.526
SE 31 ST	SE 36 AV	SR 464	Other CMP Network Roadway	4	D	0.169
SE 31 ST	CR 475	US 441	Other CMP Network Roadway	4	D	0.322
SE 31 ST	SE 19 AV	W OF SE 22ND AVE	Other CMP Network Roadway	4	D	0.136
SE 36 AV	SE 6 ST	E FORT KING ST	Other CMP Network Roadway	4	D	0.337
SE 36 AV	SE 31 ST	SR 464	Other CMP Network Roadway	4	D	0.149
SE 36 AV	SE 24 ST	SE 17 ST	Other CMP Network Roadway	4	D	0.501
SE 36 AV	SR 464	SE 24 ST	Other CMP Network Roadway	4	D	0.451
SE 36 AV	SE 17 ST	SE 6 ST	Other CMP Network Roadway	4	D	0.672
SE 36 AV	SE 38 ST	SE 31 ST	Other CMP Network Roadway	2	U	0.385
SE 38 ST	SE 36 AV	SE 44 AV	Other CMP Network Roadway	2	U	0.674
SE 38 ST	CR 464A	SE 36 AV	Other CMP Network Roadway	2	U	1.706
SE 41 CT	SE 80 ST	SE 79 ST	Other CMP Network Roadway	2	U	1.012
SE 41 CT	SE 79 ST	SE 52 ST	Other CMP Network Roadway	2	U	0.982
SE 44 AV	SE 52 ST	SE 38 ST	Other CMP Network Roadway	2	U	1.126
SE 44 AV RD	SE 44 AV	SR 464	Other CMP Network Roadway	2	U	0.2
SE 47 AV	CR 475A	CR 484	Other CMP Network Roadway	2	U	1.006
SE 52 CT	SE 17 ST	E FORT KING ST	Other CMP Network Roadway	2	U	1
SE 52 ST	CR 475	US 441	Other CMP Network Roadway	2	U	1.712
SE 52 ST	US 441	SE 44 AV RD	Other CMP Network Roadway	2	U	1.776
SE 64 AVE RD	CR 464	PINE RD	Other CMP Network Roadway	2	U	
SE 8 ST	SE WATULA AVE	SE 22 AV	Other CMP Network Roadway	2	U	1.583
SE 8 ST	S MAGNOLIA AV	SE 1 AV	Other CMP Network Roadway	2	U	0.026
SE 8 ST	SE 1 AV	SE WATULA AVE	Other CMP Network Roadway	2	U	0.142
SE 8 ST	SE 36 AV	SE 52 CT	Other CMP Network Roadway	2	U	1.501
SE 80 ST	US 441 (E)	SE 41 CT	Other CMP Network Roadway	2	U	0.779

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SE 80 ST	US 441 (W)	US 441 (E)	Other CMP Network Roadway	2	U	0.039
SE 80 ST	CR 475	SE 25 AV	Other CMP Network Roadway	2	U	2.017
SE 80 ST	SE 25 AV	US 441 (W)	Other CMP Network Roadway	2	U	0.666
SE 92 PL RD	US 441	SR 35	Other CMP Network Roadway	4	D	1.685
SE 92 PLACE LOOP	SR 35	US 441	Other CMP Network Roadway	4	D	5.253
SE 95 ST	W OF 7TH AVE RD	URBAN AREA BOUNDARY	Other CMP Network Roadway	2	U	1.159
SE 95 ST	CR 475	W OF 7TH AVE RD	Other CMP Network Roadway	2	U	1.582
SE 95 ST	URBAN AREA BOUNDARY	CR 467	Other CMP Network Roadway	2	U	0.238
SE 95 ST	SE 182 AV (S)	SE 182 AV RD (W)	Other CMP Network Roadway	2	U	4.011
SE 95 ST	CR 467	US 441 (N)	Other CMP Network Roadway	2	U	0.491
SE JUNIPER CIR	SE 41 CT	SE 58 AV	Other CMP Network Roadway	2	U	1.773
SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	Other CMP Network Roadway	2	U	0.359
SE MAGNOLIA EXT	SR 464	SE 3 AV	Other CMP Network Roadway	2	U	0.452
SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	Other CMP Network Roadway	2	U	0.482
SE SUNSET HARBOR RD	SE 150 LN	SE 105 AV	Other CMP Network Roadway	2	U	1.262
SE SUNSET HARBOR RD	US 441	SE 99TH AVE	Other CMP Network Roadway	2	U	1.028
SE SUNSET HARBOR RD	SE 105 AV	CR 25	Other CMP Network Roadway	2	U	3.824
SE WATULA AVE	SE 8 ST	E FORT KING ST	Other CMP Network Roadway	2	U	0.362
SE WATULA AVE	E FORT KING ST	SR 40	Other CMP Network Roadway	2	U	0.108
SILVER RD	MIDWAY RD	OAK RD	Other CMP Network Roadway	2	U	
SR 19	COUNTY LINE (S)	SR 40	NHS - Non-Interstate Roadway	2	U	0.244
SR 19	SR 40	NE 77 ST	NHS - Non-Interstate Roadway	2	U	7.657
SR 19	CR 314	COUNTY LINE (N)	NHS - Non-Interstate Roadway	2	U	1.754
SR 19	NE 77 ST	CR 314	NHS - Non-Interstate Roadway	2	U	7.817
SR 200	SW 48TH AVE	SW 44 CT	NHS - Non-Interstate Roadway	6	D	0.345
SR 200	SW 88 TER	SW 103 ST	NHS - Non-Interstate Roadway	6	D	0.196
SR 200	SW 80 AV	SW 93 ST RD	NHS - Non-Interstate Roadway	6	D	0.305
SR 200	SW 7 RD	US 441	NHS - Non-Interstate Roadway	4	D	0.408
SR 200	COUNTY LINE	1/4 MI SW OF CR 484	NHS - Non-Interstate Roadway	4	D	5.936
SR 200	SW 17 RD	SR 464	NHS - Non-Interstate Roadway	6	D	0.397
SR 200	SW 38TH CT	I-75 RAMP (WEST)	NHS - Non-Interstate Roadway	6	D	0.17
SR 200	SW 34 AV	SW 32 AV	NHS - Non-Interstate Roadway	6	D	0.204
SR 200	SW 60 AV	SW 60 ST	NHS - Non-Interstate Roadway	6	D	0.741

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SR 200	SW 99 ST	SW 80 AV	NHS - Non-Interstate Roadway	6	D	0.477
SR 200	SE 95 TH CIR	SW 110 ST	NHS - Non-Interstate Roadway	6	D	0.283
SR 200	SW 27 AV	SW 20 ST	NHS - Non-Interstate Roadway	6	D	0.123
SR 200	I-75 RAMP (EAST)	SW 36 AV	NHS - Non-Interstate Roadway	6	D	0.309
SR 200	SW 93 ST RD	SW 65 AV	NHS - Non-Interstate Roadway	6	D	2.027
SR 200	SW 44 CT	SW 42 ST	NHS - Non-Interstate Roadway	6	D	0.396
SR 200	SW 103 ST	SW 84TH CIR	NHS - Non-Interstate Roadway	6	D	0.341
SR 200	1/4 MI SW OF CR 484	CR 484	NHS - Non-Interstate Roadway	4	D	0.066
SR 200	SW 32 AV	SW 26 ST	NHS - Non-Interstate Roadway	6	D	0.297
SR 200	SR 464	SW MARTIN L KING AV	NHS - Non-Interstate Roadway	6	D	0.581
SR 200	I-75 RAMP (WEST)	I-75 RAMP (EAST)	NHS - Non-Interstate Roadway	6	D	0.069
SR 200	SW 60 ST	SW 48TH AVE	NHS - Non-Interstate Roadway	6	D	1.062
SR 200	SW 110 ST	SW 88 TER	NHS - Non-Interstate Roadway	6	D	0.757
SR 200	SW 20 ST	SW 17 RD	NHS - Non-Interstate Roadway	6	D	0.211
SR 200	SW 36 AV	SW 34 AV	NHS - Non-Interstate Roadway	6	D	0.219
SR 200	SW 65 AV	SW 60 AV	NHS - Non-Interstate Roadway	6	D	0.733
SR 200	SW 42 ST	SW 38TH CT	NHS - Non-Interstate Roadway	6	D	0.294
SR 200	SW 84TH CIR	SW 99 ST	NHS - Non-Interstate Roadway	6	D	0.202
SR 200	SW MARTIN L KING AV	SW 7 RD	NHS - Non-Interstate Roadway	6	D	0.32
SR 200	CR 484	SE 95 TH CIR	NHS - Non-Interstate Roadway	6	D	0.562
SR 200	SW 26 ST	SW 27 AV	NHS - Non-Interstate Roadway	6	D	0.405
SR 25	US 441	BASELINE RD	NHS - Non-Interstate Roadway	2	D	0.371
SR 326	NE 40 AV	CR 35	NHS - Non-Interstate Roadway	2	U	1.587
SR 326	W ANTHONY RD	CR 200A	NHS - Non-Interstate Roadway	4	D	1.133
SR 326	I-75 RAMP (EAST)	CR 25A	NHS - Non-Interstate Roadway	4	D	0.719
SR 326	US 441	NW 12TH AVE	NHS - Non-Interstate Roadway	4	D	0.266
SR 326	CR 35	NE 64 AV	NHS - Non-Interstate Roadway	2	U	0.904
SR 326	CR 200A	NE 25 AV	NHS - Non-Interstate Roadway	4	D	0.637
SR 326	CR 25A	US 441	NHS - Non-Interstate Roadway	4	D	1.882
SR 326	NW 12TH AVE	W ANTHONY RD	NHS - Non-Interstate Roadway	4	D	0.916
SR 326	NE 36 AV	NE 40 AV	NHS - Non-Interstate Roadway	2	U	1.335
SR 326	I-75 RAMP (WEST)	I-75 RAMP (EAST)	NHS - Non-Interstate Roadway	4	D	0.11
SR 326	NE 64 AV	SR 40	NHS - Non-Interstate Roadway	2	U	1.123

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SR 326	NE 25 AV	NE 36 AV	NHS - Non-Interstate Roadway	4	D	0.557
SR 35	SE 28 ST	CHERRY RD	NHS - Non-Interstate Roadway	4	D	0.544
SR 35	SE 92ND PL	SE JUNIPER CIR	NHS - Non-Interstate Roadway	4	D	2.168
SR 35	CR 314	NE 13 ST	NHS - Non-Interstate Roadway	4	D	0.501
SR 35	SR 464	SE 28 ST	NHS - Non-Interstate Roadway	4	D	1.431
SR 35	SR 25	SE ROBINSON RD	NHS - Non-Interstate Roadway	4	D	0.117
SR 35	CHERRY RD	E FORT KING ST	NHS - Non-Interstate Roadway	4	D	1.259
SR 35	SE JUNIPER CIR	LAUREL RD	NHS - Non-Interstate Roadway	4	D	0.209
SR 35	NE 13 ST	SR 40	NHS - Non-Interstate Roadway	4	D	1.16
SR 35	SE ROBINSON RD	SE 92ND PL	NHS - Non-Interstate Roadway	4	D	1.654
SR 35	LAUREL RD	SR 464	NHS - Non-Interstate Roadway	4	D	1.293
SR 35	E FORT KING ST	CR 314	NHS - Non-Interstate Roadway	4	D	0.5
SR 40	SW 7 AV	US 441	NHS - Non-Interstate Roadway	4	D	0.384
SR 40	NE 1 AV	NE WATULA AV	NHS - Non-Interstate Roadway	4	D	0.158
SR 40	SE 183 AV	SR 19	NHS - Non-Interstate Roadway	4	D	12.784
SR 40	SW 33 AV	SW 27 AV	NHS - Non-Interstate Roadway	6	D	0.499
SR 40	SR 326	CR 315	NHS - Non-Interstate Roadway	4	D	1.073
SR 40	SW 60 AV	SW 52 AV	NHS - Non-Interstate Roadway	6	D	0.772
SR 40	NE 19 CT	NE 25 AV	NHS - Non-Interstate Roadway	4	D	0.486
SR 40	NE 49 CT	NE 49 TER	NHS - Non-Interstate Roadway	4	D	0.16
SR 40	CR 328	SW 110 AV	NHS - Non-Interstate Roadway	4	D	0.597
SR 40	NE 10TH ST	NE 11 AV	NHS - Non-Interstate Roadway	4	D	0.074
SR 40	NW 1 AV	N MAGNOLIA AV	NHS - Non-Interstate Roadway	4	D	0.052
SR 40	NE 145 AV	CR 314A	NHS - Non-Interstate Roadway	4	D	1.604
SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	NHS - Non-Interstate Roadway	6	D	0.089
SR 40	SW MARTIN L KING AVE	SW 7 AV	NHS - Non-Interstate Roadway	4	D	0.35
SR 40	SW 85 AV	SW 80 AV	NHS - Non-Interstate Roadway	4	D	0.512
SR 40	SR 492	NE 46 AV	NHS - Non-Interstate Roadway	4	D	0.68
SR 40	URBAN AREA BOUNDARY	SW 140 AV	NHS - Non-Interstate Roadway	4	D	6.066
SR 40	NE WATULA AV	NE 8 AV	NHS - Non-Interstate Roadway	4	D	0.209
SR 40	SE 14 AV	SE 16 AV	NHS - Non-Interstate Roadway	4	D	0.214
SR 40	US 441	NW 2 AV	NHS - Non-Interstate Roadway	4	D	0.107
SR 40	SR 19	COUNTY LINE (E)	NHS - Non-Interstate Roadway	2	U	0.058

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SR 40	SW 27 AV	SW MARTIN L KING AVE	NHS - Non-Interstate Roadway	4	D	0.986
SR 40	NE 49 TER	SR 35	NHS - Non-Interstate Roadway	4	D	0.67
SR 40	SW 110 AV	SW 85 AV	NHS - Non-Interstate Roadway	4	D	2.526
SR 40	CR 315	CR 314	NHS - Non-Interstate Roadway	4	D	2.495
SR 40	SW 52 AV	SW 46 AV	NHS - Non-Interstate Roadway	6	D	0.507
SR 40	NE 25 AV	NE 36 AV	NHS - Non-Interstate Roadway	4	D	1.231
SR 40	NE 11 AV	SE 14 AV	NHS - Non-Interstate Roadway	4	D	0.319
SR 40	N MAGNOLIA AV	NE 1 AV	NHS - Non-Interstate Roadway	4	D	0.057
SR 40	CR 314A	SE 183 AV	NHS - Non-Interstate Roadway	4	D	2.664
SR 40	I-75 RAMP (EAST)	SW 33 AV	NHS - Non-Interstate Roadway	6	D	0.434
SR 40	NE 60TH CT	SR 326	NHS - Non-Interstate Roadway	4	D	0.794
SR 40	SW 80 AV	SW 60 AV	NHS - Non-Interstate Roadway	4	D	1.976
SR 40	NE 46 AV	NE 49 CT	NHS - Non-Interstate Roadway	4	D	0.295
SR 40	SW 140 AV	CR 328	NHS - Non-Interstate Roadway	4	D	3.084
SR 40	NE 8 AV	NE 10TH ST	NHS - Non-Interstate Roadway	4	D	0.205
SR 40	SE 16 AV	NE 19 CT	NHS - Non-Interstate Roadway	4	D	0.309
SR 40	NW 2 AV	NW 1 AV	NHS - Non-Interstate Roadway	4	D	0.051
SR 40	CR 314	NE 145 AV	NHS - Non-Interstate Roadway	4	D	4.253
SR 40	SR 35	NE 60TH CT	NHS - Non-Interstate Roadway	4	D	0.724
SR 40	SW 46 AV	I-75 RAMP (WEST)	NHS - Non-Interstate Roadway	6	D	0.735
SR 40	NE 36 AV	SR 492	NHS - Non-Interstate Roadway	4	D	0.41
SR 40	US 41	URBAN AREA BOUNDARY	NHS - Non-Interstate Roadway	4	D	0.577
SR 464	SE 18 AV	SE 22 AV	NHS - Non-Interstate Roadway	4	D	0.324
SR 464	SW 12TH AVE	SW 7 AV	Other CMP Network Roadway	4	D	0.18
SR 464	SE 25 AV	SE 24 ST	NHS - Non-Interstate Roadway	4	D	0.733
SR 464	SE 49 TER	SR 35	NHS - Non-Interstate Roadway	6	D	0.851
SR 464	SW 1 AV	SE 3 AV	NHS - Non-Interstate Roadway	4	D	0.214
SR 464	SE 11 AV	SE 13TH AVE	NHS - Non-Interstate Roadway	4	D	0.219
SR 464	SE 31 ST	SE 44 AV	NHS - Non-Interstate Roadway	6	D	0.917
SR 464	SW 5TH AVE	US 441	Other CMP Network Roadway	4	D	0.085
SR 464	SW 19 AV RD	SW 12TH AVE	Other CMP Network Roadway	4	D	0.535
SR 464	SE 3 AV	CR 464A	NHS - Non-Interstate Roadway	4	D	0.343
SR 464	SW 7 AV	SW 5TH AVE	Other CMP Network Roadway	4	D	0.197

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SR 464	SE 24 ST	SE 36 AV	NHS - Non-Interstate Roadway	4	D	0.633
SR 464	SE 13TH AVE	SE 18 AV	NHS - Non-Interstate Roadway	4	D	0.48
SR 464	SE 44 AV	SE 49 TER	NHS - Non-Interstate Roadway	6	D	0.457
SR 464	US 441	SW 1 AV	NHS - Non-Interstate Roadway	4	D	0.14
SR 464	SE 22 AV	SE 25 AV	NHS - Non-Interstate Roadway	4	D	0.318
SR 464	CR 464A	SE 11 AV	NHS - Non-Interstate Roadway	4	D	0.197
SR 464	SE 36 AV	SE 31 ST	NHS - Non-Interstate Roadway	4	D	0.161
SR 464	SR 200	SW 19 AV RD	Other CMP Network Roadway	4	D	0.234
SR 492	NE 17 AV	NE 19 AV	NHS - Non-Interstate Roadway	4	D	0.241
SR 492	NE 36 AV	SR 40	NHS - Non-Interstate Roadway	4	D	0.327
SR 492	NE 8 AV	NE 17 AV	NHS - Non-Interstate Roadway	4	D	0.855
SR 492	US 441	N MAGNOLIA AV	NHS - Non-Interstate Roadway	4	D	0.327
SR 492	NE 19 AV	NE 25 AV	NHS - Non-Interstate Roadway	4	D	0.507
SR 492	N MAGNOLIA AV	NE 8 AV	NHS - Non-Interstate Roadway	4	D	0.486
SR 492	NE 25 AV	NE 36 AV	NHS - Non-Interstate Roadway	4	D	0.998
SW 1 AV	US 441	SR 464	Other CMP Network Roadway	2	U	0.385
SW 1 AV	SR 464	SW 10 ST	Other CMP Network Roadway	2	U	0.532
SW 10 ST	US 441	SE 1 AV	NHS - Non-Interstate Roadway	4	D	0.157
SW 10 ST	SE 1 AV	S MAGNOLIA AV	NHS - Non-Interstate Roadway	4	D	0.079
SW 103 ST RD	SR 200	SW 49 AV	Other CMP Network Roadway	2	U	3.782
SW 110 AV	SW 38 ST	SR 40	Other CMP Network Roadway	2	U	2.52
SW 13 ST	SW 33 AV	SW 27 AV	Other CMP Network Roadway	4	D	0.56
SW 13 ST	SW 37 AV	SW 33 AV	Other CMP Network Roadway	2	U	0.431
SW 140 AV	SR 40	CR 328	Other CMP Network Roadway	2	U	1.992
SW 140 AV	CR 484	SW 41 PL	Other CMP Network Roadway	2	U	6.443
SW 140 AV	SW 41 PL	SR 40	Other CMP Network Roadway	2	U	0.773
SW 17 ST	SW 27 AV	SR 200	Other CMP Network Roadway	4	D	0.692
SW 180 AV RD	SW 180 AV	SR 40	Other CMP Network Roadway	2	U	2.455
SW 180 AV RD	CR 484	SW 177 AVE	Other CMP Network Roadway	2	U	2.386
SW 180 AV RD	SW 177 AVE	SW 180 AV	Other CMP Network Roadway	2	U	0.668
SW 19 AV	SW 80 ST	SW 66 ST	Other CMP Network Roadway	2	U	1.036
SW 19 AV RD	SW 27 AV	SW 24TH AVE	Other CMP Network Roadway	4	D	0.281
SW 19 AV RD	SW 24TH AVE	SR 464	Other CMP Network Roadway	4	D	0.968

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SW 20 ST	CARLTON ARMS	SW 38 AV	Other CMP Network Roadway	4	D	1.262
SW 20 ST	SW 53 AV	CARLTON ARMS	Other CMP Network Roadway	4	D	0.108
SW 20 ST	SW 27 AV	SR 200	Other CMP Network Roadway	2	D	0.12
SW 20 ST	SW 38 AV	SW 31 AV	Other CMP Network Roadway	2	D	0.584
SW 20 ST	SW 60 AV	SW 53RD AVE	Other CMP Network Roadway	4	D	0.7
SW 20 ST	SW 31 AV	SW 27 AV	Other CMP Network Roadway	2	D	0.41
SW 27 AV	SW 34 ST	SW 19 AV RD	Other CMP Network Roadway	4	D	0.398
SW 27 AV	SR 464	SR 40	Other CMP Network Roadway	4	D	0.581
SW 27 AV	SR 200	SW 20 ST	Other CMP Network Roadway	4	D	0.13
SW 27 AV	SW 20 ST	SR 464	Other CMP Network Roadway	4	D	0.67
SW 27 AV	SW 42 ST	SW 34 ST	Other CMP Network Roadway	4	D	0.512
SW 27 AV	SW 19 AV RD	SR 200	Other CMP Network Roadway	4	D	0.466
SW 3 ST	US 441	S MAGNOLIA AV	Other CMP Network Roadway	2	O	0.21
SW 3 ST	S MAGNOLIA AV	SE 1 AV	Other CMP Network Roadway	2	O	0.057
SW 31 AV	SW 20 ST	SW 13 ST	Other CMP Network Roadway	2	U	0.545
SW 32 AV/SW 34 ST	SR 200	SW 27 AV	Other CMP Network Roadway	4	D	0.66
SW 33 AV	SW 13 ST	SW 7TH ST	Other CMP Network Roadway	2	U	0.316
SW 33 AV	SW 7TH ST	SR 40	Other CMP Network Roadway	2	U	0.426
SW 37 AV	SW 20 ST	SW 13 ST	Other CMP Network Roadway	2	U	0.506
SW 38 AV	SW 13TH ST	SW 40 ST	Other CMP Network Roadway	2	U	0.712
SW 38 AV	SW 40 AV	SW 20 ST	Other CMP Network Roadway	2	U	1.361
SW 38 AV	SW 20 ST	SW 13TH ST	Other CMP Network Roadway	2	U	0.512
SW 38 ST	SW 80 AV	SW 60 AV	Other CMP Network Roadway	2	U	2
SW 38 ST	SW 60 AV	SW 51 TER	Other CMP Network Roadway	2	U	0.758
SW 38 ST	SW 110 AVE	SW 95 AV	Other CMP Network Roadway	2	U	0.11
SW 40 AV	SW 38 AV	SR 40	Other CMP Network Roadway	2	U	0.132
SW 40 AV	SW 49 AV	SW 42 ST	Other CMP Network Roadway	4	D	0.489
SW 40 ST	SW 38 AV	SR 200	Other CMP Network Roadway	2	U	0.147
SW 40 ST	SW 43 CT	SW 38 AV	Other CMP Network Roadway	2	U	0.359
SW 40 ST	SW 51 TER	SW 43 CT	Other CMP Network Roadway	2	U	0.782
SW 42 ST	SW 27 AV	SW 7 AV	Other CMP Network Roadway	4	D	1.694
SW 42 ST	SW 43 CT	SR 200	Other CMP Network Roadway	2	U	0.251
SW 42 ST	SR 200	SW 27 AV	Other CMP Network Roadway	4	D	1.452

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SW 43 CT	SW 32 ST	SW 20 ST	Other CMP Network Roadway	4	D	0.795
SW 43 CT	SW 42 ST	SW 32 ST	Other CMP Network Roadway	2	U	0.7
SW 44 AV	SW 20 ST	SW 13 ST	Other CMP Network Roadway	4	D	0.47
SW 46 AV	SW 13 ST	SR 40	Other CMP Network Roadway	2	D	0.825
SW 49 AV	SW 95 ST	SW 85 ST	Other CMP Network Roadway	4	D	0.838
SW 49 AV	MARION OAKS	SW 95 ST	Other CMP Network Roadway	4	D	3.442
SW 49 AV	SW 85 ST	SW 66 ST	Other CMP Network Roadway	4	D	2.077
SW 49 AV	SW 66 ST	SW 40 AV	Other CMP Network Roadway	4	D	1.044
SW 5 ST	US 441	S MAGNOLIA AV	Other CMP Network Roadway	2	O	0.209
SW 5 ST	S MAGNOLIA AV	SE 1 AV	Other CMP Network Roadway	2	U	0.059
SW 60 AV	SW 103 ST	N OF SW 98TH ST RD	Other CMP Network Roadway	2	D	0.979
SW 60 AV	SW 38 ST	SW 20 ST	Other CMP Network Roadway	4	D	1.358
SW 60 AV	SW 90 ST	SW 80 ST	Other CMP Network Roadway	4	D	0.998
SW 60 AV	SR 200	SW 43 ST RD	Other CMP Network Roadway	4	D	1.899
SW 60 AV	N OF SW 98TH ST RD	SW 95 ST RD	Other CMP Network Roadway	2	D	0.275
SW 60 AV	SW 20 ST	SR 40	Other CMP Network Roadway	4	D	1.151
SW 60 AV	SW 80 ST	SR 200	Other CMP Network Roadway	4	D	0.735
SW 60 AV	SW 95 ST RD	SW 90 ST	Other CMP Network Roadway	4	D	0.499
SW 60 AV	SW 43 ST RD	SW 38 ST	Other CMP Network Roadway	4	D	0.368
SW 66 ST	I-75	SW 27 AV	Other CMP Network Roadway	4	D	0.962
SW 66 ST	SW 27 AV	SW 19 AV	Other CMP Network Roadway	2	U	0.662
SW 66 ST	SR 200	I-75	Other CMP Network Roadway	4	D	1.795
SW 67 AV RD	CR 484	SW 49 AV	Other CMP Network Roadway	2	D	
SW 7 AV	SW 32 ST	SW 23 ST	Other CMP Network Roadway	2	U	0.606
SW 7 AV	SW 23 ST	SR 464	Other CMP Network Roadway	2	U	0.378
SW 7 RD	SR 464	SW 10 ST	Other CMP Network Roadway	2	U	0.539
SW 80 AV	SW 38 ST	SW 22 ST	Other CMP Network Roadway	2	U	1.148
SW 80 AV	SR 200	SW 90 ST	Other CMP Network Roadway	4	D	0.585
SW 80 AV	SW 22 ST	SR 40	Other CMP Network Roadway	2	U	1.374
SW 80 AV	SW 90 ST	SW 38 ST	Other CMP Network Roadway	2	U	4.084
SW 80 AV	SW 103 ST	SR 200	Other CMP Network Roadway	2	U	0.981
SW 80 ST	SW 19 AV	CR 475	Other CMP Network Roadway	2	U	1.069
SW 85 AV	SW 9 ST	SR 40	Other CMP Network Roadway	2	U	0.656

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
SW 9 ST	SW 95 AV	SW 85 AVE	Other CMP Network Roadway	2	U	1.043
SW 95 AV	SW 38 ST	SW 9 ST	Other CMP Network Roadway	2	U	2.252
SW 95 ST	SR 200	SW 60 AV	Other CMP Network Roadway	4	D	1.799
SW 95 ST	I-75 SB	I-75 NB	Other CMP Network Roadway	4	D	0.093
SW 95 ST	SW 80 AV	SR 200	Other CMP Network Roadway	4	D	0.517
SW 95 ST	SW 60 AV	SW 49 AV	Other CMP Network Roadway	4	D	1
SW 95 ST	I-75 NB	CR 475A	Other CMP Network Roadway	4	D	0.928
SW 95 ST	SW 49 AV	I-75 SB	Other CMP Network Roadway	4	D	0.98
SW MARTIN L KING AVE	SR 464	SR 200	Other CMP Network Roadway	4	D	0.586
SW MARTIN L KING AVE	SR 200	SR 40	Other CMP Network Roadway	4	U	0.513
US 27	NW 38 AV	I-75 RAMP (WEST)	NHS - Non-Interstate Roadway	4	D	0.119
US 27	NW 27 AV	NW MARTIN L KING AV	NHS - Non-Interstate Roadway	4	D	0.978
US 27	CR 464B	NW 80 AV	NHS - Non-Interstate Roadway	4	D	2.82
US 27	NW 49 AV	NW 44 AV	NHS - Non-Interstate Roadway	4	D	0.537
US 27	I-75 RAMP (WEST)	I-75 RAMP (EAST)	NHS - Non-Interstate Roadway	4	D	0.088
US 27	CR 225A	NW 60 AV	NHS - Non-Interstate Roadway	4	D	1.137
US 27	NW 44 AV	NW 38 AV	NHS - Non-Interstate Roadway	4	D	0.474
US 27	NW MARTIN L KING AV	US 441	NHS - Non-Interstate Roadway	4	D	0.631
US 27	NW 80 AV	CR 225A	NHS - Non-Interstate Roadway	4	D	0.971
US 27	I-75 RAMP (EAST)	NW 27 AV	NHS - Non-Interstate Roadway	4	D	1.169
US 27	COUNTY LINE (W)	CR 464B	NHS - Non-Interstate Roadway	4	D	10.694
US 27	NW 60 AV	NW 49 AV	NHS - Non-Interstate Roadway	4	D	1.109
US 301	COUNTY LINE (S)	SHADY ACRES	NHS - Non-Interstate Roadway	4	D	1.173
US 301	SE 147 ST	143 PL	NHS - Non-Interstate Roadway	4	D	0.52
US 301	SHADY ACRES	CR 42	NHS - Non-Interstate Roadway	4	D	0.342
US 301	143 PL	US 441	NHS - Non-Interstate Roadway	4	D	3.028
US 301	NE JACKSONVILLE RD	CR 318	NHS - Non-Interstate Roadway	4	D	1.161
US 301	CR 42	SE 147 ST	NHS - Non-Interstate Roadway	4	D	1.835
US 301	US 441	NE JACKSONVILLE RD	NHS - Non-Interstate Roadway	4	D	4.733
US 301	CR 318	COUNTY LINE (N)	NHS - Non-Interstate Roadway	4	D	1.333
US 41	SW 110 ST	SW 99 PL	NHS - Non-Interstate Roadway	4	D	1.046
US 41	SR 40	URBAN AREA BOUNDARY	NHS - Non-Interstate Roadway	4	D	2.344
US 41	BROOKS ST	SW 111 PL LN	NHS - Non-Interstate Roadway	4	D	0.1

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
US 41	COUNTY LINE (S)	CR 484	NHS - Non-Interstate Roadway	4	D	0.326
US 41	SW 99 PL	SW 80 PL	NHS - Non-Interstate Roadway	4	D	1.783
US 41	URBAN AREA BOUNDARY	SW 36 ST	NHS - Non-Interstate Roadway	4	D	0.484
US 41	SW 111 PL LN	SW 110 ST	NHS - Non-Interstate Roadway	4	D	0.18
US 41	CR 484	POWELL RD	NHS - Non-Interstate Roadway	4	D	0.415
US 41	SW 80 PL	SR 40	NHS - Non-Interstate Roadway	4	D	0.566
US 41	SW ROBINSON RD	BROOKS ST	NHS - Non-Interstate Roadway	4	D	0.149
US 41	SW 36 ST	COUNTY LINE (N)	NHS - Non-Interstate Roadway	4	D	4.282
US 41	POWELL RD	SW ROBINSON RD	NHS - Non-Interstate Roadway	4	D	0.28
US 441	NW 77 ST	NW 117 ST	NHS - Non-Interstate Roadway	4	D	3.714
US 441	SE 47 AV	SE 102 PL	NHS - Non-Interstate Roadway	4	D	0.356
US 441	NW 2 ST	NW 6TH ST	NHS - Non-Interstate Roadway	4	D	0.272
US 441	CR 475	SR 464	NHS - Non-Interstate Roadway	6	D	0.556
US 441	SE 178 PL	SE 176 ST	NHS - Non-Interstate Roadway	6	D	0.372
US 441	SE 92 PLACE LOOP	CR 25A	NHS - Non-Interstate Roadway	6	D	1.662
US 441	SE 52 ST	SE 40 CIR	NHS - Non-Interstate Roadway	4	D	0.952
US 441	SE 92 PL RD	US 441 (NB/SB) (S)	NHS - Non-Interstate Roadway	4	D	0.71
US 441	NW 57 ST	SR 326	NHS - Non-Interstate Roadway	4	D	0.902
US 441	SE 110 ST	SE 47 AV	NHS - Non-Interstate Roadway	4	D	0.484
US 441	CR 320	AVENUE B	NHS - Non-Interstate Roadway	4	U	0.359
US 441	NW 20 ST	NE 28 ST	NHS - Non-Interstate Roadway	4	D	0.627
US 441	US 301	CR 484	NHS - Non-Interstate Roadway	6	D	0.198
US 441	SW 5 ST	SR 40	NHS - Non-Interstate Roadway	6	D	0.308
US 441	SE 147 PL	DEL WEBB BLVD	NHS - Non-Interstate Roadway	6	D	0.813
US 441	US 441 (NB/SB) (N)	SE 73 ST	NHS - Non-Interstate Roadway	4	D	0.462
US 441	SE 30 ST	CR 475	NHS - Non-Interstate Roadway	4	D	0.512
US 441	COUNTY LINE (S)	SE 178 PL	NHS - Non-Interstate Roadway	6	D	0.214
US 441	NW 117 ST	CR 329	NHS - Non-Interstate Roadway	4	D	1.191
US 441	AVENUE I	CR 320	NHS - Non-Interstate Roadway	4	U	0.182
US 441	NW 6TH ST	US 27	NHS - Non-Interstate Roadway	4	D	0.317
US 441	CR 25A	SE 115 PL	NHS - Non-Interstate Roadway	6	D	0.265
US 441	CR 25A (S)	NW 35 ST	NHS - Non-Interstate Roadway	4	D	0.502
US 441	CR 484	SE 110 ST	NHS - Non-Interstate Roadway	4	D	0.874

OnStreet	FromNode	ToNode	NHS	LaneCount	RoadType	LengthMile
US 441	SR 464	SW 10 ST	NHS - Non-Interstate Roadway	6	D	0.528
US 441	SE 176 ST	CR 42	NHS - Non-Interstate Roadway	6	D	1.435
US 441	SE 40 CIR	SE 31 ST	NHS - Non-Interstate Roadway	4	D	1.074
US 441	SE 100 ST	SE 95 ST	NHS - Non-Interstate Roadway	4	D	0.547
US 441	US 441 (NB/SB) (S)	SE 80 ST	NHS - Non-Interstate Roadway	4	D	0.671
US 441	SR 326	NW 77 ST	NHS - Non-Interstate Roadway	4	D	0.495
US 441	CR 318	AVENUE I	NHS - Non-Interstate Roadway	4	D	2.56
US 441	NE 28 ST	CR 25A (S)	NHS - Non-Interstate Roadway	4	D	0.071
US 441	US 301	CR 25A (N)	NHS - Non-Interstate Roadway	4	D	5.552
US 441	SR 40	NW 2 ST	NHS - Non-Interstate Roadway	6	D	0.106
US 441	DEL WEBB BLVD	SE 92 PLACE LOOP	NHS - Non-Interstate Roadway	6	D	1.096
US 441	SE 73 ST	SE 52 ST	NHS - Non-Interstate Roadway	4	D	1.664
US 441	SE 95 ST	SE 92 PL RD	NHS - Non-Interstate Roadway	4	D	0.309
US 441	NW 35 ST	NW 57 ST	NHS - Non-Interstate Roadway	4	D	1.643
US 441	CR 329	US 301	NHS - Non-Interstate Roadway	4	D	0.205
US 441	SE 102 PL	SE 100 ST	NHS - Non-Interstate Roadway	4	D	0.296
US 441	US 27	NW 20 ST	NHS - Non-Interstate Roadway	4	D	0.653
US 441	SE 115 PL	US 301	NHS - Non-Interstate Roadway	6	D	0.639
US 441	CR 25A (N)	CR 318	NHS - Non-Interstate Roadway	4	D	0.649
US 441	SW 10 ST	SW 5 ST	NHS - Non-Interstate Roadway	6	D	0.233
US 441	CR 42	SE 147 PL	NHS - Non-Interstate Roadway	6	D	2.083
US 441	SE 80 ST	US 441 (NB/SB) (N)	NHS - Non-Interstate Roadway	4	D	0.118
US 441	SE 31 ST	SE 30 ST	NHS - Non-Interstate Roadway	4	D	0.133
US 441	AVENUE B	COUNTY LINE (N)	NHS - Non-Interstate Roadway	4	D	2.653
W ANTHONY RD	US 441	NW 35 ST	Other CMP Network Roadway	2	U	0.355
W ANTHONY RD	NW 35 ST	SR 326	Other CMP Network Roadway	2	U	2.611
W ANTHONY RD	NE 83 ST	NE 95 ST	Other CMP Network Roadway	2	U	1.045
W ANTHONY RD	SR 326	NE 83 ST	Other CMP Network Roadway	2	U	1.019
W FORT KING ST	US 441	SW 2 AV	Other CMP Network Roadway	2	U	0.114
W FORT KING ST	SW 2 AV	S MAGNOLIA AV	Other CMP Network Roadway	2	U	0.095

Congestion Management Plan (CMP) Public Survey

Results Summary

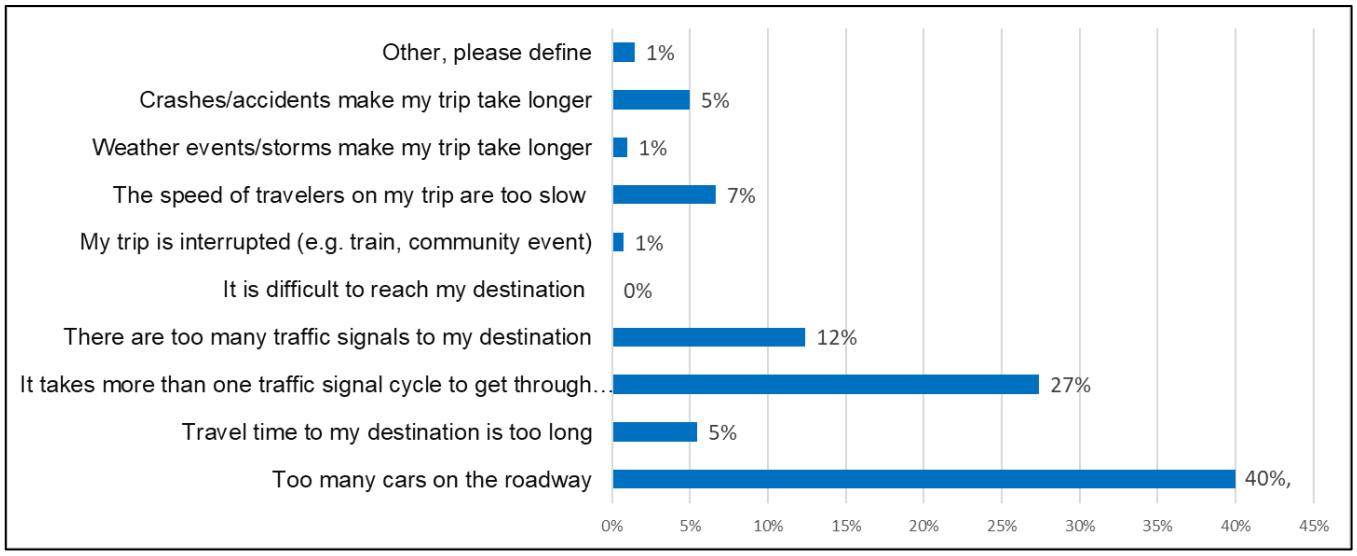
The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan (CMP). The survey results will be used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, 3 responses were sent to the TPO by email for a total of 258 survey participants. The following summarizes the results of the survey.

1. **What does the term 'congestion' mean to you?** (select up to 3)

   A total of 254 responses were received. The top three most frequent selections were **'*Too many cars on the roadway*'** with 168 responses or 40%; followed by **'*It takes more than one traffic signal*'** with 115 responses or 27%; and **'*There are too many traffic signals to my destination*'** with 52 responses or 12%.

   420 selections

168	Too many cars on the roadway
23	Travel time to my destination is too long
115	It takes more than one traffic signal cycle to get through intersection
52	There are too many traffic signals to my destination
0	It is difficult to reach my destination
3	My trip is interrupted (e.g. train, community event)
28	The speed of travelers on my trip are too slow
4	Weather events/storms make my trip take longer
21	Crashes/accidents make my trip take longer
6	Other, please define

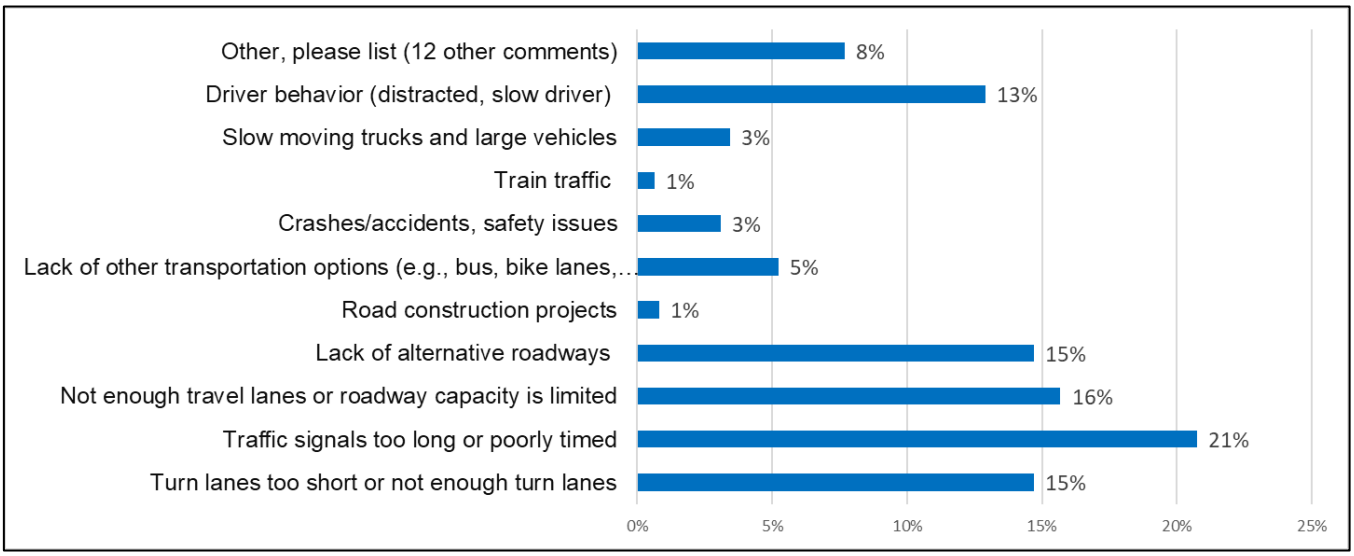


2. **What do you think are the main causes of congestion in Marion County?** (select up to 3)

A total of 218 responses were received. The top three most frequent causes identified were **'*Traffic signals too long or poorly timed*'** with 127 responses or 21%; followed by **'*Not enough travel lanes or roadway capacity is limited*'** with 96 responses or 16%; and **'*Turn lanes too short or not enough turn lanes'*** *and* **'*Lack of alternative roadways*'** both with 90 responses or 15%.

612 selections

90	Turn lanes too short or not enough turn lanes
127	Traffic signals too long or poorly timed
96	Not enough travel lanes or roadway capacity is limited
90	Lack of alternative roadways
5	Road construction projects
32	Lack of other transportation options (e.g., bus, bike lanes, sidewalks)
2	School zones
0	Weather events/storms
19	Crashes/accidents, safety issues
4	Train traffic
21	Slow moving trucks and large vehicles
79	Driver behavior (distracted, slow driver)
47	Other, please list (12 comments, 35 no response provided)



Other Comments include:

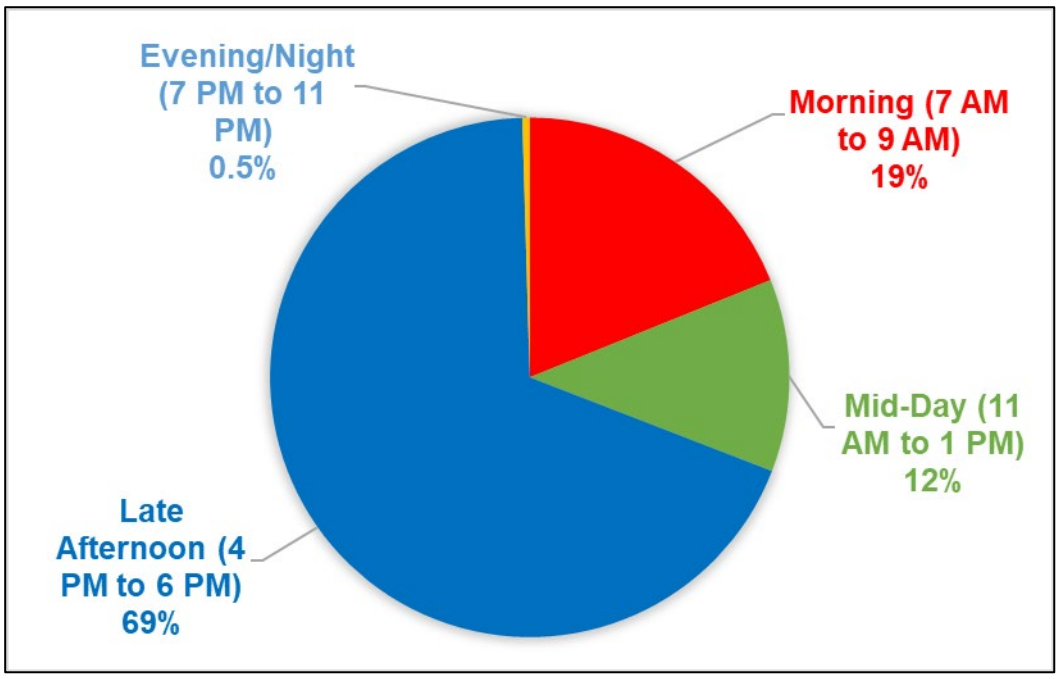
- A lot of growth in Marion County
- More people moving to the area than can be supported
- No right turn lanes or enough ROW to make a turn turn at red light
- Poorly maintained roads

- Stop permitting major housing developments
- Speed limits reassessed
- Too many cars for available roadway capacity
- Too many homes/businesses in same area
- Too many people moving to Marion County; infrastructure not kept pace
- Too many vehicles on roads
- Traffic lights not synched in Dunnellon

3. **What time of day do you experience congestion the most in Marion County?** (select 1)

   A total of 217 responses were received. The most frequent time of day participants overwhelmingly selected was late afternoon between 4 pm to 6 pm with 149 responses or 69%.

41	Morning (7 AM to 9 AM)
26	Mid-Day (11 AM to 1 PM)
149	Late Afternoon (4 PM to 6 PM)
1	Evening/Night (7 PM to 11 PM)



4. **Please list the top 3 roadway or intersection locations in Marion County where you think congestion is the worst?** (list up to 3)

   A total of 239 responses were received and 398 roadway or intersection/interchange locations identified. The following summarizes a list of the top 10 specific locations identified by survey participants, and the overall top 10 corridors mentioned most frequently either individually or part of an intersection or interchange.

   Top 10 Locations

   1. SR 200 at I-75 (34 responses)
   2. SR 200 (30 responses)
   3. SR 40 at U.S. 301/441/Pine Avenue (23 responses)
   4. CR 484 at I-75 (17 responses)
   5. SE 17th Avenue (SR 464) at U.S. 301/U.S. 441/Pine Ave (15 responses)
   6. SE 17th Avenue (SR 464) at SE 25th (11 responses)
   7. Maricamp Road (SR 464) at Baseline Road (SR 35) (10 responses)
   8. SR 200 at 38th Court (9 responses)
   9. SR 200 at SW 27th Avenue (8 responses)
   10. Downtown Ocala (8 responses)

   Top 10 Corridors Mentioned

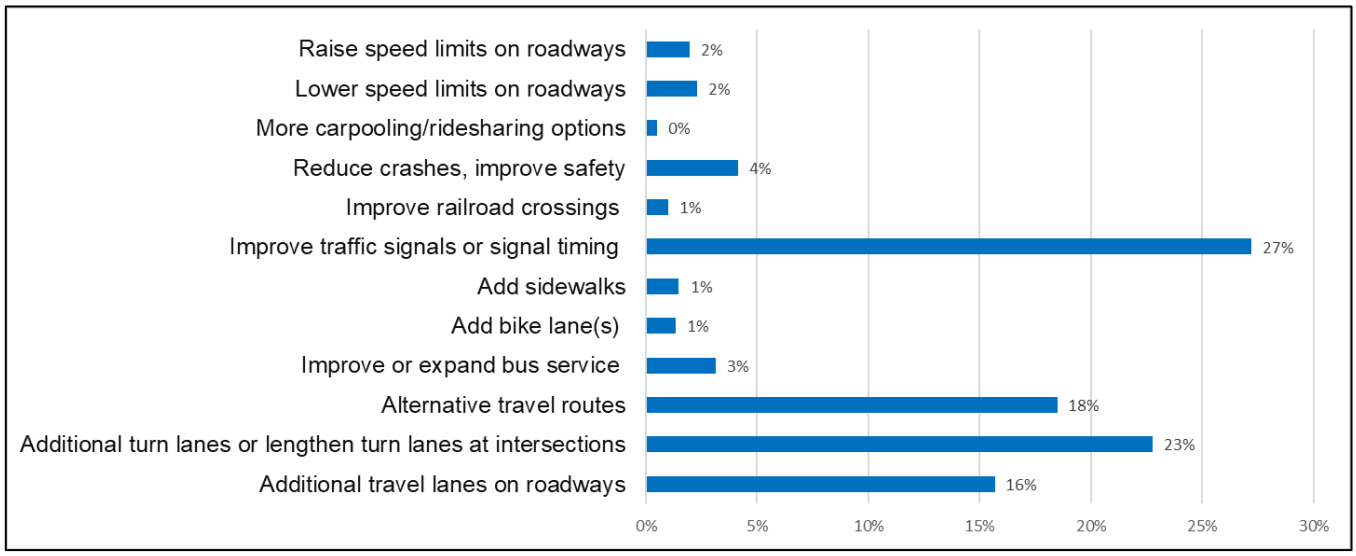
   1. SR 200 (117)
   2. U.S. 301/U.S. 441/Pine Avenue (61)
   3. SR 40 (58)
   4. SE 17th Avenue/Maricamp Road (SR 464) (47)
   5. CR 484 (27)
   6. U.S. 27 (23)
   7. U.S. 441 (15)
   8. Maricamp Road (10)
   9. CR 475 (8)
   10. I-75 (7)

5. **What improvements should be made to improve congestion at your top 3 locations, along with other congested areas in Marion County?** (select up to 3)

   A total of 250 responses were received. The top three improvements recommended were **'*Improve traffic signals or signal timing*'** with 165 responses or 27%; followed by **'*Additional turn lanes or lengthen turn lanes at intersections*'** with 138 responses or 23%; and **'*Alternative travel routes*'** with 112 responses or 18%.

   606 selections

95	Additional travel lanes on roadways
138	Additional turn lanes or lengthen turn lanes at intersections
112	Alternative travel routes
19	Improve or expand bus service
8	Add bike lane(s)
9	Add sidewalks
165	Improve traffic signals or signal timing
6	Improve railroad crossings
25	Reduce crashes, improve safety
3	More carpooling/ridesharing options
14	Lower speed limits on roadways
12	Raise speed limits on roadways



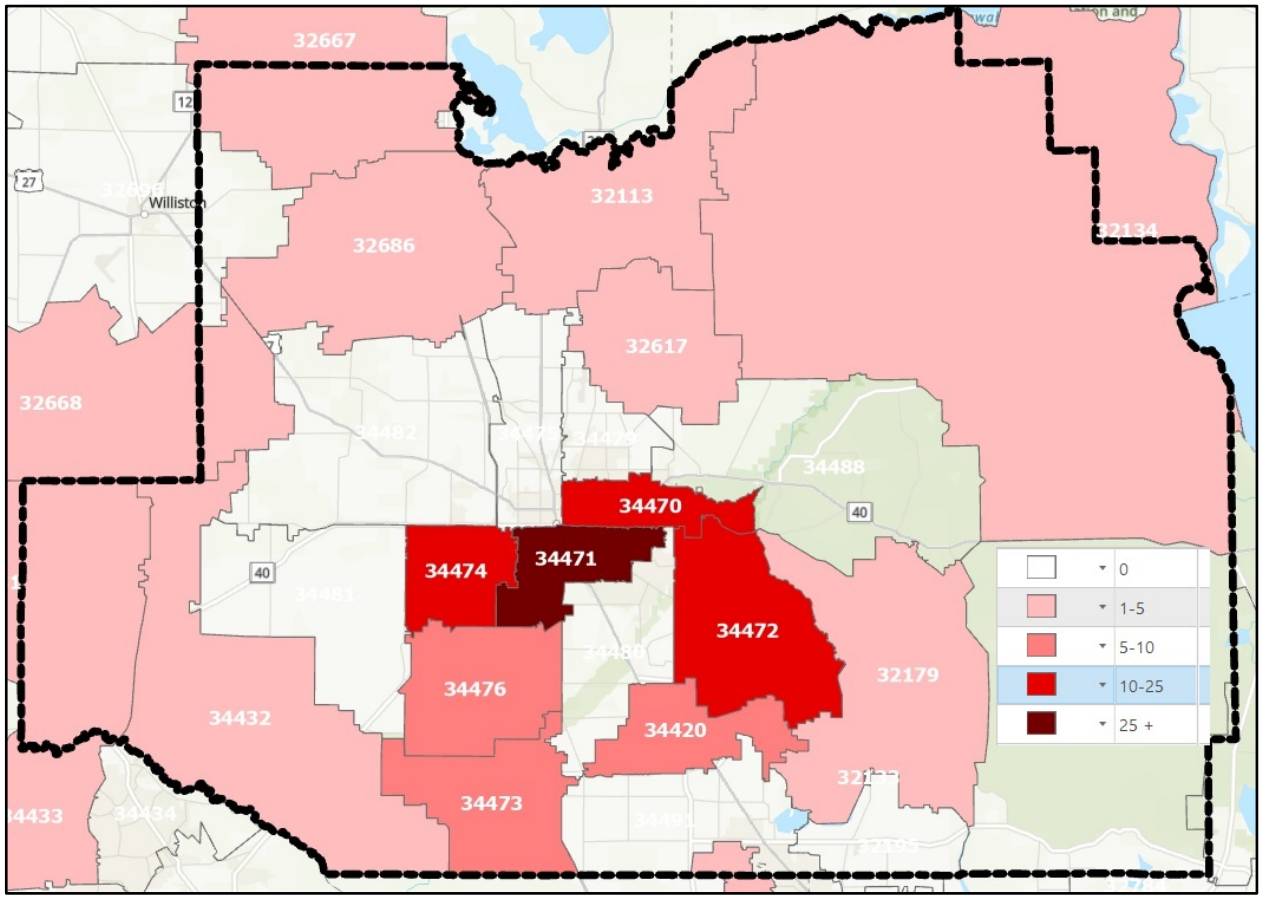
6. **What mode of transportation do you use most often** (select 1)

   A total of 252 responses were received. The most frequent primary mode of transportation used by almost all participants is the personal automobile/truck. The three participants that selected 'other' use Marion Transit as their primary mode of transportation.

245	Personal automobile/truck
1	Bicycle
1	Walk
2	Bus
0	Wheelchair
0	Golf cart
0	Scooter
0	Electric bike/other electric transportation
0	Carpool/Rideshare
3	Other, please list
	(3) Marion Transit

7. Please provide the zip code of where you live in Marion County

A total of 158 responses were received. As displayed in the zip code map, the majority of the participants responding to this question reside in the most urbanized areas of the county, including zip codes 34471 (37), 34470 (23) and 34472 (25) and 34474 (21).

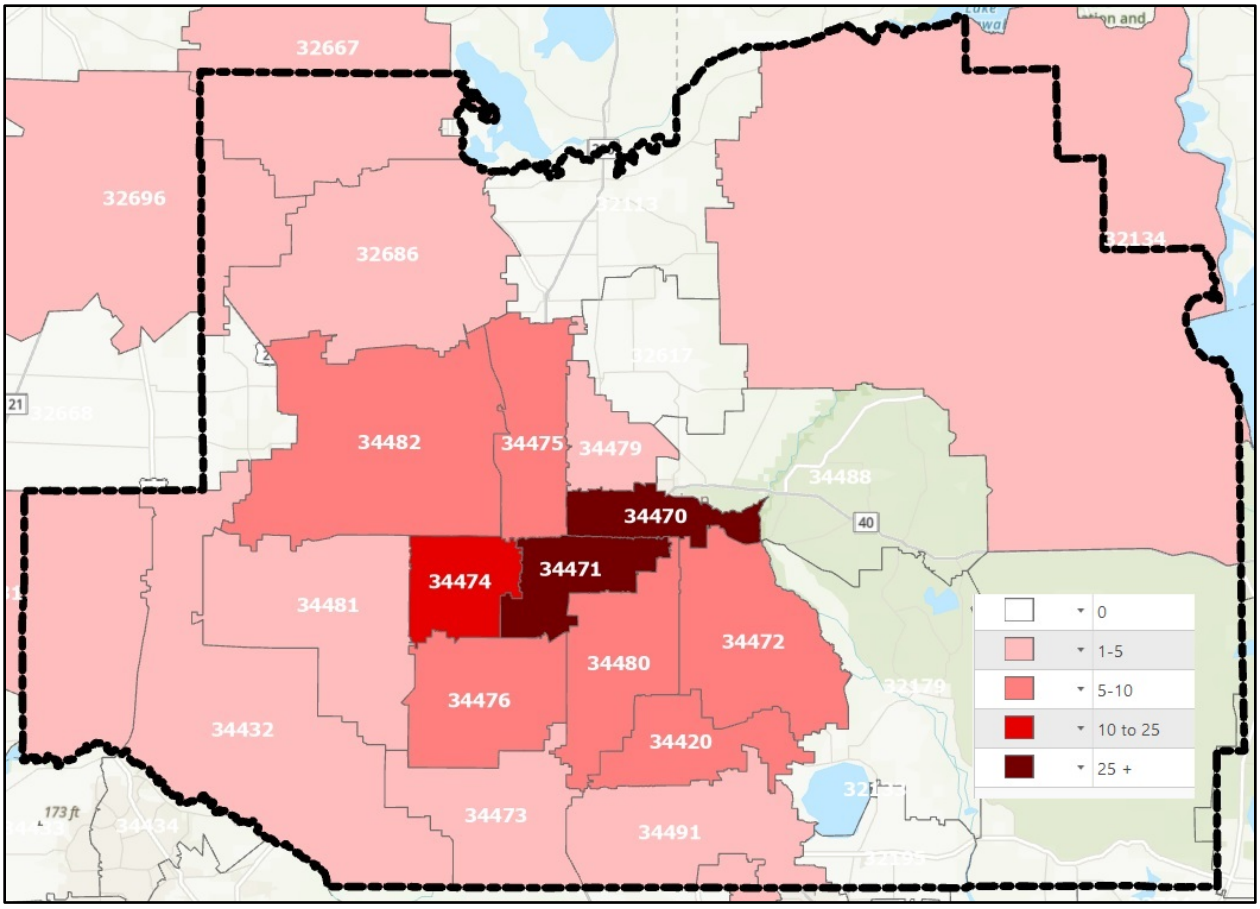


Participants by Zip Code:

2	32113	2	34431
4	32134	5	34432
1	32162	1	34433
2	32179	23	34470
1	32617	37	34471
1	32664	25	34472
1	32667	9	34473
2	32668	21	34474
5	32686	9	34476
7	34420		

8. Please provide the zip code of where you work in Marion County

A total of 213 responses were received. As displayed in the zip code map, the majority of the participants responding to this question work in the urbanized areas of the county, with the largest number in zip codes 34471 (74) and 34470 (49).



Participants by Zip Code

		49	34470
1	32134	75	34471
2	32162	6	34472
1	32611	5	34473
1	32664	11	34474
1	32667	8	34475
3	32686	10	34476
1	32696	3	34479
1	33474	6	34480
8	34420	5	34481
1	34431	7	34482
5	34432	3	34491

9. Please share any comments or opinions that were not covered in this survey

A total of 111 with additional comments were shared by the participants. The following summarizes the main topics or themes derived from the comments.

Alternate corridors to I-75 and other major arterials
Addition of more rail overpasses
Addition of protected bike lanes
Addition of turn lanes/longer turn lanes at intersections
Back-ups on SR 200 caused by no driveways/turn lanes
Better access management on SR 200
Better connectivity of the roadway network
Careless driving/speeding
Congestion is throughout the day
Confusing street naming
Distracted driving
Do not reduce travel lanes
Driver behavior
Growth and development in community
Impacts of major development to roads
Improve lighting on street network
More golf cart access
More law enforcement
More maintenance of existing roads
More sidewalks
More transportation options
Planned development more distributed in community
Safety improvements at intersections
School congestion
Speeding and aggressive drivers
Speed limits on major roads need to be studied
Traffic signal timing improvements
Widen major roadways

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **FY 2021/22 to 2025/26 Transportation Improvement Program (TIP) and List of Priority Projects (LOPP) Schedule**

On an annual basis, the TPO develops an update to the Transportation Improvement Program (TIP) and List of Priority Projects (LOPP). The TPO is required to submit both an adopted TIP and LOPP to the Florida Department of Transportation (FDOT) by June 30, 2020.

The following summary outlines the upcoming schedule for both the TIP and LOPP as a general reminder. Your input and guidance will be instrumental to the adoption of both program documents in the May and June committee meetings.

2021 List of Priority Projects (LOPP) Schedule

- March 17: LOPP notice sent to partner agencies
- March and April: Meetings with partner agencies to discuss priorities
- April: TPO staff score and rank priorities
- May 11: TAC and CAC review of draft LOPP
- May 25: TPO Board review of draft LOPP
- June 8: TAC and CAC final review
- June 22: TPO Board final review and adoption
- June 30: TPO staff submission of adopted 2021 LOPP to FDOT

Fiscal Years 2021/22 to 2025/26 TIP Schedule

- May 11: Minimum 30-day public notice of draft TIP
- May 11: TAC and CAC presentations of draft TIP
- May 25: TPO Board presentation of draft TIP and public comment
- June 8: TAC and CAC final review
- June 22: TPO Board final review and adoption; close of public comment period
- June 30: TPO staff submission of adopted TIP to FDOT

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

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

TO: **TAC/CAC Committee Members**

FROM: **Shakayla Irby, Admin Specialist/ Social Media Coordinator**

RE: **National Bike Month**

As part of celebrating National Bike Month, the TPO will be celebrating a Bike Week with a focus on bicycle safety! Whether you're riding for fun, fitness or with family, or taking essential trips to work or shop, you are part of our movement for safer biking.

The week of May 17 to 23, we are encouraging everyone to Bike Safe wherever that may be. Any bike, anywhere, it all counts. During the week we will be hosting a virtual Bicycle Safety Course taught by ReThink Your Commute, highlighting some beautiful trails in Marion County, and sharing lots of bike safety information via our social media platforms.

Be sure to follow us for upcoming dates and more information @Ocalamariontpo on both Facebook and Twitter. We will also be sending out emails to our committees.

Make sure you look out for the hashtag #BikeSafeOcalaMarion and feel free to share photos of your solo or family rides on social media using our hashtag and share the joy biking brings you!

If you have any questions, please contact me at 352-438-2630.

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Technical Advisory Committee (TAC) Meeting
Marion County Library Headquarters – Meeting Room C
2710 E. Silver Springs Blvd., Ocala, FL 34470
10:30 AM

MINUTES

Members Present:

Steven Neal
Dave Herlihy
Anna Taylor *(via WebEx)*
Kenneth Odom
Nany Smith
Mickey Thomason *(via WebEx)*
Eric Smith *(via WebEx)*
Elton Holland

Members Not Present:

Bruce Phillips
Loretta Shaffer

Others Present:

Matt Leibfried, City of Dunnellon
Rob Balmes
Liz Mitchell
Anton Schauerte
Shakayla Irby

TAC Meeting Minutes – February 9, 2021
Approved –

Item 1. Call to Order and Roll Call

Chairman Elton Holland called the meeting to order at 10:33am and called the roll, there was no quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on February 2, 2021. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

Item 3A. Election of Officers

Per the Technical Advisory Committee (TAC) bylaws, members were to elect a Chair and Vice-Chair to serve a one year term. In 2020, the officers were:

- Chair, Elton Holland, Marion County
- Vice-Chair, Nancy Smith, City of Ocala

The newly elected officers would begin their terms as Chair and Vice-Chair effective February 9, 2021.

Mr. Odom made a motion to nominate Mr. Holland as Chairman. Mr. Neal seconded, and the motion passed unanimously.

Mr. Odom made a motion to nominate Mr. Herlihy as Vice-Chairman. Ms. Smith seconded, and the motion passed with Mr. Herlihy opposing.

Item 3B. TAC Bylaws Update

In an effort to streamline the annual process of appointments to the Technical Advisory Committee (TAC), the following changes were proposed to the bylaws.

Appointment & Terms of Office

- Each member requires consent from either the governing body, administrator, director or a supervisor from ~~of~~ the jurisdiction in which they represent. All members appointed shall have an alternate if desired. If an alternate is determined the governing body must formalize in writing to the TPO. Alternate members may only vote in the absence of the official member.

Ms. Smith made a motion to approve the TAC Bylaws Update. Mr. Neal seconded, and the motion passed unanimously.

Item 3C. Safety Targets

Mr. Schauerte presented and said that the Performance Management was a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures were used to evaluate progress. Performance measure targets were the benchmarks against which collected data was gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and TPOs/MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve the measures.

Every year, the Ocala Marion TPO was required to update its targets for the five Safety performance measures established under MAP-21. The TPO had to submit its Safety targets at the end of February 2021.

Safety Performance Measures Description
1. Fatalities- Total number of fatalities in a motor vehicle crash
2. Fatalities (Rate) - Total number of fatalities per 100 Million VMT (Vehicle Miles Traveled)*
3. Serious Injuries- Total number of serious injuries in a motor vehicle crash
4. Serious Injuries (Rate) - Total number of serious injuries per 100 Million VMT (Vehicle Miles Traveled)*
5. Non-Motorized Fatalities & Serious Injuries- Combined number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle.

When updating its Safety targets, the Ocala Marion TPO was provided the option to either:
1. Adopt the targets established by FDOT, or,
2. Develop its own quantifiable safety performance targets.
In 2020, the TPO voted to develop its own quantifiable safety performance targets, which were based on previous 5-year rolling averages.

TPO staff recommended that the committees support the recommendation of the 2021 Safety Targets, as shown in the table provided in the meeting packet.

An explanation of the methodologies used to develop the 2021 Safety Targets, as well as the past 2019 Safety Targets and 2020 Safety Targets methodologies, had been provided to the committee.

Mr. Odom made a motion to approve the Safety Targets. Ms. Smith seconded, and the motion passed unanimously.

Item 4A. Fiscal Years 2022 to 2026 Florida Department of Transportation (FDOT) Tentative Work Program

Ms. Anna Taylor with the Florida Department of Transportation (FDOT) provided a presentation covering the Tentative Five-Year Work Program for fiscal years 2021/22 through 2025/26 in Marion County. The FDOT District 5 2021 Work Program Public Hearing Week took place from

January 11 to 15, and had included a Public Hearing Workshop meeting held both virtually and in DeLand on January 14.

The Five-Year Tentative Work Program could also be accessed by web at www.d5wpph.com.

Item 4B. SunTran Bus Route Discussion

Mr. Steven Neal with the City of Ocala gave a presentation to the committee. The presentation provided an overview of the current process underway to assess a re-design of current bus transit service.

The SunTran Service before 2018 had the following:

- 6 Routes
- 70-minute Headway
- Interlined "Figure 8" Routes
- 17 Hours a day
- Monday to Saturday Service

The Existing Transit Network had the following:

- 6 Routes to 7 Routes (Silver Route added)
- "Two-Way" Service to "One-Way" Service
- Loss of coverage for some heavy transit-dependent population area
- Service Extension beyond US 200 & I-75

Some of the challenges that came from the route changes in 2018 included:

- Decreasing Ridership
- Route Issues
- Declining Cost Efficiency
- Additional Locations
- Customer Complaints
- Longer riding time (50% increases from before)
- Loss coverage of needed destinations
- Longer walk to bus stops
- Schedule insufficient to cover after-work trip
- Limited Shelters and Benches

New Locations to service were:
NW Ocala- FedEx Ground, Chewy, AutoZone, Greyhound Stations
W Ocala- Florida Access, the Centers
SW Ocala- Market Street at Heath Brook, New VA Clinic Facility

The Existing Project Status

- 9 new bus vehicles as of August 2020
- Developed public involvement plan
    - On-board Survey (on bus and internet)
    - SunTran Operator Survey

    - Stakeholder Interview Questionnaire
- Coordinate with 3rd-party technical supporting platforms for the transition (Remix and Avail Technologies)

There were plans to implement the redesign system by the summer of 2021.

Item 4C. 2020 TPO Annual Report

In December 2020, the TPO developed an annual report to showcase the major activities accomplished throughout the calendar year by the TPO. Specifically, the 2020 Annual Report highlighted the following major topics:

1. Adoption of the Long Range Transportation Plan (LRTP)
2. Redevelopment of the Transportation Improvement Program (TIP) and creation of the interactive map of TIP projects
3. Major projects and studies that are planned, currently under development or recently completed
4. Re-appointment of Marion Transit as Marion County's Community Transportation Coordinator (CTC)
5. Creation of the TPO's new website and social media platforms

Item 4D. 2021 TPO Major Activities

To start the new calendar year, a summary presentation was provided by Mr. Rob Balmes to highlight major upcoming TPO activities, including milestones and new planning studies.

Item 4E. Congestion Management Plan

Mr. Balmes presented and said that over the next nine months, the TPO staff had been planning to conduct a major update to the Congestion Management Process (CMP) documents. The last significant development of the CMP was in 2011, which had included CMP Policy and Procedures and State of the System reports. In 2021, the TPO planned to develop one revised comprehensive Congestion Management Plan (CMP).

The CMP would outline a systematic approach for identifying and managing congestion on the major federal-aid roadway network within Marion County. That would include an assessment of current and projected traffic conditions, identification of congestion hot spots, recommended strategies and solutions to improve congestion, and planning level guidance for the top congested locations.

The process for developing the CMP would be a collaborative approach involving input and guidance from the technical staff members of the cities of Belleview, Dunnellon and Ocala,

Marion County and the Florida Department of Transportation (FDOT). The TPO had planned for both the Technical and Citizens committees and TPO Board would be involved throughout the process to review information, draft documents and offer feedback.

The TPO would also be working with Kimley-Horn and Associates to support the completion of the CMP. Mr. Balmes provided a kick-off presentation to the committee members outlining the timeline for completion by October 2021.

Item 4F. Pavement, Bridge and Reliability Targets Presentation

Mr. Schauerte presented and said that every year, the Federal Highway Administration (FHWA) required the Florida Department of Transportation (FDOT) and all Metropolitan Planning Organizations in Florida to adopt Performance Measure (PM) targets.

Developed in 2016 as part of the Moving Ahead for Progress in the 21st Century Act, or MAP-21, the targets provided a way for the MPOs and the State to track performance measures and ultimately improved on these measures.

Mr. Schauerte reported on the performance measures and provided tables to outline the targets that had been set by the Florida Department of Transportation and adopted by the TPO.

Item 4G. AMPO Member Spotlight

Ms. Shakayla Irby, Social Media Coordinator for the TPO presented and said that at the start of 2021, The Association of Metropolitan Planning Organizations (AMPO) launched their "aMPO Spotlight" social media campaign and the Ocala Marion Transportation Organization had been scheduled for the first quarter January 11th-15th! The aMPO Spotlight highlighted a different member each week by using AMPO's social media accounts on Twitter, Facebook and Instagram to retweet/repost content; boosting the Organizations social media outreach.

Ms. Irby provided a summary to the committee of the week of highlighted information.

Item 5. Consent Agenda

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

Item 6. Comments by FDOT Staff

Ms. Anna Taylor with FDOT provided the construction report and said that the document had recently been updated to better understand the progress of projects under construction. FDOT was looking for feedback on the updated report.

Item 7. Comments by TPO Staff

Mr. Balmes provided the committee with an upcoming 2021 meeting calendar.

Mr. Balmes also provided information to the committee on the 2045 LRTP Transportation Plan-Executive Summary and said that on November 24, 2020, the TPO Board adopted the 2045 Long Range Transportation Plan (LRTP) and it had been posted to the TPO website. An Executive Summary had been developed. The TPO would be developing an online interactive map to display all the projects from 2021 to 2045 as a resource to the public. The map would be similar to the current Transportation Improvement Program online version that had been on the TPO website.

Mr. Balmes mentioned that 2021 marked the Ocala Marion TPO 40th Anniversary. There would be more information to come on Anniversary ideas and events.

Mr. Schauerte provided an updated to the committee that he had accepted a new position and would be moving back to his hometown.

Item 8. Comments by TAC Members

There were no comments by TAC members.

Item 9. Public Comment

There was no public comments.

Item 10. Adjournment

The meeting was adjourned by Chairman Holland at 12:14pm.

Respectfully Submitted By:

_____

Shakayla Irby, TPO Administrative Assistant

Ocala/Marion County Project Status Update
as of April 5, 2021

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

Current Projects:

Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200 (FDOT Financial Information Number 439238-1)
The purpose of this project is to resurface U.S. 301/441 from State Road 35 (Baseline Road) in Belleview to State Road 200 in Ocala. Additional improvements include modifications to extend left and right turn lanes at various locations, removal of some of the existing on street parking in the downtown area, addition of bicycle lanes within the right of way where possible, updating and providing pedestrian features to meet current standards, and making other drainage and safety improvements as needed.

- Contract: T5675
- Contractor: D.A.B. Constructors, Inc.
- Estimated Start: January 2021
- Estimated Completion: Fall 2021
- Cost: $15.7 million
- Update: The contractor has been working mostly along the shoulders of U.S. 441 and in the right of way to prepare the roadway for paving work in the coming weeks. There have been some lane closures in the Santos area north of Belleview for work to lengthen and widen turning lanes.

Reconstruction of northbound and southbound Wildwood weigh stations (FDOT Financial Information Number 440311-1)

- Contract: E5Z67
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: Spring 2019
- Estimated Completion: Early 2021
- Cost: $12.3 million
- Update: This project was completed in March.

ITS Florida Regional Advanced Mobility Elements (FRAME) (FDOT Financial Information Number 440900-1)

- Contract: T5662
- Contractor: Contract Network LLC
- Estimated Start: Summer 2019

- Estimated Completion: Spring 2021
- Cost: $5.5 million
- Update: The contractor has been working along U.S. 441 and along a number of streets in the City of Ocala to install vehicle detection loops in the roadway approaching various intersections. These loops provide instantaneous feedback to Traffic Centers about the volume and flow of traffic. These installations have necessitated brief nighttime lane closures in various locations in the city.

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

- Contract: E5Z71
- Contractor: SEMA Construction, Inc.
- Estimated Start: Summer 2019
- Estimated Completion: Summer 2021
- Cost: $16.4 million
- Update: The four-lane bridge over the CSX rail line is being constructed in two phases. The eastern two lanes is open to traffic, while the western two lanes are under construction. There are currently detours on Northeast 21st and Northeast 24th streets.

Upcoming Projects:

This is an access management project along West Silver Springs Boulevard, between SW 27th Avenue and Martin Luther King Jr. Boulevard in the City of Ocala. Work will include converting full median openings to directional medians, closing three of the existing full median openings, and extending some of the turn lanes. These modifications reduce traffic conflict points and separate turning movements along this section of S.R. 40. (FDOT Financial Information Number 441366-1)

- Contract: T5710
- Contractor: CW Roberts Contracting
- Estimated Start: Spring, 2021
- Estimated Completion: Summer, 2021
- Cost: $627,000
- Update: Work is tentatively scheduled to begin in May

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

- Contract:
- Contractor: TBD
- Estimated Start: Summer, 2021
- Estimated Completion: Spring, 2022
- Cost: $17.8 million
- Update: The contract for this project is expected to be executed in late May and construction is tentatively scheduled to begin in July.

2021 TAC Meeting Schedule

Ocala Marion Transportation Planning Organization (TPO)
2710 E. Silver Springs Blvd., Ocala, FL 34470
Ocalamariontpo.org
(352) 438-2630

Visit the Ocala Marion TPO website at Ocalamariontpo.org to view meeting updates.

Technical Advisory Committee (TAC) – Monthly at 10:30 a.m. All scheduled TAC Meetings are held on the second Tuesday of the month. TAC Meetings will be held at the Marion County Library Headquarters in Meeting Room C, 2720 E. Silver Springs Blvd., Ocala, FL 34470.
February 9, 2021
April 13, 2021
May 11, 2021
June 8, 2021
August 10, 2021
September 14, 2021
October 12, 2021

Florida Transportation Legislative Newsletter

04/05/2021

Overview

Greetings readers! Welcome to the newest edition of the Florida Transportation Legislative Newsletter. We have crossed the halfway point of the legislative session and it has been a very different session this year. The capitol is still closed to visitors and lobbyists, the legislation that is making headlines is well…. It is making headlines for a reason, I think that pretty covers it without going into nasty details of bills that we don't like or wouldn't brag about to friends living in other states. So, what bills should we be watching for the transportation industry?

The mid-block crossing bill is of great concern, I have written about it before and the news is pretty much the same as before. This bill would require Florida to ask the federal government for permission to change the flashing yellow lights on Rapid Flashing Beacons, those pedestrian crossing warning lights that are located in the middle of a block, with red lights. Right now, the MUTCD which stands for Manual on Uniform Traffic Control Devices (say that 5 times really fast) won't allow it. The purpose of the MUTCD is to give drivers a uniform expectation when traveling from one state to another. All directional signs on the highways are similar, that is thanks to the MUTCD. So if you are in Utah or Florida, a stop sign looks the same, thanks to the MUTCD. Here's the rub though, if the feds through the MUTCD say no to our request for swapping out the yellow lights for red lights then the mid-block crossings with yellow lights have to come out. The bill sponsor has stated that the yellow flashing lights give the pedestrian a false sense of security. HB 1113 is moving and this year it just feels like it is moving better, stronger, faster than last year. Added to the worries, the Senate version, SB 1412 is moving along well, too well. In fact, it is up in committee on Thursday morning, check out the agenda for the Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

To wrap this up, if a bill hasn't moved yet this session, if it hasn't been heard in it's first committee then we can figure that bill is not going to pass this legislative session. Like years past, there are a number of bills that haven't been heard in their first committee at the halfway point of session. They can probably come out of the newsletter next week or the week after.

Key dates for the 2021 Florida Legislative Session are shown immediately below. All new bills and any updates to bills shown in the last section of the newsletter are in RED so you can quickly distinguish between updates and old news. A few bills have been filed; many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

Grab a cup of coffee and enjoy this edition of the Florida MPOs Legislative Update.

Written almost weekly by Carl Mikyska
FloridaMPOs@gmail.com

Important Dates for the 2021 Legislative Session

- August 1, 2020 - Deadline for filing claim bills (Rule 4.81(2))
- January 29, 2021 5:00 p.m. - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- February 26, 2021 5:00 p.m. - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- March 2, 2021 - Regular Session convenes (Article III, section 3(b), State Constitution) 12:00 noon, deadline for filing bills for introduction (Rule 3.7(1))
- April 17, 2021 - Motion to reconsider made and considered the same day (Rule 6.4.(4)) All bills are immediately certified (Rule 6.8)
- April 20, 2021 50th day – last day for regularly scheduled committee meetings (Rule 2.9(2))
- April 30, 2021 60th day – last day of Regular Session (Article III, section 3(d), State Constitution)

Legislation of interest

This is a summary of transportation related bills filed and published on the legislature's website as of April 05, 2021. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below are in RED so you can quickly distinguish between updates and old news.

HB 35: Legal Notices – (Fine; Co-Introducer: Grieco) – Comparable bill SB 402 by Rodrigues. Provides for website publication of legal notices; provides criteria for such publication; authorizes fiscally constrained county to use publicly accessible website to publish legally required advertisements & public notices; requires government agency to provide specified notice to residents concerning alternative methods of receiving legal notices. Filed in the House. Referred to Civil Justice and Property Rights Subcommittee; Judiciary Committee. On Committee agenda-- Civil Justice and Property Rights Subcommittee, 02/03/21, 4:30 pm, Webster Hall. Passed Civil Justice and Property Rights Subcommittee, now in Judiciary Committee. Passed Judiciary, Now on House Floor, 1st Reading. Passed the House YEAS 85, NAYS 34. Sent to the Senate.

HB 53: Public Works Projects – (DiCeglie) – Revises definition of term "public works project"; prohibits state or any political subdivision that contracts for public works project from requiring specified acts by certain persons engaged in such project or prohibiting certain persons from receiving information about public works opportunities. Referred to Government Operations Subcommittee; Public Integrity and Elections Committee; State Affairs Committee. Added to Government Operations Subcommittee agenda. Passed Government Operations

Subcommittee. Laid on the table and Committee Substitute filed. Referred to Public Integrity & Elections; State Affairs. Now in Public Integrity & Elections. Passed Public Integrity & Elections. Laid on the table, Amended version filed and referred to State Affairs Committee.

SB 54: Motor Vehicle Insurance – (Burgess; Co-Introducers: Rouson) – Related Bill HB 273 by Plakon, SB 420 by Hooper and HB 719 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; providing an exception to the circumstances under which a person who is damaged may bring a civil action against an insurer; revising coverages subject to premium discounts for specified motor vehicle equipment; specifying persons whom medical payments coverage must protect, etc. APPROPRIATION: $83,651. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance; YEAS 10 NAYS 2. Now in Judiciary. On Committee agenda-- Judiciary, 02/15/21, 2:30 pm, 412 Knott Building. Passed Judiciary; 7 YEAS, 2 NAYS. Now in Rules. Passed Rules, 12 YEAS, 3 NAYS. On the full Senate Floor, on 2nd reading. On Special Order Calendar.

HB 57: Transportation – (Andrade) – Similar Bill SB 1194 by Hooper. Similar to SB 1500 by Harrell (this bill seems to be moving). Revises provisions relating to motor vehicle sales tax, competitive solicitations, vehicles displaying flashing lights, annual cap on project contracts, airport restrictions, arbitration of contracts by & membership of State Arbitration Board, borrow pit operation, & performance standards for certain extraction locations. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Original reference to Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee removed. Now in Commerce Committee.

HB 59: Growth Management – (McClain; Co-Introducer Sabatini) – Similar Bill SB 496 by Perry. Requires local governments to include property rights element in their comprehensive plans; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; prohibits local government's property rights element from conflicting with statutorily provided statement of rights; provides that certain property owners are not required to consent to development agreement changes; prohibits municipality from annexing specified areas; requires DOT to afford right of first refusal to certain individuals; provides requirements & procedures for right of first refusal; authorizes certain developments of regional impact agreements to be amended. Filed in the House. Referred to Local Administration and Veterans Affairs Subcommittee; Civil Justice and Property Rights Subcommittee; State Affairs Committee. On Committee agenda-- Local Administration and Veterans Affairs Subcommittee, 02/04/21, 12:00 pm, Sumner Hall. Passed Local Administration and Veterans Affairs Subcommittee 12 YEAS, 6 NAYS. Added to Civil Justice & Property Rights Subcommittee agenda. Passed Civil Justice & Property Rights Subcommittee. Passed out of State Affairs. Now on the House Floor for a full House vote, on 1st reading. On 2nd reading. Passed the House, YEAS 82, NAYS 32.

SB 62: Regional Planning Councils – (Bradley) – Revising a requirement for the Executive Office of the Governor to review and consider certain reports, data, and analyses relating to the revision of the state comprehensive plan; eliminating the advisory role of regional planning councils in state comprehensive plan preparation and revision; repealing provisions relating to the Florida Regional Planning Council Act; authorizing local governments to recommend areas of critical state concern to the state land planning agency, etc. RPCs would be able to host MPOs under the bill as currently written. Referred to Community Affairs; Judiciary; Rules. On Committee agenda-- Community Affairs, 01/26/21, 3:30 pm, 37 Senate Building. CS by Community Affairs; YEAS 6 NAYS 3. Now in Judiciary. Watch this bill to see if it becomes the subject of an amendment to a bill that is moving while on the Senate and/or House Floor.

HB 91: Use of Wireless Communications Devices While Driving – (Slosberg; Co-Introducer: Grieco) – Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises information that may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Filed in the House. Referred to Criminal Justice and Public Safety Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Judiciary Committee.

SB 100: Highway Projects – (General Bill by Appropriations - Harrell) – Repealing provisions relating to applications for funding for technical assistance relating to areas in and around a proposed multiuse corridor interchange; requiring that $35 million transferred to Florida's Turnpike Enterprise be used for a specified purpose beginning in a specified fiscal year and annually for up to 30 years thereafter; requiring that certain increased revenues be used to fund specified projects beginning in a specified fiscal year and annually thereafter; requiring the department, in coordination with the Florida Turnpike Enterprise, to evaluate certain roadways for development of specific controlled access facilities and to include such projects in the work program, etc. Referred to Transportation; Appropriations. Favorable by Transportation; YEAS 5 NAYS 3, Now in Appropriations. CS by- Appropriations; YEAS 17 NAYS 2. Passed the full Senate; YEAS 39 NAYS 1. To be sent to the House.

SB 138: Electric Vehicles – (Brandes) – Related Bill SB 140 by Brandes. Identical Bill HB817 by Toledo. Revising the Department of Transportation's goals relating to mobility; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; specifying that certain rules adopted by the Department of Agriculture and Consumer Services may not require specific methods of sale for electric vehicle charging equipment used in, and services provided in, this state, etc. APPROPRIATION: $5,000,000. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation, 8 YEAS, Zero NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in Appropriations.

SB 140: Fees/Electric Vehicles – (Brandes) – Related Bill SB 138 by Brandes. Identical Bill HB819 by Learned. Creating additional fees for electric vehicles; creating a license tax and an additional fee for plug-in hybrid electric vehicles; requiring, on specified dates, the Department of Highway Safety and Motor Vehicles to increase the additional fees, subject to certain requirements; providing that certain vehicles are exempt from specified fees, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation, 7 YEAS, 1 NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in Appropriations.

HB 139: Electronic Transactions for Title Certificates and Registrations – (Fernandez-Barquin) – Authorizes tax collectors to accept applications for motor vehicle & vessel certificates of title by electronic or telephonic means, to collect electronic mail addresses for use as method of notification, & to contract with vendors to provide electronic & telephonic transactions; provides that electronic signature that meets certain requirements satisfies signature required for application for certificate of title; specifies tax collection systems for which certain fees may be used for integration with Florida Real Time Vehicle Information System; requires DHSMV to provide tax collectors & approved vendors with certain data access & interface functionality; specifies authorized uses; requires DHSMV to ensure approved vendors protect customer privacy & data collection. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table, Committee Substitute filed. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda.

SB 178: Public School Transportation – (Cruz) – Comparable Bill HB 229 by Salzman. Revising the requirement that district school boards provide transportation for certain students; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student; requiring, rather than authorizing, a district school board to initiate a specified proceeding relating to hazardous walking conditions, etc. Referred to Education; Appropriations Subcommittee on Education; Appropriations.

HB 205: Requirements for Establishing or Increasing Tolls – (Borrero) – Requires increase of current toll or development of new toll collection facility in county with certain population to be approved by board of county commissioners. After July 01, 2022 a toll increase or new toll in a county of over 1 million population will require a two-thirds vote of board of county commissioners at a regularly scheduled meeting. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Commerce Committee.

HB 229: Hazardous Walking Conditions for K-12 Students – (Salzman) – Comparable Bill SB 178 by Cruz. Requires DOT to develop & adopt standards & criteria to identify hazardous walking conditions; Revises provisions relating to the transportation of students subjected to hazardous walking conditions & funding for such students. Filed in the House. Referred to

Early Learning and Elementary Education Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Education and Employment Committee. Passed Early Learning & Elementary Education Subcommittee and was amended. Amended version was laid on the table and a substitute version was sent forward.

HB 267: State Preemption of Seaport Regulations – (Roach; Sirois) – Identical Bill SB 426 by Boyd. Preempts to state regulation of commerce in state seaports; provides exceptions; provides construction. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee, Laid on Table and Committee Substitute taken up. Referred to Referred to Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Local Administration & Veterans Affairs Subcommittee. Passed Local Administration & Veterans Affairs Subcommittee with an amendment.

HB 273: Motor Vehicle Insurance Coverage Exclusions – (Plakon) – Similar to SB54 by Burgess, SB 420 by Hooper and HB 719 by Grall. Provides private passenger motor vehicle policies may exclude identified individuals from specified coverages; provides exceptions. Filed in the House. Referred to Insurance & Banking Subcommittee; Commerce Committee. Now in Insurance & Banking Subcommittee. Favorable by Insurance & Banking Subcommittee. Added to Commerce Committee agenda.

SB 278: Traffic Offenses – (Baxley) - Creating the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person's driver license for a minimum specified period, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Now in Transportation.

HB 297: Child Restraint Requirements – (Hinson) – Identical Bill SB380 by Perry - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Children, Families & Seniors Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

HB 337: Impact Fees – (DeCeglie) – Identical to S750 by Gruters - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Local Administration & Veterans Affairs Subcommittee; Referred to Ways & Means Committee; Referred to State Affairs Committee. On committee agenda of Local Administration & Veterans Affairs Subcommittee. Passed Local Administration & Veterans Affairs Subcommittee. Now in Ways & Means

Committee. Added to Ways & Means Committee agenda. Passed Ways & Means Committee with an amendment.

SB 342: Vehicle and Vessel Registration – (Diaz) – Requiring tax collectors to determine service charges collected by privately owned license plate agents for motor vehicle titles; requiring that additional service charges be itemized and disclosed to the person paying them; requiring a license plate agent to enter into a contract with the tax collector for a certain purpose; requiring tax collectors and approved license plate agents to enter into a memorandum of understanding with the department for a certain purpose, etc. Filed in the Senate. Referred to Transportation; Finance and Tax; Rules. Passed Transportation 7 YEAS, Zero NAYS. Passed Finance and Tax; YEAS 8 NAYS 0. Now in Rules. On Committee agenda-- Rules, 04/06/21, 9:30 am, 412 Knott Building.

HB 353: Bicycle Operations Regulations – (Hage) – Identical to SB738 by Baxley - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Commerce Committee. Passed Commerce Committee. On the House Floor for a full House vote, on 2nd reading. Passed the House; YEAS 115, NAYS 0.

HB 357: Photographic Enforcement of School Zone Speed Limits – (Duran and Rodriguez) – Authorizes county or municipality to contract with vendor to install cameras in school speed zones to enforce speed limits; provides civil penalty for violation found through recording of photographic images; provides for disposition & use of funds; provides for determination of liability; provides nonapplication of violation to driver license points assessment, conviction, driving record, or provision of motor vehicle insurance coverage; requires referral to DHSMV resulting in prohibition of motor vehicle registration renewal & transfer of title; provides for removal of penalties. Filed in the House. Referred to Criminal Justice & Public Safety Subcommittee; Tourism, Infrastructure & Energy Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Now in Criminal Justice & Public Safety Subcommittee. Passed Criminal Justice & Public Safety Subcommittee. Now in Tourism, Infrastructure & Energy Subcommittee.

HB 365: Motor Vehicle Rentals – (Caruso) – Similar to SB 566 by Perry and S 708 By Brandes - Provides requirements for sales taxes & surcharges on motor vehicle leases & rentals by motor vehicle rental companies & peer-to-peer car-sharing programs; specifies insurance requirements for shared vehicle owners & shared vehicle drivers; provides for liability; provides for exclusions; provides right of contribution to shared vehicle owner's insurer for certain claims; requires provision of certain information regarding liens; specifies recordkeeping, record-sharing, disclosure, & driver license verification & data retention requirements; provides for consumer protections Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Ways & Means Committee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. On the agenda for Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Ways and Means.

SB 376: Jacksonville Transportation Authority Leases – (Gibson) – Related Bill HB 6015 by Duggan. Removing a limitation on the term of a lease into which the authority may enter, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. Favorable by Transportation; YEAS 8 NAYS 0. Now in Community Affairs. Passed Community Affairs, now in Rules.

SB 380: Child Restraint Requirements – (Perry) – Identical Bill HB297 by Hinson - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Transportation; Rules. On Committee agenda-- Children, Families, and Elder Affairs, 02/03/21, 9:00 am, 37 Senate Building. Favorable by Children, Families, and Elder Affairs; YEAS 8 NAYS 0. Now in Transportation. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Rules. Passed Rules, next stop is a full Senate Floor vote. Passed Senate YEAS 38 NAYS 0. Now being sent to the House.

HB 389: Tampa Bay Area Regional Transit Authority – (Mariano) – Identical to SB 422 By Rouson - Renames Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as Chairs Coordinating Committee; removes requirement that authority provide administrative support & direction; authorizes mayor's designated alternate to be member of governing board of authority; requires that alternate be elected member of & approved by city council; requires alternate to attend meetings in mayor's absence & have full voting rights; revises quorum requirements; requires simple majority of members present for action to be taken; deletes requirements for authority to present regional transit development plan & updates to TBARTA Metropolitan Planning Organization Chairs Coordinating Committee, coordinate plans & projects with committee, & participate in regional M.P.O. planning process. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Local Administration & Veterans Affairs Subcommittee.

SB 420: Motor Vehicle Insurance Coverage Exclusions – (Hooper) – Similar to SB54 by Burgess, HB273 by Plakon and HB 719 by Grall - Providing that private passenger motor vehicle policies may exclude certain identified individuals from specified coverages under certain circumstances; providing that such policies may not exclude coverage under certain circumstances, etc. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance. Passed Judiciary. Now in Rules.

SB 422: Tampa Bay Area Regional Transit Authority – (Rouson) – Identical to HB 389 by Mariano - Renaming the Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as the Chairs Coordinating Committee; providing that a mayor's designated alternate may be a member of the governing board of the authority; revising a provision requiring the authority to present the regional transit development plan and updates to specified entities, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs.

SB 426: State Preemption of Seaport Regulations – (Boyd) – Identical Bill HB 267 by Roach. Preempting to the state the regulation of commerce in state seaports; providing exceptions, etc. Referred to Transportation; Community Affairs; Rules. Passed Transportation, Now in Community Affairs. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. Now in Rules.

SB 496: Growth Management – (Perry) - Similar to HB 59 by McClain. Specifying requirements for certain comprehensive plans effective, rather than adopted, after a specified date and for associated land development regulations; requiring local governments to include a property rights element in their comprehensive plans; prohibiting a local government's property rights element from conflicting with the statement of rights contained in the act; providing that the consent of certain property owners is not required for development agreement changes under certain circumstances; requiring the Department of Transportation to afford a right of first refusal to certain individuals under specified circumstances, etc. Filed in the Senate. Referred to Community Affairs; Judiciary; Rules. Passed Community Affairs, On Committee agenda-- Judiciary, 03/15/21, 3:30 pm, 412 Knott Building. Passed Judiciary; YEAS 11 NAYS 0. Now in Rules. Passed Rules; YEAS 17 NAYS 0. On the Senate Floor, on 2nd reading.

SB 514: Resiliency – (Rodrigues) - Establishing the Statewide Office of Resiliency within the Executive Office of the Governor; creating the Statewide Sea-Level Rise Task Force adjunct to the office; authorizing the Department of Environmental Protection to contract for specified services, upon request of the task force; requiring the Environmental Regulation Commission to take certain action on the task force's recommendations, etc. APPROPRIATION: $500,000. Filed in the Senate. Referred to Environment and Natural Resources; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On Committee agenda-- Environment and Natural Resources, 02/15/21, 3:30 pm, 37 Senate Building. Passed Environment and Natural Resources; 6 YEAS, Zero NAYS. Now in Appropriations Subcommittee on Agriculture, Environment, and General Government.

SB 566: Motor Vehicle Rentals – (Perry) – Similar to HB365 by Caruso and SB708 by Brandes - Specifying the applicable sales tax rate on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying the applicable rental car surcharge on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying insurance requirements for shared vehicle owners and shared vehicle drivers under peer-to-peer car-sharing programs; providing an exemption from vicarious liability for peer-to-peer car-sharing programs and shared vehicle owners, etc. Filed in the Senate. Referred to Banking and Insurance; Transportation; Appropriations. On Committee agenda-- Banking and Insurance, 03/16/21, 9:30 am, 412 Knott Building. On Committee agenda-- Banking and Insurance, 03/24/21, 8:30 am, 412 Knott Building. Passed Banking and Insurance; YEAS 11 NAYS 1. Now in Transportation. On Committee agenda-- Transportation, 03/30/21, 3:30 pm, 110 Senate Building. Passed Transportation, 8 YEAS Zero NAYS. Now in Appropriations.

HB 605: Bicycle and Pedestrian Safety – (Hunschofsky) – Identical to SB950 by Book - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle

driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee, Infrastructure & Tourism Appropriations Subcommittee, Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table and Committee Substitute adopted. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda. Passed Infrastructure & Tourism Appropriations Subcommittee. Now in Commerce Committee.

SB 684: Department of Transportation – (Brandes) – Identical to HB 707 by Chaney - Requiring the Department of Transportation to allow persons to purchase certain commuter passes for their motor vehicles; requiring that funds collected from the sale of the commuter passes be deposited in specified trust funds and used for the operation and maintenance of the Pinellas Bayway System; requiring the department or the enterprise, as appropriate, to use a specified portion of funds collected from the sale of commuter passes during a specified period of time for landscaping and beautification, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

HB 707: Department of Transportation – (Chaney) – Identical to SB 684 by Brandes - Requires DOT to allow persons to purchase commuter passes for motor vehicles; requires funds collected from sale of commuter passes be deposited in specified trust funds & used for operation & maintenance of Pinellas Bayway System; requires DOT or Florida Turnpike Enterprise to index annual commuter pass costs to inflation indicators; requires DOT or Florida Turnpike Enterprise to use specified portion of funds collected from sale of commuter passes during specified periods of time for landscaping & beautification. Referred to Tourism, Infrastructure & Energy Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

SB 708: Peer-to-peer Car Sharing – (Brandes) – Identical to HB 785 by Busatta Cabera - Specifying motor vehicle insurance requirements for peer-to-peer car-sharing programs; authorizing peer-to-peer car-sharing programs to own and maintain certain policies of motor vehicle insurance; requiring peer-to-peer car-sharing programs to assume certain liability; authorizing motor vehicle insurance policies to exclude specified coverages under certain circumstances; authorizing specified insurers to seek contributions against indemnifications under certain circumstances, etc. Referred to Banking and Insurance; Transportation; Appropriations.

HB 719: Motor Vehicle Insurance – (Grall) – Similar to SB54 by Burgess, HB 273 by Plakon and SB 420 by Hooper - Repeals provisions relating Florida Motor Vehicle No-Fault Law; revises garage liability insurance requirements; revises minimum coverage requirements for proof of financial responsibility for motor vehicles; revises amount of certificate of deposit required to elect certain method of proof of financial responsibility; revises excess liability

coverage requirements; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises coverages of motor vehicle policy which are subject to stacking prohibition; revises insurance requirements for transportation network companies or TNC drivers or vehicle owners. APPROPRIATION: $83,651. Filed in the House. Referred to Civil Justice & Property Rights Subcommittee, Insurance & Banking Subcommittee, Judiciary Committee. Now in Civil Justice & Property Rights Subcommittee.

HB 729: Transportation Projects – (Gregory) – Identical Bill SB 1364 by Brodeur. Limits amount of State Transportation Trust Fund revenues to be committed for certain public transportation projects; revises amount of funding allocated by DOT to transportation construction projects for purchase of plant materials; revises types of projects receiving allocation; removes requirement that certain amount of allocation be for purchase of large plant materials; requires purchased plant materials to be grown in this state; authorizes DOT to enter into certain contracts without advertising & receiving competitive bids; authorizes DOT to combine certain work phases. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee, Infrastructure & Tourism Appropriations Subcommittee, Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

SB 738: Bicycle Operations Regulations – (Baxley) – Identical to HB353 by Hage - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs. Passed Community Affairs. Now in Rules. On Committee agenda-- Rules, 03/18/21, 9:00 am, 412 Knott Building --Not Considered (Note: This usually means that the committee ran out of time before this bill could be considered). Passed Rules; YEAS 17 NAYS 0. On the Senate Floor for a full vote, Placed on Special Order Calendar, 04/01/21.

HB 745: School Bus Safety – (Slosberg) – Identical to SB1050 by Berman - Authorizes school district to install cameras on school buses; authorizes DHSMV, county, or municipality to authorize traffic infraction enforcement officer to issue & enforce citation for failing to stop for school bus; requires notification to be sent to owner of vehicle involved in violation; prohibits receiving commission or remuneration based on use of camera; requires payment of citation unless certain information is established in affidavit; provides penalties for submitting false affidavit; requires annual reports to DHSMV, Governor, & Legislature; provides hearing procedures; authorizes appeal of final order; provides disposition of civil penalties. Filed in the House. Referred to Criminal Justice & Public Safety Subcommittee; PreK-12 Appropriations Subcommittee; Judiciary Committee. Now in Criminal Justice & Public Safety Subcommittee.

SB 750: Impact Fees – (Gruters) – Identical to HB337 by DiCeglie - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Community Affairs; Finance and Tax; Appropriations. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. On Committee agenda-- Finance and Tax, 03/31/21, 11:00 am, 110 Senate Building. Passed Finance and Tax; 6 YEAS, 2 NAYS. Now in Appropriations.

HB 763: Repeal of the Multi-use Corridors of Regional Economic Significance Program and Reversion of Program Funds – (Diamond) – Identical to SB1030 by Polsky - Repeals provisions relating to M-CORES Program & related funding; requires portions of certain annual license tax revenues to be deposited into General Revenue Fund; revises period during which certain revenues shall be transferred to Florida's Turnpike Enterprise. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

HB 785: Peer-to-peer Car Sharing – (Brusatta Cabera) – Identical to SB708 by Brandes - Provides motor vehicle insurance requirements for peer-to-peer car sharing; provides that peer-to-peer car-sharing programs have insurable interest in shared vehicles; authorizes such companies to own & maintain certain policies of motor vehicle insurance; provides primary liabilities; provides exemptions from vicarious liabilities; authorizes insurance policies to exclude specified coverages; authorizes specified insurers to seek contributions against indemnifications; provides requirements for notifications of implications of liens, recordkeeping & specified disclosures to shared vehicle drivers & owners. Filed in the House.

HB 817: Electric Vehicles – (Toledo) – Linked bill HB819 by Learned. Identical to SB138 by Brandes - Authorizes DOT to adopt rules; revises DOT's goals relating to mobility; requires that certain funds be used for specified purposes relating to Electric Vehicle Infrastructure Grant Program; requires that certain funds remain in State Transportation Trust Fund; requires DOT to establish program; provides for distribution of grants to certain entities to install electric vehicle charging infrastructure; provides grant requirements; provides requirements for equipment installed using grant funds; provides duties of DOT; authorizes DOT to develop model plan for local governments; requires DOT to adopt rules; specifies that certain rules adopted by DACS may not require specific methods of sale for electric vehicle charging equipment used in, & services provided in, this state; provides appropriation. APPROPRIATION: $5,000,000. Filed in the House.

HB 819: Fees/Electric Vehicles – (Learned) – Linked bill HB817 by Toledo. Identical to SB140 by Brandes - Creates additional fees for electric vehicles; creates license tax & an additional fee for plug-in hybrid electric vehicles; provides for distribution of proceeds from additional fees; requires DHSMV to increase additional fees, subject to certain requirements; exempts certain vehicles from specified fees; provides for future expiration & reversion of specified statutory text. Filed in the House.

SB 924: Multi-use Corridors of Regional Economic Significance Program – (Hooper) – Revising the allocation of certain funds, for specified fiscal years, that result from increased revenues to the State Transportation Trust Fund, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 950: Bicycle and Pedestrian Safety – (Book) – Identical to HB605 by Hunschofsky - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle

driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Transportation, 03/30/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Original reference(s) removed: Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Remaining references corrected to Rules. Now in Rules.

SB 1030: Repeal of the Multi-use Corridors of Regional Economic Significance Program and Reversion of Program Funds – (Polsky) – Identical to HB763 by Diamond - Repeals provisions relating to M-CORES Program & related funding; requires portions of certain annual license tax revenues to be deposited into General Revenue Fund; revises period during which certain revenues shall be transferred to Florida's Turnpike Enterprise. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 1050: School Bus Safety – (Berman) – Identical to HB745 by Slosberg - Authorizes school district to install cameras on school buses; authorizes DHSMV, county, or municipality to authorize traffic infraction enforcement officer to issue & enforce citation for failing to stop for school bus; requires notification to be sent to owner of vehicle involved in violation; prohibits receiving commission or remuneration based on use of camera; requires payment of citation unless certain information is established in affidavit; provides penalties for submitting false affidavit; requires annual reports to DHSMV, Governor, & Legislature; provides hearing procedures; authorizes appeal of final order; provides disposition of civil penalties. Referred to Transportation; Judiciary; Appropriations.

HB 1113: Traffic and Pedestrian Safety – (Fine) – Similar to SB 1412 by Perry - Requires study to be conducted which recommends installation of specified pedestrian crosswalk before installation occurs; requires pedestrian crosswalk on public highway, street, or road which is located at point other than at intersection with another public highway, street, or road to conform to specified requirements; provides coordination requirements for such devices & signals; requires entity with jurisdiction over public highway, street, or road with certain pedestrian crosswalk to ensure that crosswalk conforms to specified requirements or authorizes entity to remove any such crosswalk; requires DOT to submit certain request for authorization to Federal Government; requires applicable entities to replace or remove specified traffic control devices within specified timeframe after date of federal authorization or denial, as applicable; authorizes retrofitting. Filed in the House. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda. Passed Infrastructure & Tourism Appropriations Subcommittee. Now in Commerce Committee.

SB 1126: Department of Transportation – (Harrell) – Clarifying that the Department of Revenue is responsible for a certain transfer from the State Treasury to the General Revenue Fund of a portion of documentary stamp tax distributions credited to the State Transportation Trust Fund; deleting a requirement that the department provide space and video conference

capability at each of the department's district offices as an alternative to physical appearance by a person requesting a hearing before the Commercial Motor Vehicle Review Board within the department; requiring the department, when proposing any project on the State Highway System which will close or modify an existing access to an abutting property owner, to provide notice to affected property owners, municipalities, and counties at least 180 days before the design phase of the project is completed, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/24/21, 2:30 pm, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 10 NAYS 0 with a committee substitute (meaning amended). Now in Appropriations.

SB 1194: Transportation – (Hooper) – This bill is becoming the catch-all bill, the train. Similar to HB57 by Andrade - Providing that certain governmental entities may not prohibit certain vendors from responding to competitive solicitations of certain contractual services; requiring contractors wishing to bid on certain contracts to first be certified by the Department of Transportation as qualified; exempting airports from certain restrictions regarding entities performing engineering and inspection services; revising and providing definitions; revising requirements for arbitration of certain contracts by the State Arbitration Board, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Transportation, 03/24/21, 8:30 am, 110 Senate Building. Passed Transportation; YEAS 7 NAYS 0. Original reference(s) removed: Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Remaining references corrected to Appropriations. Now in Appropriations

SB 1248: Racing Motor Vehicles – (Book) – Revising prohibitions on persons driving motor vehicles in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, or exhibition of speed, a stunt, agility, or acceleration or for other specified purposes on any highway, roadway, or parking lot; prohibiting a person from coordinating via social media any such race, competition, contest, test, or exhibition; prohibiting persons from operating a vehicle in a manner that would constitute participation in an organized ride, etc. Filed in the Senate. Referred to Transportation; Criminal Justice; Rules.

SB 1276: Fees – (Hooper) – Requiring the Department of Highway Safety and Motor Vehicles to publish notice when electric vehicles and hybrid vehicles make up 5 percent or more of the total number of vehicles registered in this state; providing fees for electric vehicles and hybrid vehicles beginning after the department publishes such notice; requiring that the proceeds of certain fees be deposited into the State Transportation Trust Fund, etc. Filed in the Senate. Referred to Transportation; Finance and Tax; Appropriations.

SB 1332: Electric Vehicle Charging Stations – (Brandes) – Urging Congress to authorize installation of electric vehicle charging stations in rest areas on the interstate highway system and to allow charging station providers to charge a fee for public use of charging stations installed in such rest areas, etc. Filed in the Senate.

SB 1364: Transportation Projects – (Brodeur) – Identical Bill HB 729 by Gregory. Limiting the amount of State Transportation Trust Fund revenues to be committed for certain public transportation projects; revising the amount of funding allocated by the Department of Transportation to transportation construction projects for the purchase of plant materials; removing a requirement that a certain amount of such allocation be for the purchase of large plant materials; requiring purchased plant materials to be grown in this state; authorizing the department to enter into certain contracts without advertising and receiving competitive bids under certain circumstances, etc. Filed in the Senate.

SB 1412: Traffic and Pedestrian Safety – (Perry) – Similar Bill HB 1113 by Fine. Citing this act as the "Sophia Nelson Pedestrian Safety Act"; requiring a traffic engineering study to be conducted which recommends installation of a specified pedestrian crosswalk before such installation occurs; requiring a pedestrian crosswalk on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road to conform to specified requirements; providing coordination requirements for certain devices and signals; requiring that traffic control signal devices at adjacent intersections be taken into consideration, etc. Filed in the Senate. On Committee agenda-- Transportation, 03/24/21, 8:30 am, 110 Senate Building. Favorable by Transportation; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 04/08/21, 9:00 am, 110 Senate Building.

SB 1500: General Bill by Transportation – (Harrell) – Requiring drivers to change lanes when approaching a road and bridge maintenance or construction vehicle displaying warning lights on the roadside; authorizing the Department of Highway Safety and Motor Vehicles to conduct compliance reviews for a specified purpose; authorizing the department to conduct investigations and examinations relating to violations of provisions relating to title certificates; prohibiting the Central Florida Expressway Authority from constructing any extensions, additions, or improvements to the Central Florida Expressway System in Lake County without prior consultation with, rather than consent of, the Secretary of Transportation, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

HB 6009: Traffic Infraction Detectors – (Sabatini; Co-Introducers: Borrero; D. Smith) - Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Commerce Committee.

HB 6015: Jacksonville Transportation Authority Leases – (Duggan) – Related Bill SB 376 by Gibson. Removes limitation on term of lease into which authority may enter. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee.