



Transportation Improvement Program

**for FISCAL YEARS
2020/21-2024/25**

**Approved
June 24, 2020**

**Prepared by the
Lake-Sumter Metropolitan Planning Organization
1300 Citizens Blvd. Suite 175
Leesburg, FL 34748**

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Lake~Sumter MPO Transportation Improvement Program

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LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2020 - 6

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION; ADOPTING THE FYS 2020/21 – 2024/25 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE PROJECTS IN THE FLORIDA DEPARTMENT OF TRANSPORTATION WORK PROGRAM FOR FISCAL YEARS 2020/21 THROUGH 2024/25.

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Lake~Sumter MPO Planning Area; and

WHEREAS, Section 339.175, Florida Statutes; 23 U.S.C. Section 134; and Title 49 U.S.C. require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, must have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, 23 U.S.C. Section 134(j) and Section 339.175(8), Florida Statutes, require the Lake~Sumter MPO to formulate a Transportation Improvement Program (TIP), defined by 23 C.F.R. Section 450.104 as a prioritized listing/program of transportation projects that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process; and

WHEREAS, Section 339.175(8), Florida Statutes, requires that the TIP include projects and project phases to be funded with state or federal funds that are recommended for advancement during the next fiscal year and four subsequent fiscal years; and

WHEREAS, the Lake~Sumter MPO is adopting the FY 2020/21 – 2024/25 TIP in order to include projects that were not completed or that were not committed in the previous state fiscal year, and that, under federal regulations, must be included in the Lake~Sumter MPO FYs 2020/21-2024/25 adopted TIP for consistency with the FDOT Work Program and the State Transportation Improvement Plan (STIP).

NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO that the:

1. FY 2020/21–FY 2024/25 TIP is hereby endorsed and adopted (Exhibit A); and
2. The FY 2020/21–FY 2024/25 TIP includes projects in the FDOT FY 2020/21–FY 2024/25 Work Program; and
3. Federally-aided projects listed in the FY 2020/21–FY 2024/25 TIP will be initiated within the MPO Area; and
4. The Chair of the Lake~Sumter MPO is hereby authorized and directed to submit the FY 2020/21–FY 2024/25 TIP to the:


- a. Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT);
- b. Federal Transit Administration (FTA) through FDOT;
- c. Federal Aviation Administration (FAA);
- d. Bureau of Community Planning, Division of Community Development, Florida Department of Economic Opportunity (DEO); and
- e. Members of the Florida Legislature representing the Lake~Sumter MPO.

PASSED AND ADOPTED this 24th day of June, 2020.

Lake~Sumter Metropolitan Planning Organization


Leslie Campione, Chair

Approved as to Form and Legality:


Diana Johnson, MPO Attorney

Lake~Sumter MPO Transportation Improvement Program

LAKE~SUMTER MPO - TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

The Lake~Sumter Metropolitan Planning Organization (MPO) is the regional transportation planning entity within Lake and Sumter Counties, including the Orlando Urbanized Area, the Leesburg/Eustis Urbanized Area, and the Lady Lake/ Villages Urbanized Area (UZA). MPOs are established by state and federal laws and through interlocal agreements to provide a process for local governments within a non - Transportation Management Area (TMA) to coordinate with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The MPO develops the Transportation Improvement Program (TIP) annually in accordance with state and federal requirements, and the current Florida Department of Transportation (FDOT) MPO Program Management Handbook. The TIP is submitted to federal and state review agencies according to the dates, processes and agencies described in the handbook. The MPO planning process is continuing, comprehensive and cooperative.

PURPOSE

The TIP is a 5-year financially feasible program of multi-modal transportation improvement projects, as adopted by state and local government jurisdictions and transportation agencies. The Lake~Sumter MPO TIP is updated annually as one of several prerequisites for continued receipt of federal assistance for transportation improvements.

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The projects listed in the TIP are capital and noncapital surface transportation projects proposed for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 (including bicycle facilities, sidewalks, and transportation alternatives projects). Also included are all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) regardless of funding source. In addition, the TIP identifies major improvement projects funded with local sources.

USING THE TIP

The TIP includes all transportation improvements with federal and/or state funding during the FY 2020/21 - 2024/25 period. Projects in the TIP are grouped into one of the following sections:

- A. Transportation Planning/Studies
- B. Roadway Capacity Projects
- C. Traffic Operations, Maintenance, and Safety Projects
- D. Bicycle, Pedestrian, Trail, and Enhancement Projects
- E. Transit and Transportation Disadvantaged Projects
- F. Aviation Projects

FINANCIAL PLAN/FINANCIAL FEASIBILITY

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As structured, the TIP is financially constrained for each of the five years in the FY 2020/21 - 2024/25 period. All federal and state funded projects identified in the TIP are reflected in FDOT's Work Program for FY 2020/21 - 2024/25, and those projects can be funded using current and proposed revenue sources. The TIP is also financially constrained for all locally funded projects. For all projects in the TIP, costs and revenues are shown in Year of Expenditure dollars.

Innovative financing techniques are used extensively in the development of projects in the Lake~Sumter MPO, primarily as a source of local matching funds for FDOT grant dollars. Examples include transit advertising revenue and impact fees. If reasonable additional funding sources are identified beyond those included in the financial plan, that additional funding would be used to advance the construction of MPO priority projects discussed below.

FINANCIAL CONSTRAINT: Under federal legislation, metropolitan areas are required to develop a financially constrained TIP to direct resources toward high priority projects. Pursuant to these federal regulations, the level of authorized funding available to the state and the metropolitan area has been used as the basis for financial restraint and scheduling for the projects using federal funds. Projects are financially feasible for the appropriate funding category and represent, to the maximum extent possible, the MPO's established priorities.

TIP IMPLEMENTATION: The federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on the FDOT Tentative Five-Year Work Program and locally dedicated transportation revenue. The TIP includes projects, or phases of projects, that are expected to be fully funded in the 20-year horizon of the 2040 LRTP. Additional projects that would be included in the

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approved TIP if reasonable additional resources beyond those identified in the financial plan were available may be identified pursuant to s.339.175(8)(c)(3), F.S.

TIP DEVELOPMENT: The TIP is developed by the MPO in cooperation with FDOT and the region's two public transit operators, Sumter County Transit (SCT) and Lake County Transit (LCT), who provide the MPO with estimates of available federal and state funds in order for the MPO to develop the financial plan. [23 C.F.R. 450.326(a) and s.339.175(8), F.S.]. It is developed through a continuing, comprehensive, and cooperative (3C) effort involving all counties, cities, and towns in the MPOs urbanized areas as well as the Leesburg Airport Authority and the Umatilla Airport Authority. The TIP is broadly distributed for review and comment by the public before it is recommended for approval by the MPO Citizens Advisory Committee and Technical Advisory Committee, and before it is approved by the MPO Governing Board.

The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP (See example TIP page below). If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

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Lake Sumter Metropolitan Planning Organization Transportation Improvement Program - FY 2012/13 - 2016/17

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
4301321 - SR 35 (US 301) FROM FROM C-470 TO TO SR 44							*Non-SIS*
PD&E/EMO STUDY		L RTP No: pg.11,17,18,19,20,6,32,33,57					
Responsible Agency: FDOT							
PD&E	DIH	10,000	20,000	0	0	0	30,000
PD&E	DDR	0	980,000	0	0	0	980,000
Total		10,000	1,000,000	0	0	0	1,010,000
Prior Cost		Future Cost		Total Project Cost		1,010,000	
4301331 - SR 35 (US 301) FROM FROM N MAIN ST CR 48 TO TO C-470							*Non-SIS*
PD&E/EMO STUDY		L RTP No: pg.11,17,18,19,20,26,32,33,57					
Responsible Agency: FDOT							
PD&E	DIH	10,000	20,000	0	0	0	30,000
PD&E	DDR	0	980,000	0	0	0	980,000
Total		10,000	1,000,000	0	0	0	1,010,000
Prior Cost		Future Cost		Total Project Cost		1,010,000	
4301341 - SR 44 FROM FROM C-475 TO TO I-75							*SIS*
PD&E/EMO STUDY		L RTP No: pg.11,17,18,19,20,26,32,33,57					
Responsible Agency: FDOT							
PD&E	DIH	10,000	20,000	0	0	0	30,000
PD&E	DDR	0	840,000	0	0	0	840,000
Total		10,000	860,000	0	0	0	870,000
Prior Cost		Future Cost		Total Project Cost		870,000	

L RTP Reference

SIS Identifier

TIP FY 2012/13 - 2016/17 APPROVED JUNE 27, 2012

1-2

Transportation Planning

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PROJECT SELECTION

The selection process for choosing projects incorporated within this TIP was carried out in accordance with the requirements of 23

USC 134(h) (2) and (i) (4). With reference to the projects included within this TIP, selection was made by FDOT in cooperation with the MPO in accordance with the requirements of 23 CFR 450.332(a).

To be included in the TIP, a project first must be identified in the MPO's Long Range Transportation Plan (LRTP). The MPO's 2040

LRTP was adopted in December 2015 and identifies the transportation improvements needed to accommodate the projected population growth through 2040. Of those transportation improvement needs, a cost-feasible plan was developed that identifies the projects that can be implemented based on the projected revenues for transportation improvements.

Each year, the MPO updates its Lists of Priority Projects, which identifies priorities for highway projects (SIS, non-SIS, and regional), transit projects, bicycle and pedestrian projects, and airport projects. For the Lake~Sumter MPO's FY 2020/21 - 2024/25 TIP, the project selection process started in May 2019. At that time, MPO staff, in conjunction with FDOT and local government officials, met to discuss MPO priorities. In May 2019, the MPO submitted its Lists of Priority Projects to FDOT.

Using the MPO's 2019 Lists of Priority Projects, FDOT developed its FY 2020/21 - 2024/25 Tentative Work Program. That five-year work program was presented to the MPO in December 2019 and constitutes the principal part of this TIP.

The FDOT shall give priority to those projects that are:

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1. Designed to maximize safe and efficient travel.
2. Identified in approved local government comprehensive plans to receive local matching funds in accordance with the provisions of Section 335.20, F.S. or to be funded pursuant to the provisions of Section 339.12, F.S.
3. Within transportation corridors protected by local government action.
4. Used in the operation of, or in conjunction with, public transportation facilities; and
5. Located within the boundaries of a local government which has made a responsible effort to fund improvements needed to accommodate local traffic.

In 2012, Congress passed Moving Ahead for Progress in the 21st Century Act (MAP-21), which changes the way communities must document the allocation and use of federal funds. This direction was further refined in the 2015 Fixing America's Surface Transportation Act (FAST Act). The new federal law provides direction to the MPOs mandating that the TIP: Contains projects consistent with the current metropolitan transportation plan.

Reflects the investment priorities established in the current metropolitan transportation plan; and
Once implemented, is designed to make progress toward achieving the performance targets established.

States and metropolitan planning organizations are now mandated to verify how they “invest resources in projects to achieve individual targets that collectively will make progress toward national goals.” The MPO began addressing this change during development of the Lake~Sumter 2040 Long Range Transportation Plan (LRTP) which was adopted in December 2015.

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The Lake-Sumter MPO 2040 LRTP Goals, Objectives, and Performance Measures were updated based on federal, state, and local guidance in December 2019. This highlights the requirements and guidance used to develop the Goals, Objectives, and Performance Measures for the 2040 Long Range Transportation Plan.

MPO 2040 LRTP GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The Lake-Sumter MPO 2040 LRTP Goals, Objectives, and Performance Measures were updated based on federal, state, and local guidance. This section highlights the requirements and guidance used to develop the Goals, Objectives, and Performance Measures for the 2040 Long Range Transportation Plan.

The FAST Act has established specific planning factors that call for the recognition and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2040 LRTP and include:

1. Supporting the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increasing the **safety** of the transportation system for motorized and non-motorized users.
3. Increasing the **security** of the transportation system for motorized and non-motorized users.
4. Increasing **accessibility and mobility** of people and freight.
5. Protecting and enhancing the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhancing the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

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7. Promoting **efficient system management** and operation.
8. Emphasizing the **preservation** of the existing transportation system.
9. Improving the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhancing **travel and tourism**.

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FEDERAL PERFORMANCE MEASURES

The **FAST Act** has also established specific Performance Measures to evaluate critical needs by setting targets for safety, maintenance of assets, and travel time reliability. The federal Performance Measures are listed below.

Performance Measure #1 - Safety

- Fatalities
- Serious Injuries
- Non-Motorized Fatalities and Serious Injuries

Performance Measure #2 - Bridge and Pavement Condition

- Pavement Condition
- Bridge Condition

Performance Measure #3 - Travel Time Reliability

- Interstate Miles that are Reliable
- Truck Travel Time Reliability
- Transit Asset Management Performance Measures

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TABLE 1: MPO LRTP GOALS AND FAST ACT PLANNING FACTORS COMPARISON

FAST Act Goals	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration / Connectivity	System Management &	Svstem	Resiliency	Tourism
Economy Investing in Transportation to Support a Prosperous, Competitive Regional Economy	X		X	X	X	X	X		X	X
Safety Providing a Safe and Secure Transportation System for All Users	X	X	X	X	X		X		X	X
Operations Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users	X	X	X	X	X	X	X			

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Mobility Improving Mobility Options and Connectivity for People and Goods	X	X	X	X	X	X	X	X	X	X
Livability Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship	X	X	X	X	X	X	X		X	X
System Preservation Preservation of a Multimodal Transportation System	X	X	X	X	X	X	X	X	X	

FLORIDA TRANSPORTATION PLAN (FTP)

The **Florida Transportation Plan (FTP)** is the single overarching statewide plan guiding Florida's transportation future. The plan was created by, and provides direction to the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. This includes the Lake-Sumter MPO. The FTP Policy Element is Florida's long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change.

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MPOs are required to address the goals included in the FTP. These goals include the following:

- **Safety and security** for residents, visitors, and businesses
- Transportation solutions that support Florida's global **economic competitiveness**
- Agile, **resilient**, and quality infrastructure
- Transportation solutions that support **quality places** to live, learn, work, and play
- **Efficient and reliable** mobility for people and freight
- Transportation solutions that enhance Florida's **environment and conserve energy**
- More **transportation choices** for people and freight

MPOs must also incorporate any performance targets which may be included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans. A matrix showing consistency between the LRTP Goals and the planning factors from the Florida Transportation Plan (FTP) is shown in **Table 2**.

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TABLE 2: MPO 2040 LRTP GOALS AND FTP GOALS COMPARISON

Florida Transportation Plan Goals	Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Economy Investing in Transportation to Support a Prosperous, Competitive Regional Economy			X	X	X	X	X
Safety Providing a Safe and Secure Transportation System for All Users	X	X	X	X	X	X	
Operations Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users	X		X	X	X	X	
Mobility							

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Improving Mobility Options and Connectivity for People and Goods	X	X	X	X		X	X
Livability Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship	X		X	X	X	X	X
System Preservation Preservation of a Multimodal Transportation System	X	X	X	X	X	X	X

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PERFORMANCE TARGETS

Listed below are the performance targets and statewide targets that FDOT has established. FDOT worked in collaboration with the MPOs and providers of public transportation to establish these statewide targets.

Safety. Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety

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partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is the target for all safety performance targets.

Pavement Condition. The pavement condition performance targets assess pavement conditions based on the international roughness index (IRI), cracking, rutting (for asphalt pavements), and faulting (for jointed concrete pavements). For asphalt and jointed concrete pavements, a 0.1-mile segment is considered in good condition if all three metrics are rated Good; if two or more metrics are considered poor, the condition is Poor. The federal rule requires a new methodology be used to measure rut depth and cracking that has not been historically used by FDOT. In consideration of the differences in the data collection requirements used by FDOT and those mandated by the rule, as well as other unknowns associated with new required processes, initial 2-year and 4-year targets were established in **Table 3**.

BRIDGE CONDITION. The bridge condition performance targets for the percent of deck area classified as Good and Poor is determined using National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by the lowest rating of these items using a scale of 1 to 9. If the NBI rating is 4 to 1, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified as Fair; however, there is no related

FHWA performance measure associated with that rating. Considering the differences in criteria, initial 2- and 4-year targets were established and listed in the table below.

TABLE 3: FDOT PAVEMENT AND BRIDGE CONDITION PERFORMANCE AND TARGETS

Performance Measures	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)
Percent of Interstate pavements in good condition	66%	n/a	60%
Percent of Interstate pavements in poor condition	0.1%	n/a	5%
Percent of non-Interstate NHS pavements in good condition	76.4%	40%	40%
Percent of non-Interstate NHS pavements in poor condition	3.6%	5%	5%
Percent of NHS bridges (by deck area) in good condition	67.7%	50%	50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	10%	10%

SYSTEM PERFORMANCE. The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data are collected in 15-minute segments during four total time periods and is reported as the “percent of reliable person-miles traveled.” The segment is considered reliable if the reliability ratio is below 1.50 during all time

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periods. Freight movement is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment. The initial 2-year and 4-year targets were established and listed in **Table 4**.

TABLE 4: FDOT SYSTEM PERFORMANCE AND FREIGHT PERFORMANCE AND TARGETS

Performance Measures	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82.2%	75.0%	70.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	n/a	50.0%
Truck travel time reliability index (TTTR)	1.43%	1.75	2.00%

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LAKE-SUMTER MPO PERFORMANCE TARGETS

The FDOT is required to establish statewide targets for the required performance targets, and MPOs have the option to support the statewide targets or adopt their own. Based on this information, the Lake-Sumter MPO has adopted the following transportation performance measure targets. Local Transit Agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the MPO must consider including the TAM targets in the LRTP and TIP updates.

SAFETY PERFORMANCE TARGETS (PM1)

On September 18, 2018, the MPO adopted Resolution 2018-10 to reestablish the Safety Performance Measures adopted in Resolution 2018-01, a 5% reduction based on a five-year rolling average for the safety performance targets listed as its 2018 safety targets:

- Fatalities;
- Serious Injuries;
- Non-motorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The current and future Safety Performance Measures and Targets are in **Table 5**.

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TABLE 5: MPO SAFETY PERFORMANCE MEASURES AND TARGETS

Performance Measure	2-year	4-year
	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2015)	Lake-Sumter MPO Target (Jan 1, 2019 to Dec 31, 2022)
Fatalities	57.43	54.63
Serious Injuries	342.16	325.48
Non-motorized Fatalities and Serious Injuries	34.46	32.78
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.33	1.27
Rate of Serious Injuries per 100 Million VMT	7.94	7.55

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Bridge and Pavement Condition Performance Targets. System preservation “Bridge and Pavement Condition” targets to assess the condition of the pavements and bridges on the National Highway System (NHS) became effective at the state level May 20, 2018. These performance targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The current and future Bridge and Pavement Condition Targets are in **Table 6**.

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TABLE 6: MPO BRIDGE AND PAVEMENT CONDITION TARGETS

Performance Measure	2-year	4-year
	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2015)	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2017)
Percent of Interstate pavements in Good condition	Not required	$\geq 60\%$
Percent of Interstate pavements in Poor condition	Not required	$\leq 5\%$
Percent of non-Interstate NHS pavements in Good condition	$\geq 40\%$	$\geq 40\%$
Percent of non-Interstate NHS pavements in Poor condition	$\leq 5\%$	$\leq 5\%$
Percent of NHS bridges (by deck area) in Good condition	$\geq 50\%$	$\geq 50\%$
Percent of NHS bridges (by deck area) in Poor condition	$\leq 10\%$	$\leq 10\%$

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Federal rules require state DOTs and MPOs to set bridge and pavement performance targets and monitor progress towards achieving those targets. States must set four-year statewide targets for the percent of interstate pavements in Good and Poor condition; two-year and four-year targets for the percent of non-Interstate NHS pavements in Good and Poor condition; and two-year and four-year targets for the percent of NHS bridges by deck area in Good and Poor condition. MPOs must set four- year targets for all six measures.

SYSTEM PERFORMANCE TARGET (TRAVEL TIME RELIABILITY) (PM3)

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Performance Targets. These performance targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The PM3 requirements also included rules to address the Congestion Mitigation and Air Quality Improvement Program (CMAQ). These CMAQ rules do not apply to the Lake-Sumter MPO since the planning area is not designated as nonattainment or a maintenance area for air quality.

Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance targets. The measurement of these performance targets is summarized in **Table 7**.

LOTTR Measures

The LOTTR performance targets assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on

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the Interstate or Non- Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

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TABLE 7: MPO SYSTEM PERFORMANCE (TRAVEL TIME RELIABILITY) TARGETS

Performance Measure	Statewide Performance (2017 Baseline)	2-year	4-year
		Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2015)	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2017)
Percent of person-miles on the Interstate system that are reliable— Level of Travel Time Reliability (Interstate LOTTR)	82.2%	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	Not Required	50%
Truck travel time reliability (TTTR)	1.43%	1.75	2.00

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TRANSIT ASSET MANAGEMENT TARGETS (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements:

- 1) new State of Good Repair (SGR) performance targets,
- 2) revised National Transit Database (NTD) reporting requirements, and
- 3) new Transit Asset Management (TAM) Plan. MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT. These Performance Measures are listed in **Table 8**.

TABLE 8: PERFORMANCE TARGETS & MEASURES (MPO TOTAL)

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service, and maintenance vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class in a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Its lifecycle investments have been met or recovered.

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The Lake-Sumter MPO planning area is served by two transit service providers: LakeXpress and Sumter County Transit. LakeXpress and Sumter County Transit are considered Tier II providers. LakeXpress has developed its own TAM Plan; however, Sumter County Transit is included in a group TAM plan developed by the FDOT Public Transit Office.

Lake County – LakeXpress

LakeXpress is a TAM Tier II transit agency operated by the Lake County Board of County Commissioners in Lake County, Florida. The Lake County transit system consists of seven fixed-routes and additional Paratransit service called Lake County Connection.

LakeXpress Routes 4 and 50 each travel into Orange County, providing opportunities for regional connectivity via Lynx transit, which primarily serves Orange, Seminole, and Osceola Counties. The MPO adopted the performance targets and measures identified in LakeXpress Asset Management Plan for the MPO's planning process (adopted September 12, 2018). The table below shows the percentage of Transit assets (by count) that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2018 and their performance targets for the next four years. The vehicle targets are based on the vehicle replacement plan from the 2019 TDP.

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TABLE 9: FTA TAM TARGETS FOR LAKEXPRESS

Asset Class	2018 Performance	2019 Target	2020 Target	2021 Target	2022 Target
Rolling Stock					
Buses	31%	19%	31%	31%	0%
Cutaways	23%	6%	61%	61%	48%
Minivans	0%	0%	0%	100%	0%
Vans	60%	0%	0%	0%	40%
Equipment					
Non-Revenue Vehicles	43%	0%	0%	0%	0%
Facilities					
Administrative Office	0%	0%	0%	0%	0%

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SUMTER COUNTY – SUMTER COUNTY TRANSIT

Sumter County Transit is a TAM Tier II transit agency, operated by the Sumter County Board of County Commissioners. Sumter County Transit offers door-to-door on-demand service and two deviated fixed shuttle routes called the Orange Shuttle and the Wildwood Circulator.

Sumter County Transit operates as a by-request door-to-door transportation service, available to all qualified transportation disadvantaged residents. The MPO adopted the performance targets and measures identified in the Citrus County Asset Management Plan for Citrus Transit for the MPO's planning process (Resolution 2018-10, September 18, 2018).

Sumter County Transit is part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT for Tier II providers in Florida. The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown in **Table 9**.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year, using the asset inventory and investment prioritization process incorporated in the Group TAM Plan.

Key findings of the Group TAM Plan include the following:

- Approximately 27 percent of all inventoried assets have met or exceeded their ULB.
- The asset inventory includes a total of 752 revenue vehicles with an average age of 5.5 years, of which 271 (or 35 percent) have met or exceeded their ULB.

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- Based on the investment prioritization, vehicles that are rated poor or marginal in the cutaway class and the van class will be prioritized for replacement.

As required by FTA, FDOT will update this TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the MPOs in which they operate when the targets are updated.

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TABLE 10: MPO GROUP TRANSIT ASSET MANAGEMENT TARGETS FOR TIER II PROVIDERS

Asset Category - Performance Measure	Asset Class	FY 2019 Asset Conditions	FY 2020 Performance Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	45%
	Bus	15%	13%
	Cutaway Bus	28%	28%
	Mini-Bus	31%	28%
	Mini-Van	13%	11%
	SUV	0%	0%
	Van	47%	34%
Equipment			
Age - % of equipment or non-revenue vehicles within a particular asset class that have	Non-Revenue/Service Automobile	67%	67%

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met or exceeded their Useful Life Bench- mark (ULB)	Trucks and other Rubber Tire Vehicles	50%	40%
	Maintenance Equipment	50%	50%
	Routing and Scheduling Software	100%	100%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Eco- nomic Requirements Model (TERM) Scale	Administration	0%	9%
	Maintenance	6%	12%

SUMMARY OF ADOPTED TRANSIT ASSET MANAGEMENT TARGETS

On August 20, 2018, Lake-Sumter MPO agreed to support LakeXpress transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

The LakeXpress established the transit asset targets identified in **Table 10** on September 20, 2018. Sumter County Transit targets are identified as part of the FDOT Group Transit Asset Management Plan, which is listed in **Table 10**.

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The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most

recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Lake-Sumter MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, and performance targets as they are described in other public transportation plans and processes, including the LakeXpress Transit Asset Management Plan 2019-2022 and the Lake-Sumter MPO 2040 LRTP.

CRASH DATE RESOURCES

The MPO maintains update to date and accurate safety data for the use in developing the annual TIP document. The links below will take you to the MPO website and the crash data maps available for review:

LAKE~SUMTER MPO PLANNING AREA CRASH DATA

25 HIGH CRASH LOCATIONS

BICYCLE PEDESTRIAN CRASH DATA

CRASH LOCATIONS FOR FUTURE STUDY

Geographical crash data from years 2014 through 2018 was reviewed to identify areas of high crash concentrations that could benefit from future study. Locations were identified for further evaluation based on the congregation of crashes recorded during the five-year analysis period, specifically fatal and incapacitation injury, run-off the road type, and bicycle and pedestrian crashes. Potential improvements that would benefit congestion levels could include construction of paved shoulders, construction or extension of turn lanes, signal timing or phasing adjustments, lighting, bicycle and pedestrian facility improvements, or signal coordination. **Table 11** summarizes the high crash locations recommended for future study.



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TABLE 11: HIGH CRASH LOCATIONS FOR FUTURE STUDY

County	Type	Description
Lake	Segment	CR 44 – Emerald Ave to CR 452
Lake	Segment	CR 473/Creek Road – SR 44 to CR 44
Lake	Intersection	US 27/US 441 at N 14 th St/US 27/US 441
Lake	Segment	US 27/441 – S Dixie Avenue to Picciola Road
Lake	Segment	CR 468 – SR 44 to Lewis Road
Lake	Intersection	SR 19 at US 27
Lake	Segment	US 192 – US 27 to Orange C/L
Lake	Segment	SR 44 – CR 437(S) to CR 435
Lake	Intersection	Lakeshore Drive at Bronson Road
Lake	Intersection	CR 448 at Lake Jem Road
Sumter	Intersection	SR 50 at C-478A
Sumter	Segment	SR 44 east and west of I-75
Sumter	Intersection	SR 44 at Powell Rd
Sumter	Segment	US 301 – CR 462 to CR 466
Sumter	Intersection	CR 48 at CR 326
Sumter	Segment	C-466 – US 301 to Buena Vista Blvd

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CONGESTION MANAGEMENT PROCESS

The MPOs Congestion Management Process (CMP) is a management system and process conducted to improve safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or providing improvements to the overall transportation network.

Per the Federal Highway Administration (FHWA) the CMP is, “a systematic approach collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.”

The CMP is intended to provide benefit to the public by improving travel conditions with approaches that often may be implemented more quickly or at a lower cost than many capacity improvements such as adding travel lanes or creating new travel corridors. Longer-term solutions are also identified in the CMP with the intention that they will be considered in the MPO’s Long Range Transportation Plan (LRTP), which is a document that plans for at least 20 years in the future.

A Transportation Management Area (TMA) is required to develop and implement a CMP as a part of the metropolitan planning process. A TMA is an urbanized area (UZA) with a population that exceeds 200,000 people, or any area where designation as a TMA has been requested. The area covered by the Lake-Sumter MPO is does not meet the criteria but has developed this CMP “to provide the information needed to make informed decisions regarding the proper allocation of transportation resources” as required by Florida law.

This CMP report updates the Lake-Sumter MPO Goals and Objectives and the development of a matrix of strategies that to be considered when evaluating corridors.

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The CMP Policy and Procedures Handbook was developed to coincide with the development of the Lake-Sumter 2045 LRTP and the annual development of the TIP and is intended to be updated with each successive LRTP and TIP update.

A separate document known as the State of the System Report summarizes the performance of the existing transportation system as well as a comparison to prior year performance, identifies congested corridors, and may recommend specific improvements.

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other MPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom. The toolbox is presented below in Figure 9. Figure 9. Lake-Sumter MPO CMP Toolbox of Strategies

The “top-down” approach promotes the growing sentiment in today’s transportation planning arena and follows FHWA’s clear direction to consider all available solutions before recommending additional roadway capacity. The Lake-Sumter CMP toolbox of strategies is divided by tiers, strategies, and specific examples.

Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled

Tier 2: Strategies to Shift Automobile Trips to Other Modes

Tier 3: Strategies to Shift Trips from SOV to HOV Auto/Van

Tier 4: Strategies to Improve Roadway Operations

Tier 5 Strategies to Add Capacity

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High Occupancy Vehicle (HOV) Lanes: *This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.*

A **single-occupancy vehicle (SOV)** is a privately operated **vehicle** whose only **occupant** is the driver. The drivers of SOVs use their **vehicles** primarily for personal travel, daily commuting and for running errands.

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CONSISTENCY WITH OTHER PLANS

All projects included in the Lake~Sumter MPO 2020/21-2024/25 TIP have been drawn from the 2040 Long Range Transportation Plan “**TRANSPORTATION 2040**”. The projects are consistent with the FDOT Five-Year Adopted Work Program and the Lake County Transit Development Plan (TDP).

PROJECT PRIORITY STATEMENT

The Lake~Sumter MPO adopted its List of Priority Projects (LOPP) in May 2019. The 2019 LOPP was submitted to FDOT for use in developing the new outer years of the Five-Year Work Program.

The process of compiling each TIP begins with the development of the List of Prioritized Projects (LOPP) the previous year. This document, which is updated each year, contains a list of unfunded highway, bicycle and pedestrian and transit projects that have been prioritized for funding based on the criteria that are described in detail below. The FY 2023/24 - 2039/40 PPL, which was adopted by the Lake~Sumter MPO Governing Board in May 2019 was used by FDOT in developing the FY 2020/21 - 2024/25 Tentative Five-Year Work Program based on the priority of the projects. That Five-Year Work Program was then used to develop this TIP.

LSMPO has a formal process for prioritizing projects in the LOPP. This process begins every year in the fall. Local governments are asked to submit new projects for consideration and to update existing projects on the LOPP. All projects on the LOPP must have a Priority Projects Programming Process (4P) application. This Project Information Application (PIA) is completed by the local sponsoring jurisdiction and must be submitted to FDOT for the project to be eligible for programming in FDOT’s

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Five Year Work Program and the TIP once funding becomes available. The MPO has created an online application to aid local partners in the information-gathering process for new projects being submitted for inclusion in the LOPP. Applicants can access the application via the LSMPO website: <http://www.lakesumtermmpo.com/documents/lopp.aspx>. The local sponsor agency should review and update the PIA every year and for each new phase of project development.

After the PIAs are submitted, every project undergoes a screening by MPO staff. LSMPO has developed a set of criteria to aid in project prioritizations. The following are considered during the screening:

- Completion of the PIA including detailed cost estimates
- Consistency with the goals and objectives of the MPO's LRTP
- Inclusion in the MPO's Cost Feasible Plan
- Consistency with the goals, objectives, and policies of the county's and/or local municipality's comprehensive plan; and
- Support for economic vitality, community development, business functionality, and/or creation or retention of employment opportunities.

After MPO staff complete the initial review of new and existing priority projects, they create the draft LOPP for committee review. The draft LOPP is reviewed by the Technical Advisory Committee (TAC) and the Citizen's Advisory Committee (CAC). Prior to adoption, the Board receives a report from each committee with input and/or recommendations. The Board has final approval of the LOPP and adopts the LOPP before submitting to FDOT. The MPO is required to submit the list to FDOT District 5 by September 1st of each year. The adopted LOPP is used by the MPO to develop its TIP.

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LSMPO, in coordination with FDOT, has identifying performance measure targets for safety and travel time reliability. The targets have been set and adopted by the MPO Board, MPO staff will identify ways to incorporate the performance measures into the prioritization criteria.

IMPLEMENTED PROJECTS

FDOT produces an annual listing of projects for which federal funds have been obligated in the previous year. This list has been published and made available for public review through FDOT.

https://fdotewp1.dot.state.fl.us/FMSUPPORTAPPS/DOCUMENTS/FEDERAL/FA_MPO_OBLIGDET/LAKESUMTERMPO.PDF

PUBLIC INVOLVEMENT for the TRANSPORTATION IMPROVEMENT PROGRAM

Annually, the Lake~Sumter MPO develops its TIP in accordance with all applicable State and Federal laws governing public involvement. This includes 23 CFR 450.316 and 23 CFR 450.324(b). Specific procedures for use of public involvement in the annual development of the TIP have been clearly defined in the MPO's adopted *Public Involvement Process (PIP)*. Prior to adoption of the final TIP, the Lake~Sumter MPO sought public comment on the draft TIP by making the document available on our website (LakeSumterMPO.com). In addition, all Lake~Sumter MPO meetings are held in accordance with Florida's open meetings law (the Sunshine Law), and an opportunity is provided for public comment. The draft TIP was on the agenda of the June 2019 Lake~Sumter MPO Governing Board meeting.

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The TIP is a five (5) year plan that assigns available funding to specific projects in the near future. MPO develops this plan each year in cooperation with the FDOT, which includes a period of review by MPO advisory committees.

As required by federal law, a formal public comment period is held prior to Board adoption, providing a structured process for public input. The official public comment period for TIP follows the same timeline as the advisory committee review, with a draft document available at least twenty-one (21) days prior to Board action. The deadline to submit a comment is included in legal advertisements and notification associated with the public comment period. This deadline is generally seven (7) days prior to the date Board action is scheduled.

Public notification for the public comment period takes many forms. Public comment period notices are also sent to MPO's community database. Additionally, draft plan documents are available on MPO's website and in print at locations throughout the region and by request at least seven (7) days prior to the public hearing.

Citizens unable to respond during the public comment period or attend Board meeting may submit written public comments to MPO during the official public comment period in three (3) additional ways: 1) via postal service, 2) via the Voice your Ideas form on the website www.LakeSumterMPO.com/voice.aspx or 3) by emailing: MWoods@LakeSumterMPO.com.

Once adopted, the TIP is made available as a web-based interactive tool located on the MPO website: www.LakeSumterMPO.com.

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PUBLIC PARTICIPATION PROCESS

The MPO public participation process will provide the public with many opportunities to comment on transportation plans and programs including, but not limited to, the following:

- Twenty-one (21) day comment period on adoption of the TIP.
- Regional Transportation Forum on key issues.
- Regional Transportation Summit to gain stakeholder input.
- Public meetings on specific transportation projects.
- MPO website: www.LakeSumterMPO.com.
- MPO social media page and feeds.
- MPO Board and committee meetings (TAC, CAC).
- Transportation Disadvantaged Coordinating Boards (Lake & Sumter counties);
- Task Force meetings (North Lake, East Lake, South Lake, & Public Transportation).
- Efficient Transportation Decision Making (ETDM) Process.
- Presentations to other governmental bodies (counties and municipalities); and
- Presentations to civic and community groups and organizations.

Title 23 Code of Federal Regulations, Section 450.316(b) (1), the Metropolitan Transportation Planning Process, sets forth the requirements for the public involvement process in conjunction with all aspects

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of transportation planning. The regulation states that the public involvement process shall provide “complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and the major planning documents” produced by MPO. MPO’s public participation process and development of the TIP satisfies the federal public participation requirements for developing Federal Transit Authority, Program of Projects.

The Lake~Sumter MPO has a Community Advisory Committee (CAC) that meets on a regular basis. The members of the CAC are private citizens with an interest in the transportation issues affecting the area. These individuals receive information on transportation issues from the Lake~Sumter MPO staff and other agencies and provide input to the local governing bodies regarding these issues.

The CAC assists the Lake~Sumter MPO Governing Board in developing transportation-related goals and objectives for shaping the urban environment and conducts public information programs.

The meetings of the Lake~Sumter MPO Governing Board and its advisory committees are all open to the public and provide opportunities for public comments. In addition, public hearings are held during the development of the Long-Range Transportation Plan to give private citizens an opportunity to provide input on the Plan before it is approved by the Lake~Sumter MPO Governing Board. In regard to public involvement as related to the TIP, the TIP is reviewed and approved by the CAC, the TAC, and the Lake~Sumter MPO Governing Board at meetings that are open to the public. On June 24, 2020, the FY 2020/21 - 2024/25 TIP will be presented at a public hearing before being adopted by the Lake~Sumter MPO Governing Board. The TIP is also made available on MPOs web site. This meets the public hearing requirements of 49 U.S.C. Section 5307(c), and the public notice of public involvement activities and the time established for public review and comment on the TIP satisfies the program of projects requirements of the Federal Transit Administration’s Urbanized Area Formula Program. In addition, FDOT presents the Five-Year Work Program at a public hearing before the Work

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Program is adopted. The Lake~Sumter MPO's Planning area includes Federal Lands and the federal land management agencies are included in the stakeholder's email list for review of the DRAFT TIP as per 23 CFR 450.316(d), prior to final approval of the TIP.

TRANSPORTATION IMPROVEMENT PROGRAM CHECKLIST

Outreach Step Timeframe

- Draft TIP project information published on www.LakeSumterMPO.com Seven (7) days before committee review, opening public comment period
- Draft TIP presented at MPO advisory committee meetings, with chance for public comment at the meeting and during the meeting cycle prior to Board approval
- Public meeting to present draft TIP, maps, other information, with opportunity for public comment Prior to Board approval Board vote on approval after public comment period Typically the first Board meeting following advisory committee review
- Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, www.LakeSumterMPO.com/voice.aspx contact form, or e-mail
- Throughout official public comment period the TIP is published on www.LakeSumterMPO.com final copies of document can be uploaded to the website once approved by the MPO Governing Board.

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E-MAIL LIST

The MPO staff maintains and updates an e-mail distribution list for the purpose of informing the community about various transportation planning activities undertaken by the MPO. The e-mail list includes civic associations, clubs, municipal governments, federal and state land managers, newspapers, concerned citizens and all attendees to any of the transportation related public meetings held in the MPO area. The e-mail list is used to inform the community about scheduled TAC, CAC, TDCB, and Governing Board meetings; future public workshops and hearings; and to provide brief updates concerning the status and progress of ongoing transportation planning activities and projects.

RESPONSE TO COMMENTS

Responses to questions and comments from the public concerning the public participation process, draft transportation plans, programs, or public agency consultation process will be made directly to the individual by letter, telephone call or by e-mail. A summary of comments received will be made as part of the final plan or program. The rationale for policy decisions will be available to the public in writing if requested.

FEDERAL REQUIRMENTS FOR PUBLIC PARTICIPATION

The public involvement process requirements in 23 CFR450, Section 450.316 are described below. These requirements encourage a pro-active public involvement process and support early and continuing involvement of the public in the planning process. A reference to the section of this plan

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describing how the Lake~Sumter MPO meets these requirements is included following each criterion listed below.

§ 450.316 Interested parties, participation, and consultation.

- The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
- The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP.
 - Providing timely notice and reasonable access to information about transportation issues and processes.
 - Employing visualization techniques to describe metropolitan transportation plans and TIPs.

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- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.
- Holding any public meetings at convenient and accessible locations and times.
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.
- Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
- Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
 - *When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.*

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- *A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.*

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;*
- (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and*
- (3) Recipients of assistance under 23 U.S.C. 201- 204.*
- (4) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.*

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- (5) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.*
- (6) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.*

INTERAGENCY COOPERATION and SUPPORT

The MPO actively assists local governments and transportation agencies in the development and implementation of public participation techniques for transportation planning and other related studies. For example, in the LRTP and TIP development processes, MPO will assist Lake County Public Transportation with their Federal Transit Administration (FTA) requirement for Section 5307 Program of Projects public involvement by including the following statement in advertisements and/or other collateral materials as appropriate:

“The MPO’s LRTP/TIP development process is being used to satisfy the public comment period requirements of FTA’s Section 5307 program. This public notice of public involvement activities and the time established for public review and comment on the LRTP/TIP will satisfy the FTA Program of Projects requirements.”

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MPO CERTIFICATION

The Lake~Sumter MPO participates in an annual self-certification of its planning process with representatives from the Florida Department of Transportation, District 5. The last annual self-certification with FDOT was completed March 2020.

TRANSIT AND TRANSPORTATION DISADVANTAGED (TD)

The projects included in the TIP are consistent with adopted short and long range transportation plans and master plans of the agencies and jurisdictions in the Lake~Sumter area. The projects listed in this TIP are part of the MPO's 2040 Long Range Transportation Plan, Lake County 2017-27 Transit Development Plan, and Lake and Sumter County Transportation Disadvantaged Service Plans. The plans and the projects identified in the TIP are also consistent, to the maximum extent feasible, with the adopted Comprehensive Plans of the local governments in the Lake~Sumter area.

EFFICIENT TRANSPORTATION DECISION MAKING (ETDM)

The MPO makes extensive use of ETDM throughout the planning process. All appropriate projects in the TIP were subject to ETDM planning and programming screening.

MANAGEMENT SYSTEMS

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In accordance with state and federal regulations, FDOT has developed and implemented six management and monitoring systems for which it has jurisdiction. Those are:

- Pavement management system.
- Bridge management system.
- Highway safety management system.
- Public transportation management system.
- Intermodal management system.
- Traffic monitoring system for highways.

In addition, Florida statutes require that all MPOs develop and implement a Congestion Management Process (CMP). The MPO WILL utilize its CMP and the other management systems as appropriate to prepare its annual lists of priority projects and the TIP.

TIP AMENDMENTS

At times, the TIP may require changes that are necessitated by the addition of a new project to the Work Program that is not yet in the TIP or changes due to monetary revisions to the State's Budget. Such changes are reflected in the TIP through amendments. Proposed amendments are generally presented to the public as part of the MPO's regularly advertised meetings. Copies of the proposed amendments are made part of the agenda package which is available for public review on the MPO's website. After approval by the MPO, amendments are attached at the end of the original TIP, and submitted to the State for inclusion in the STIP.

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Amendments to the TIP are reviewed by MPO's advisory committees for input. In addition to the public comment periods provided during each committee meeting, opportunities for public comment are also a standard part of each Board meeting, prior to Board action. During the review process and following Board adoption, the proposed amendment is electronically published.

Public input considered in the development and maintenance of the TIP includes the comments and recommendations of MPO committees and the public at large as well as input received during the public comment periods. MPO complies with statutory planning and programming requirements [23 U.S.C 134/49 U.S.C. 5303 (j) (1) and 23 U.S.C. 135/49 U.S.C. 5304 (g) (2)] that call for continuing consultation and coordination with partners, MPOs, and non- metropolitan local officials, and federal and state agencies.

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PUBLIC INVOLVEMENT CHECKLIST FOR TIP AMENDMENTS

<i>Outreach Step</i>	<i>Timeframe</i>
Proposed amendment published on www.LakeSumterMPO.com	Seven (7) days prior to committee review, opening public comment period
Amendment reviewed by MPO advisory committees for input, with public comment periods offered at committee meetings during the meeting cycle prior to Board approval	
Board votes on approval, following public comment period	First Board meeting after committee review
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, www.LakeSumterMPO.com contact form, or e-mail	
Throughout official public comment period	
Amendment is published on Lake SumterMPO.com	As soon as final copies of document can be uploaded to the website

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PUBLIC INVOLVEMENT CHECKLIST FOR EMERGENCY TIP AMENDMENTS

<i>Outreach Step</i>	<i>Timeframe</i>
Lake Sumter MPO Board chairman contacted about need for emergency amendment to secure funding	As soon as situation is identified by staff
Board chairman signs corresponding resolution on behalf of the Board without calling emergency session As soon as chairman's schedule permits	
Board ratifies approval of the emergency amendment	At next regularly scheduled Board meeting

Amendment is published on www.LakeSumterMPO.com

Based on the information used to develop the TIP, the Lake~Sumter MPO anticipates that this TIP, once implemented, will contribute to progress toward achieving the MPO's transit asset performance targets. Improving the State of Good Repair (SGR) of capital assets is an overarching goal of this process.

FREIGHT PERFORMANCE AND PLAN CONSISTENCY

The projects in the TIP address the Goals, Objectives, and Policies as well as specific strategic capacity and safety deficiencies identified in the Florida Freight Mobility and Trade Plan (FMTP). By providing Lake~Sumter MPO with the Wekiva Parkway Project, this serves multiple objectives, including Objective 2 of the FMTP (Increase operational efficiency of goods movement). The projects will also eliminate the Statewide SIS Bottleneck on the Florida Turnpike and US 27 identified in the FMTP.

GLOSSARY OF TERMS AND ABBREVIATIONS

- **Access Management** – The regulation and control of vehicular access to public roads to insure the safe and efficient operation of the roadway system.
- **Advanced Traffic Management Systems (ATMS)** – This is an intelligent transportation system (ITS) approach using advanced technology tools such as closed-circuit television cameras, radar detectors and communication devices to monitor traffic, optimize signal timing and control traffic flow.
- **Americans with Disabilities Act (ADA)** – A federal law that requires public facilities and services to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities and conditions related to substance abuse.
- **Average Daily Traffic (ADT)** – The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of the data.

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- **Bicycle Facilities** – Any travel corridor designed to accommodate non-motorized traffic, including bike and pedestrian paths and bike lanes on roadways.
- **Bridges Management System (BMS)** – Process for analyzing existing conditions and identifying future needs with respect to bridges designated as part of the National Highway System
- **Capital Improvements Element (CIE)** – A required element of local comprehensive plans which evaluates the need for public facilities and associated costs and construction schedules. The required content of CIEs is stipulated in Rule 9J-5.016 of the Florida Administrative Code and Chapter 163.3177(3), Florida Statutes.
- **Capital Improvement Program (CIP)** – A five/six-year schedule of capital improvements adopted by local governments and transportation agencies.
- **Chapter 163, Florida Statutes (F.S.)** – Requires local governments to develop comprehensive plans assessing existing and future public service and facility needs and identifies policies and capital improvement projects necessary to address them.
- **Community Advisory Committee (CAC)** – Private citizens representing municipal area and at-large membership appointed by the MPO to review transportation issues and topics that will be

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considered by the MPO. The CAC forwards recommendations to the MPO regarding these issues and topics.

- **Community Traffic Safety Teams (CTST)** – Community Traffic Safety Teams are locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include local city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens.
- **Community Transportation Coordinator (CTC)** – Agency responsible for delivering coordinated transportation services to the transportation disadvantaged population in the designated service area.
- **Concurrency Management System (CMS)** – The process local governments use to ensure that level of service standards on public services and facilities are adopted and maintained. In addition, CMS' require that public services and facilities necessary to accommodate the impacts of development projects are in place prior to their approval.
- **Congestion Management Process (CMP)** – A federally mandated program within metropolitan planning areas to address and manage congestion through the implementation of strategies not calling for major capital investments. The CMP was formerly known as **Congestion Management System (CMS)**.

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- **Designated Official Planning Agency (DOPA)** – Agency designated by the state Commission for the Transportation Disadvantaged to provide planning services to the local transportation disadvantaged service area. The MPO is the DOPA.
- **Disadvantaged Business Enterprise (DBE)** – Businesses owned and operated by members of one or more socially and economically disadvantaged minority groups, such as African Americans, Hispanic Americans, Native Americans, Asian Pacific Americans and Asian Indian Americans.
- **Efficient Transportation Decision Making (ETDM)** – A FDOT initiative to improve and streamline the environmental review and permitting process of transportation projects by providing resource protection agencies and concerned citizens opportunities to comment on them during the initial planning phase. This is intended to improve the coordination of transportation decisions with social, land use and ecosystem preservation concerns.
- **Federal Highway Administration (FHWA)** – The federal agency that develops regulations, policies and guidelines to achieve safety, economic development, and other goals of FHWA programs through the construction and improvement of the nation's transportation infrastructure and highway system.

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- **Federal Highway Administration (FHWA) Metropolitan Planning (PL) Funds** – Primary source of planning funds allocated to the MPO and budgeted in the Unified Planning Work Program (UPWP) in accordance with 23 U.S.C., Section 134.
- **Federal Transit Administration (FTA)** – The agency that develops policy on public transit issues and allocates capital and operating funds for public transit projects.
- **Federal Transit Administration (FTA) Section 5303** – Source of transit planning funds.
- **Fiscal Year (FY)** – Defines budget year; runs from July 1 through June 30 for the state of Florida and from October 1 through September 30 for federal and local governments.
- **Florida Administrative Code (FAC)** – A compilation of the rules and regulations of state agencies that have been filed with the Department of State pursuant to the provisions of Chapter 120, F.S.
- **Florida Department of Transportation (FDOT)** – FDOT is a decentralized agency responsible for the development, maintenance, and regulation of public transportation systems and facilities in the state.
- **Florida Intrastate Highway System (FIHS)** – A statewide network of limited and controlled access highways primarily intended for high speed and high-volume traffic movements constructed and maintained by FDOT.

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- **Florida Standard Urban Transportation Modeling Structure (FSUTMS)** – Computer model used in Florida for transportation planning to simulate existing and future travel patterns developed by FDOT for long-range urban area transportation modeling.
- **Functional Classification** – The process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Local governments are required to identify the functional classification of roadways within their jurisdiction in their comprehensive plans.
- **High Occupancy Vehicle (HOV) Lanes:** This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.
- **Institute of Transportation Engineers (ITE)** – An international society of professionals in transportation and traffic engineering. The organization publishes the Trip Generation Manual, which provides trip generation data.
- **Intelligent Transportation Systems (ITS)** – An umbrella term for a range of advanced technologies that monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, respond to incidents, adverse weather or other road capacity constricting events.

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- **Intermodal Facilities** – Transportation facilities that different travel modes, such as rail or bus stations at airports.
- **Joint Participation Agreement (JPA)** – Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.
- **Level of Service (LOS)** – A qualitative assessment of operating conditions for transportation facilities using the letter grades A through F (best to worst), to describe their performance.
- **Livable Communities** – A planning concept that applies to initiatives and programs directed at improving and/or maintaining an urban environment that promotes walking, bicycling and transit use and that provides a sense of place and opportunities for employment, education, recreation, entertainment and shopping.
- **Local Coordinating Board (LCB)** – A board comprised of representatives of the MPO Board, social service agencies, private transportation providers, FDOT and citizens. The LCB is responsible for governing the Transportation Disadvantaged Program.
- **Moving Ahead for Progress in the 21st Century Act (MAP-21)** – The 2012 federal surface transportation legislation (Public Law 112- 141) that authorizes federal-aid highway and transit

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programs. MAP-21 sets forth funding and associated requirements for the MPOs and transportation improvement projects.

- **MPO Long Range Transportation Plan (LRTP)** – Federally required plan that assesses existing and future transportation needs in the MPO planning area and identifies strategies, capital improvements and associated funding needed to address them. The LRTP addresses all principal modes of travel including the automobile, bicycle, airplane, and transit and walking.
- **MPO Public Participation Plan (PIP)** – Sets forth strategies for generating meaningful public involvement while preparing, developing and implementing MPO plans, programs and projects.
- **National Highway System (NHS)** – Includes the interstate system and other routes identified as having strategic defense characteristics as well as routes providing access to major ports, airports, public transportation, intermodal transportation facilities and routes of importance to local governments.
- **Pavement Management System (PMS)** – A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost effective pavement construction, rehabilitation and maintenance programs. It is required for roads in the National Highway System.
- A **single-occupancy vehicle (SOV)** is a privately operated **vehicle** whose only **occupant** is the driver. The drivers of SOVs use their **vehicles** primarily for personal travel, daily commuting and for running errands.

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- **SRTS – Safe Routes to School Program** - The SRTS Program helps communities address school transportation needs while encouraging more students to walk or bicycle to school. The SRTS Program funds projects such as the construction and installation of sidewalks, shared-use paths, etc.
- **State Transportation Improvement Plan (STIP)** – A staged, multi-year, statewide, intermodal program that is consistent with the state and MPO transportation plans and TIPs. It must be approved by the Federal Highway Administration and the Federal Transit Administration at least every two years.
- **Strategic Intermodal System (SIS)** – The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, Deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are recognized as having the top priority for state and federal funding.
- **Surface Transportation Program (STP)** – A funding program under SAFETEA-LU that provides monies for federal-aid road improvements. SAFETEA-LU will expire on October 1, 2012 and Moving Ahead for Progress in the 21st Century Act (MAP-21) that took effect on October 1, 2012.

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- **Transit Asset Management Plan (TAMP)** - is a business model plan that prioritizes funding based on condition and performance to achieve and maintain a state of good repair (SGR) for the nation's public transportation assets.
- **Transportation Alternatives Program (TAP)** – Allows for up to two percent of Surface Transportation Program funds to be allocated for non-roadway improvements/expenditures, including pedestrian/bicycle facilities, Recreational Trails and Safe Routes to Schools programs.
- **Transit Development Plan (TDP)** – Transit providers ten-year planning, development and operational guidance document required for Florida Public Transit Block Grant funding. The TDP is used in creating the mass transit elements of the MPO Long Range Transportation Plan, TIP and FDOT Work Program.
- **Transportation Demand Management (TDM)** – Employs techniques, such as vanpooling, increasing transit use and telecommuting, to reduce the demand for single occupant vehicle travel and vehicle-miles traveled.
- **Transportation Disadvantaged (TD)** – Those persons who, because of physical or mental disability, income status or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities or other life-sustaining activities. These persons also include children who are handicapped or high-risk or at risk as defined in Ch. 411, F.S.

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- **Transportation Disadvantaged Service Plan (TDSP)** – A three-year implementation plan, with annual updates developed by the designated official planning agency (DOPA) in coordination with the community transportation coordinator. The TDSP contains the provisions of service delivery for the County's Transportation Disadvantaged Program and is reviewed and approved by the Local Coordinating Board.
- **Transportation Impact Fee (TIF)** – Exaction assessed by local governments on new development projects that attempt to recover the cost incurred to provide transportation facilities required to serve the new development.
- **Transportation Improvement Program (TIP)** – A five-year program of transportation improvements adopted annually by the MPO that incorporates State and federal work programs along with the capital improvement programs/elements of local governments and the transit agency within the MPO's jurisdiction.
- **Transportation Regional Incentive Program (TRIP)** – A Florida program that provides state funds to improve regionally significant transportation facilities.
- **Transportation System Management (TSM)** – A program involving the implementation of traffic control measures, such as high occupancy vehicle (HOV) lanes, signal timing adjustments,

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median closings and access management strategies to increase the operating efficiency of the traffic circulation system.

- **Unified Planning Work Program (UPWP)** – Identifies all transportation planning activities under the auspices of the MPO that are to receive federal and state grant funds.
- **United States Code (USC)** – Also referred to as the Code of Federal Requirements, this is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.
- **Work Program (WP)** – The five-year listing of all transportation projects scheduled by the Florida Department of Transportation.

ABBREVIATIONS

- **BRDG** Bridge
- **CTC** Community Transportation Coordinator
- **CTD** Commission for the Transportation Disadvantaged
- **CIP** Capital Improvements Program
- **DBE** Disadvantaged Business Enterprise
- **FAA** Federal Aviation Administration

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- **FAST Act** Fixing America's Surface Transportation Act of 2015 FDOT Florida Department of Transportation
- **FHWA** Federal Highway Administration FM Financial Management
- **FTA** Federal Transit Administration
- **IJR** Interchange Justification Report
- **LAR** Local Agency Reimbursement
- **LCB** Local Coordinating Board
- **LRTP** Long Range Transportation Plan
- **MPO** Metropolitan Planning Organization
- **PST DES** Post Design
- **PIP** Public Involvement Plan
- **PTO** Public Transportation Office RELOC Right of Way Relocation ROW Right of Way
- **SRA** Senior Resource Association, Inc.
- **TD** Transportation Disadvantaged
- **TDCB** Transportation Disadvantaged Coordinating Board
- **TIP** Transportation Improvement Program

PROJECT PHASES

- **ADM** Administration

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- **CAP** Capital Purchase
- **CEI** Construction, Engineering, & Inspection
- **CST** Construction
- **DSB** Design Build
- **ENV** Environmental
- **MNT** Maintenance
- **OPS** Operations
- **PD&E** Project Development and Environmental
- **PE** Preliminary Engineering
- **PLN** Planning
- **RRU** Railroad/Utilities Construction

FUNDING CODES

- **ACBR** Advance Construction Bridge Replacement
- **ACER** Advance Construction Emergency Repair
- **ACFP** Advance Construction Freight Program
- **ACNP** Advance Construction Bridge Replacement (MAP-21)
- **ACSA** Advance Construction Surface Transportation Program – Any Area (Federal)
- **ACSL** Advance Construction Surface Transp. Program –Areas Less Than 200K Pop.
- **ACSN** Advance Construction Surface Transportation Program – Areas Less Than 5K Pop.
- **ACTL** Advance Construction Transportation Alternatives Areas Less Than 200K Pop.

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- **CIGP** County Incentive Grant Program
- **CM** Congestion Mitigation
- **D** Unrestricted State Primary
- **DDR** District Dedicated Revenue (State)
- **DFC** Developer Funded Contribution
- **DIH** District In-House Product Support (State)
- **DITS** Statewide Intelligent Transportation System
- **DPTO** State Public Transportation Office
- **DS** State Primary Highways and Public Transit
- **DU** State Primary Funds/Federal Reimbursement
- **FAA** Federal Aviation Administration
- **FTA** Federal Transit Administration
- **GRSC** Growth Management for SCOP
- **LF** Local Funds
- **PKYI** Turnpike Improvement
- **PKYR** Turnpike Renewal & Replacement
- **PL** Metropolitan Planning Funds
- **SA** Surface Transportation Program – Any Area (Federal)
- **SCED** Small County Outreach Program (2012 Senate Bill 1998)
- **SCOP** Small County Outreach Program
- **SCWR** Small County Outreach Program (2015 Senate Bill 2514A)
- **SL** Surface Transportation Program – Areas Less Than 200K Pop.
- **SN** Surface Transportation Program – Areas Less Than 5K Pop.
- **TALL** Transportation Alternatives – Areas Less Than 200K Pop.
- **TALN** Transportation Alternatives – Areas Less Than 5K Pop.

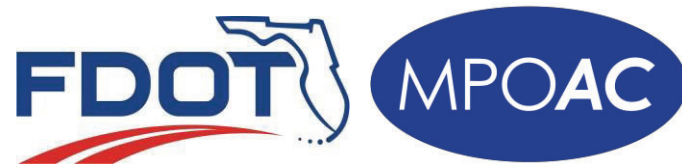
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- **TALT** Transportation Alternatives – Any Area
- **TRIP** Transportation Regional Incentive Program
- **TRWR** Transportation Regional Incentive Program (2015 Senate Bill 2514A)

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TRANSPORTATION PERFORMANCE MEASURES CONSENSUS PLANNING AGREEMENT APPROVED DECEMBER 2019

The Lake~Sumter MPO Governing Board approved endorsing the Florida TPM Consensus Planning Agreement as part of the MPO's planning process at the December 2019 meeting.



Transportation Performance Measures Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by

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the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”
- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

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Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning.

Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop

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its own targets for any measure.

- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR

625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.

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- i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.

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- ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established
- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180- day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for sub recipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-

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related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or sub recipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
- iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
- v. If the MPO chooses to support the asset management and safety targets established by

Lake~Sumter MPO Transportation Improvement Program

the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
- i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
- ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those

Lake~Sumter MPO Transportation Improvement Program

performance targets, in accordance with 23 CFR 450.218 (q).

- iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long- range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).
 - ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.

Lake~Sumter MPO Transportation Improvement Program

4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
 - a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
 - a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

Lake~Sumter MPO Transportation Improvement Program

- 1 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.
- 2 If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.
- 3 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

5-Year Summary of Funding Source

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Federal	30,877,663	36,327,160	21,043,687	10,525,423	11,656,457	110,430,390
Local	2,969,308	3,825,589	3,413,015	3,449,076	3,150,235	16,807,223
State	203,155,853	327,779,088	27,270,918	29,208,881	3,994,623	591,409,363
State 100%	532,191	0	0	0	0	532,191
Toll/Turnpike	5,016	5,016	5,016	5,016	5,016	25,080
Total	237,540,031	367,936,853	51,732,636	43,188,396	18,806,331	719,204,247

Section 1 - Transportation Planning

LAKE SUMTER URBAN AREA FY 2020/2021-2021/2022 UPWP

4393293

Non-SIS



Project Description:							
Work Summary:		TRANSPORTATION PLANNING		From:			
				To:			
Lead Agency:		Responsible Agency Not Available		Length: 0.000 mi			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	575,035	575,035	0	0	0	1,150,070
Total		575,035	575,035	0	0	0	1,150,070

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,150,070
LRTP: N/A

LAKE SUMTER URBAN AREA FY 2022/2023-2023/2024 UPWP

4393294

Non-SIS



Project Description:							
Work Summary:		TRANSPORTATION PLANNING		From:			
				To:			
Lead Agency:		Responsible Agency Not Available		Length: .000			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	0	0	575,035	575,035	0	1,150,070
Total		0	0	575,035	575,035	0	1,150,070

Prior Year Cost:0

Future Year Cost:0

Total Project Cost:1,150,070

LAKE-SECTION 5303

4314001

Non-SIS



Project Description:							
Work Summary:		PTO STUDIES		From:	LAKE-SUMTER MPO PLANNING		
				To:	STUDIES		
Lead Agency:		LSMPO		Length:	0.000 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	65,343	0	0	0	0	65,343
PLN	DPTO	8,168	0	0	0	0	8,168
PLN	LF	8,168	0	0	0	0	8,168
Total		81,679	0	0	0	0	81,679

Prior Year Cost: 556,881
Future Year Cost: 0
Total Project Cost: 638,560
LRTP: pg.11

LAKE-SUMTER MPO PLANNING STUDIES

4408011

Non-SIS



Project Description:

Work Summary: PTO STUDIES From:

To:

Lead Agency: MANAGED BY LAKE SUMTER MPO Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	0	71,386	71,386	71,386	226,752	440,910
PLN	DPTO	0	8,923	8,923	8,923	28,344	55,113
PLN	LF	0	8,923	8,923	8,923	28,344	55,113
Total		0	89,232	89,232	89,232	283,440	551,136

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 551,136
LRTP: N/A

Section 2 - Roadway Capacity

FLORIDA'S TURNPIKE

4357861

SIS



Project Description: Widen TPK FROM MINNEOLA INTERCHANGE TO US 27 (4 TO 8)

Work Summary: ADD LANES & RECONSTRUCT
From: FROM MINNEOLA INTCHG
To: TO US 27 (MP279-289.3)(4-6)

Lead Agency: FDOT
Length: 10.327 mi

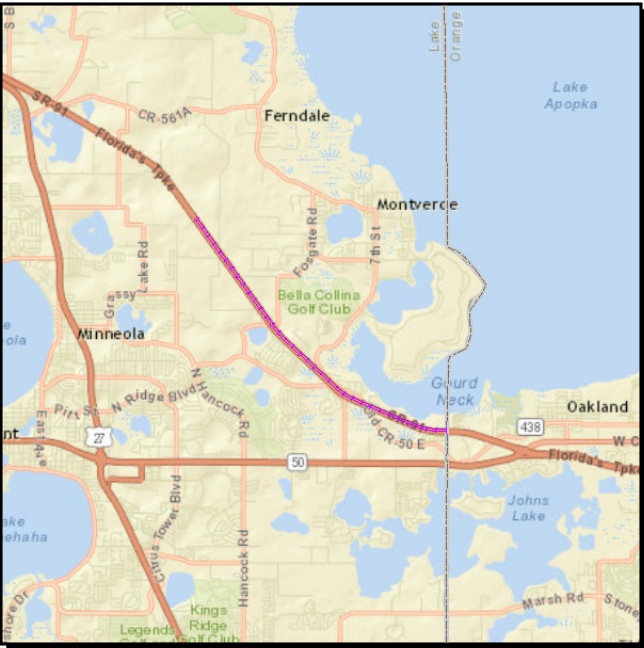
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	PKYI	4,370,000	5,806,582	1,031,515	0	0	11,208,097
PE	PKYI	1,500,000	0	0	0	0	1,500,000
RRU	PKBD	350,000	0	0	0	0	350,000
CST	PKBD	0	268,068,576	0	2,610,000	0	270,678,576
ENV	PKYI	0	1,200,000	0	0	0	1,200,000
Total		6,220,000	275,075,158	1,031,515	2,610,000	0	284,936,673

Prior Year Cost: 18,106,812
Future Year Cost: 0
Total Project Cost: 303,043,485
LRTP: pg.11

FLORIDA'S TURNPIKE

4357851

SIS



Project Description: WIDEN TPK- ORANGE / LAKE C/L TO MINNEOLA INTCHG (MP 274.2 - 279)

Work Summary: ADD LANES & RECONSTRUCT

From: FROM ORANGE/LAKE C/L

To: TO MINNEOLA (274-279.14) 4TO8LNS W/EX

Lead Agency: Managed by FDOT

Length: 5.137 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	PKYI	2,438,000	0	0	0	0	2,438,000
CST	PKBD	124,945,865	0	0	0	0	124,945,865
Total		127,383,865	0	0	0	0	127,383,865

Prior Year Cost: 21,686,472

Future Year Cost: 0

Total Project Cost: 149,070,337

LRTP: pg.11

SR 50/SR 33

4270561

SIS



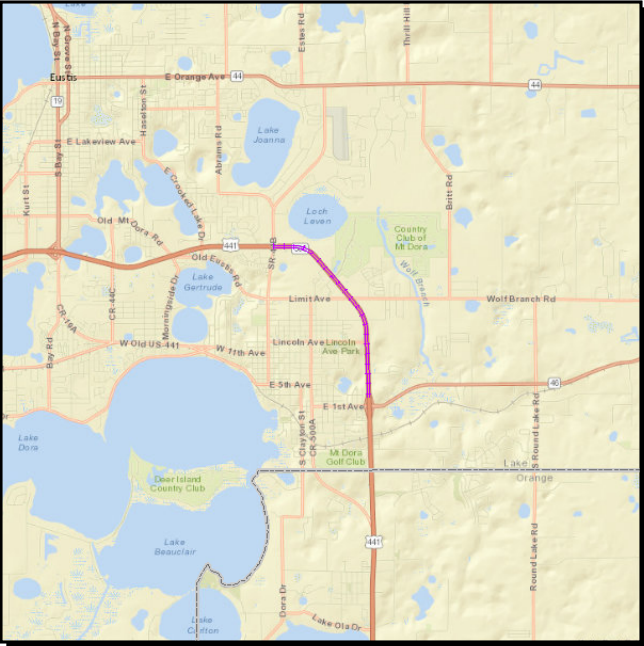
Project Description:		This project consists of designing a new four-lane truck route realignment of State Road (S.R.) 50 around the City of Groveland to enhance safety,					
Work Summary:		PRELIM ENG FOR FUTURE CAPACITY		From:	FROM CR 565 (VILLA CITY)		
				To:	TO CR 565A (MONTEVISTA)		
Lead Agency:		FDOT		Length:	2.096 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	5,835,000	0	0	0	0	5,835,000
Total		5,835,000	0	0	0	0	5,835,000

Prior Year Cost: 5,583,965
Future Year Cost: 0
Total Project Cost: 11,418,965
LRTP: pg.11

SR 500 (US 441)

4293561

Non-SIS



Project Description: PD&E/EMO STUDY

Work Summary:

ADD LANES &
REHABILITATE PVMNT

From:

FROM SR 44

To:

TO NORTH OF SR 46

Lead Agency:

FDOT

Length:

2.387 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DIH	27,000	26,000	0	0	0	53,000
ROW	SL	2,000,000	0	0	0	0	2,000,000
ROW	DDR	0	110,000	45,556	0	0	155,556
Total		2,027,000	136,000	45,556	0	0	2,208,556

Prior Year Cost:6,284,404

Future Year Cost:0

Total Project Cost:8,492,960

L RTP:pg.11

Section 3 - Operations and Management

I-75 (SR 93)

4385623

SIS



Project Description:

Work Summary: REST AREA From: AT SUMTER COUNTY SOUTHBOUND REST AREA
To:

Lead Agency: Managed by FDOT Length: 0.439 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DRA	18,039,710	0	0	0	0	18,039,710
CST	DIH	51,300	0	0	0	0	51,300
Total		18,091,010	0	0	0	0	18,091,010

Prior Year Cost: 2,282,445
Future Year Cost: 0
Total Project Cost: 20,373,455
LRTP: N/A

RESERVE BOX-VILLAGES

4273051

Non-SIS



Project Description:							
Work Summary:		FUNDING ACTION		From:	(LAKE/SUMTER) OPERATION &		
				To:	SAFETY IMPROVEMENTS		
Lead Agency:		FDOT					
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	LFP	0	415,663	0	0	0	415,663
Total		0	415,663	0	0	0	415,663

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 415,663
LRTP: pg.11

SR 19 / SR 44 @ ORANGE AVE

4456861

Non-SIS



Project Description: SR19/SR44 @ Orange Ave.

Work Summary: SAFETY PROJECT **From:** Orange Ave.

To:

Lead Agency: Managed by FDOT **Length:** .540 m

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SS	610,000	0	0	0	0	610,000
CST	SS	0	0	0	1,319,795	0	1,319,795
Total		610,000	0	0	1,319,795	0	1,929,795

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,929,795
LRTP: p. 11, 12

SR 19 FROM BURRELL RD TO MEBANE ST

4411352

Non-SIS



Project Description: SR 19 FROM BURRELL RD TO MEBANE ST

Work Summary: SAFETY PROJECT **From:** Burrell Rd.

To: Mebane St

Lead Agency: Managed by FDOT **Length:** 3.1

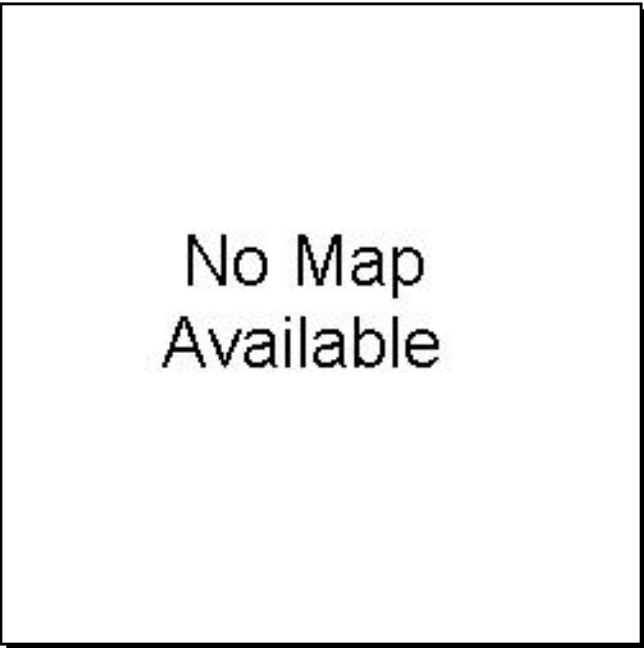
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	3,796,302	0	0	0	0	3,796,302
Total		3,796,302	0	0	0	0	3,796,302

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,796,302
LRTP: p. 11,12

US 441 / SR 44 @ CR 44C EUDORA RD

4456841

Non-SIS



Project Description: TRAFFIC SIGNALS AT US 441 / SR 44 @ CR 44C EUDORA RD

Work Summary: TRAFFIC SIGNALS **From:**

To:

Lead Agency: Managed by FDOT **Length:** .030

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	353,962	0	0	353,962
CST	DDR	0	0	157,123	0	0	157,123
Total		155,000	0	511,085	0	0	666,085

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 666,085
LRTP: p 11, 12

WEKIVA TOLL FACILITIES MAINTENANCE

4391681

Non-SIS



Project Description:

Work Summary: TOLL PLAZA From:

To:

Lead Agency: Managed by FDOT Length: .000

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	TMBW	5,016	5,016	5,016	5,016	5,016	25,080
Total		5,016	5,016	5,016	5,016	5,016	25,080

Prior Year Cost: 33,425
Future Year Cost: 0
Total Project Cost: 58,505

Section 4A - Safety - Resurfacing

C-478

4392231

Non-SIS



Project Description:							
Work Summary:		RESURFACING		From:	FROM SR 471		
				To:	TO CENTER HILL CITY LIMITS		
Lead Agency:		Sumter County		Length:	5.568 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SCED	476,190	0	0	0	0	476,190
CST	SCOP	458,095	0	0	0	0	458,095
CST	SCWR	532,191	0	0	0	0	532,191
CST	GRSC	283,524	0	0	0	0	283,524
Total		1,750,000	0	0	0	0	1,750,000

Prior Year Cost:250,774

Future Year Cost:0

Total Project Cost:2,000,774

LRTP:pg. 10, 11

CR 42

4413642

Non-SIS



Project Description: The purpose of this project is to construct paved shoulders at certain curves along County Road 42 and to add safety enhancements to mitigate vehicle							
Work Summary:		SAFETY PROJECT		From:	FROM SR 44		
				To:	TO MARION COUNTY		
Lead Agency:		MANAGED BY LAKE COUNTY		Length:	19.284		
se	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
T	ACSS	1,669,223	0	0	0	0	1,669,223
T	ACSL	35,000	0	0	0	0	35,000
al		1,704,223	0	0	0	0	1,704,223

Prior Year Cost:0

Future Year Cost:0

Total Project Cost:1,704,223

CR 452 FROM CR 44 TO LAKE / MARION COUNTY LINE

4435111

Non-SIS



Project Description:

Work Summary: SAFETY PROJECT From: CR 44
To: LAKE/MARION COUNTY LINE
Lead Agency: MANAGED BY LAKE COUNTY Length: 9.268

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	0	2,232,000	0	0	0	2,232,000
Total		0	2,232,000	0	0	0	2,232,000

Prior Year Cost: 613,270
Future Year Cost: 0
Total Project Cost: 2,845,270

FLORIDA'S TURNPIKE

4402951

SIS

No Map Available

Project Description: RECONSTRUCT TURNPIKE MAINLINE IN LAKE COUNTY (MP 289.3-297.9 SB ONLY)

Work Summary:	RESURFACING	From:	MP 288.7-297.9 SOUTHBOUND ONLY
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To: MP 297.9 SOUTHBOUND ONLY

Lead Agency: FDOT **Length:** 8.776mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	PKYR	0	0	14,436,877	0	0	14,436,877
Total		0	0	14,436,877	0	0	14,436,877

Prior Year Cost:	1,370,211
Future Year Cost:	0
Total Project Cost:	15,807,088
LRTP:	pg. 10, 11

FLORIDA'S TURNPIKE

4417172

SIS



Project Description: SAFETY IMPROVEMENTS FOR TURNPIKE MAINLINE IN SUMTER COUNTY (MP 297.7-308.9)

Work Summary: SAFETY PROJECT **From:** MP 297.7

To: MP 308.9

Lead Agency: FDOT **Length:** 10.670

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	PKYR	3,015,650	0	0	0	0	3,015,650
Total		3,015,650	0	0	0	0	3,015,650

Prior Year Cost: 388,015
Future Year Cost: 0
Total Project Cost: 3,403,665
LRTP: P. 11

LAKE ELLA ROAD FROM NE 90TH ST TO SR 25 / SR 500 (US 27 / US 4435081

Non-SIS



Project Description:							
Work Summary:		SAFETY PROJECT			From:		
					To:		
Lead Agency:		MANAGED BY LAKE COUNTY			Length: 2.957		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	0	409,180	0	0	0	409,180
Total		0	409,180	0	0	0	409,180

Prior Year Cost: 185,130
Future Year Cost: 0
Total Project Cost: 594,310

SR 19

4411351

Non-SIS



Project Description:							
Work Summary:		RESURFACING		From:	FROM CR 452		
				To:	TO GOLDEN GEM DR, SOUTH OF UMATILLA		
Lead Agency:		Managed by FDOT		Length:	3.816		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DS	5,477,036	0	0	0	0	5,477,036
CST	DIH	10,260	0	0	0	0	10,260
CST	DDR	1,011,224	0	0	0	0	1,011,224
Total		6,498,520	0	0	0	0	6,498,520

Prior Year Cost:1,499,076

Future Year Cost:0

Total Project Cost:7,997,596

SR 19 FROM BURRELL RD TO MEBANE ST

4435101

Non-SIS



Project Description: CORRIDOR ACCESS MANAGEMENT IMPROVEMENTS ON SR 19
BASED ON HISTORY OF CORRECTABLE CRASHES

Work Summary: SAFETY PROJECT **From:**

To:

Lead Agency: Managed by FDOT **Length:** 3.063

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	0	3,548,528	0	0	0	3,548,528
Total		0	3,548,528	0	0	0	3,548,528

Prior Year Cost: 755,000
Future Year Cost: 0
Total Project Cost: 4,303,528

SR 19/S CENTRAL AVE

4379381

Non-SIS



Project Description:							
Work Summary:		RESURFACING		From:	FROM N OF CR 450A		
				To:	TO S OF CR 450/W OCALA STREET		
Lead Agency:		Managed by FDOT		Length:	1.090 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	0	5,402	0	0	0	5,402
CST	DDR	0	3,414,016	0	0	0	3,414,016
Total		0	3,419,418	0	0	0	3,419,418

Prior Year Cost: 196,167
Future Year Cost: 0
Total Project Cost: 3,615,585
LRTP: N/A

SR 33 / CR 33 FROM POLK CO. LINE TO SR 50

4456851

Non-SIS



Project Description: Safety Project on SR 33 Polk Count Line to SR 50

Work Summary: SAFETY PROJECT **From:** Polk County Line

To: SR 50

Lead Agency: Managed by FDOT **Length:** 4.407 m

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	HSLD	510,000	0	0	0	0	510,000
CST	SS	0	0	2,813,480	0	0	2,813,480
Total		510,000	0	2,813,480	0	0	3,323,480

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,323,480
LRTP: p.11,12

SR 44

4410141

SIS



Project Description:							
Work Summary:		RESURFACING		From:	FROM NW 68TH BLVD		
				To:	TO END OF RURAL SECTION (.25 MI WEST OF I-75)		
Lead Agency:		Managed by FDOT		Length:	8.055		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	1,041,057	0	0	0	0	1,041,057
CST	SA	9,150,515	0	0	0	0	9,150,515
Total		10,191,572	0	0	0	0	10,191,572

Prior Year Cost:666,050

Future Year Cost:0

Total Project Cost:10,857,622

SR 44

4391421

Non-SIS



Project Description:							
Work Summary:		RESURFACING		From:	FROM EAST OF BRITT ROAD		
				To:	TO EAST OF VALLEY HILL LANE		
Lead Agency:		Managed by FDOT		Length:	4.555		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DS	0	773,773	0	0	0	773,773
CST	DIH	0	10,530	0	0	0	10,530
CST	DDR	0	3,916,423	0	0	0	3,916,423
Total		0	4,700,726	0	0	0	4,700,726

Prior Year Cost:581,013

Future Year Cost:0

Total Project Cost:5,281,739

SR 44 SOUTH OF LAKESHORE BLVD TO NORTH OF LAKESHORE

4435071

Non-SIS



Project Description:							
Work Summary:		SAFETY PROJECT			From:		
					To:		
Lead Agency:		Managed by FDOT			Length: .272		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	0	893,940	0	0	0	893,940
Total		0	893,940	0	0	0	893,940

Prior Year Cost:663,721

Future Year Cost:0

Total Project Cost:1,557,661

SR 44/SOUTH STREET

4411371

Non-SIS



Project Description:							
Work Summary:		RESURFACING		From:	FROM BOTTLE BRUSH COURT		
				To:	TO US 27 (S 14TH STREET)		
Lead Agency:		Managed by FDOT		Length:	1.093		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	10,260	0	0	0	0	10,260
CST	DDR	2,285,568	0	0	0	0	2,285,568
Total		2,295,828	0	0	0	0	2,295,828

Prior Year Cost: 827,701
Future Year Cost: 0
Total Project Cost: 3,123,529

US 441 FROM GRIFFIN RD TO MLK BLVD

4435461

Non-SIS



Project Description:

Work Summary: SAFETY PROJECT

From:

To:

Lead Agency: Managed by FDOT

Length: 1.188

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	0	2,612,260	0	0	0	2,612,260
Total		0	2,612,260	0	0	0	2,612,260

Prior Year Cost: 905,747
Future Year Cost: 0
Total Project Cost: 3,518,007

Section 4B - Safety - Lighting

LIGHTING AGREEMENTS

4136152

Non-SIS



Project Description:

Work Summary: LIGHTING

From:

To:

Lead Agency: FDOT

Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	38,894	40,061	41,263	42,500	43,776	206,494
Total		38,894	40,061	41,263	42,500	43,776	206,494

Prior Year Cost: 436,697
Future Year Cost: 0
Total Project Cost: 643,191
LRTP: pg.11,22,23,24

LIGHTING AGREEMENTS

4136151

Non-SIS



Project Description:

Work Summary: LIGHTING

From:

To:

Lead Agency: FDOT

Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	356,522	367,215	378,228	389,572	401,262	1,892,799
Total		356,522	367,215	378,228	389,572	401,262	1,892,799

Prior Year Cost: 3,553,171
Future Year Cost: 0
Total Project Cost: 5,445,970
LRTP: pg.11,22,23,24

SR 19

4413701

Non-SIS



Project Description:

Work Summary:

SAFETY PROJECT

From:

FROM BATES AVE

To:

TO LAUREL OAK DR

Lead Agency:

Managed by FDOT

Length:

.436

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	651,494	0	0	0	0	651,494
Total		651,494	0	0	0	0	651,494

Prior Year Cost:398,312

Future Year Cost:0

Total Project Cost:1,049,806

Section 4C - Safety - Guardrail

FLORIDA'S TURNPIKE

4402952

SIS



Project Description: SAFETY IMPROVEMENTS TURNPIKE MAINLINE LAKE COUNTY (MP 289.3-297.7 SOUTHBOUND ONLY)							
Work Summary:		GUARDRAIL		From:	MP289.3		
				To:	MP 297.7 SB ONLY		
Lead Agency:		Managed by FDOT		Length:	8.776 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ST	PKYR	0	191,866	5,095,222	0	0	5,287,088
Total		0	191,866	5,095,222	0	0	5,287,088

Prior Year Cost: 358,209
Future Year Cost: 0
Total Project Cost: 5,645,297
LRTP: pg. 10

Section 5A - Maintenance Bridges

FLORIDA'S TURNPIKE

4439901

SIS



Project Description: BAILEY ROAD BRIDGE REPLACEMENT OVER TURNPIKE (SR91)
SUMTER COUNTY (MP 299.7)

Work Summary: BRIDGE REPLACEMENT **From:** MP 299.7

To: MP 299.7

Lead Agency: FDOT

Length: .004

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	PKYR	0	1,426,052	0	0	0	1,426,052
Total		0	1,426,052	0	0	0	1,426,052

Prior Year Cost: 7,462
Future Year Cost: 0
Total Project Cost: 1,433,514
LRTP: P. 11

SR 44 BRIDGE# 110063

4295561

Non-SIS



Project Description: SR 44 OVER ST JOHNS RIVER - BRIDGE# 110063

Work Summary: BRIDGE REPLACEMENT **From:**

To:

Lead Agency: Lake County

Length: 0.099 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACBR	357,850	317,130	0	0	0	674,980
Total		357,850	317,130	0	0	0	674,980

Prior Year Cost: 46,227,937
Future Year Cost: 0
Total Project Cost: 46,902,917
LRTP: pg.10,11

Section 5C - Maintenance Landscaping

SR 46/SR 429

4371146

SIS



Project Description:

Work Summary: LANDSCAPING From: FROM SR 46 To: TO WEKIVA RIVER RD

Lead Agency: Managed by FDOT Length: 4.924 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DS	0	10,530	0	0	0	10,530
CST	DIH	0	21,060	0	0	0	21,060
CST	SL	0	2,387,002	0	0	0	2,387,002
CST	DDR	0	157,950	0	0	0	157,950
Total		0	2,576,542	0	0	0	2,576,542

Prior Year Cost: 49,200

Future Year Cost: 0

Total Project Cost: 2,625,742

LRTP: pg.10,11

SR 500 (US 441) FROM LAKE ELLA RD TO AVENIDA CENTRAL

4465471

Non-SIS



Project Description: SR 500 from Lake Ella Rd. to Avenida Central Landscaping Project

Work Summary: LANDSCAPING **From:** Lake Ella Rd.
To: Avenida Central Blvd.

Lead Agency: Managed by FDOT **Length:** 4.157 m

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	0	0	0	0	202,218	202,218
Total		0	0	0	0	202,218	202,218

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 202,218
LRTP: p. 11, 12

SR 500 / US 441 FROM SLEEPY HOLLOW RD TO AIRPORT VIEW

4449271

Non-SIS



Project Description:							
Work Summary:		LANDSCAPING		From:			
				To:			
Lead Agency:		MANAGED BY CITY OF LEESBURG		Length: 1.114			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	350,000	0	0	0	0	350,000
Total		350,000	0	0	0	0	350,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 350,000

Section 5D - Maintenance - Routine Maintenance

ASPHALT REPAIR

4291571

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: To:

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	1,303,920	0	0	0	0	1,303,920
Total		1,303,920	0	0	0	0	1,303,920

Prior Year Cost: 6,694,630
Future Year Cost: 0
Total Project Cost: 7,998,550
LRTP: pg.10,11

CITY OF LEESBURG MOA

4231131

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: To:

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	132,056	132,056	132,056	132,056	132,056	660,280
Total		132,056	132,056	132,056	132,056	132,056	660,280

Prior Year Cost: 239,243
Future Year Cost: 0
Total Project Cost: 899,523
LRTP: pg.10,11

DRAINAGE REPAIR

4291762

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: To:

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	1,451,412	0	0	0	0	1,451,412
Total		1,451,412	0	0	0	0	1,451,412

Prior Year Cost: 3,592,477
Future Year Cost: 0
Total Project Cost: 5,043,889
LRTP: pg.10,11

FLORIDA'S TURNPIKE

4417171

SIS



Project Description: RECONSTRUCT TURNPIKE MAINLINE SUMTER COUNTY (MP 297.7-308.9)

Work Summary: FLEXIBLE PAVEMENT RECONSTRUCT. **From:** MP 297.7

To: MP 308.9

Lead Agency: FDOT **Length:** 10.670

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	PKYR	100,000	0	0	0	0	100,000
CST	PKYR	15,932,281	0	0	0	0	15,932,281
ROW	PKYI	100,000	0	0	0	0	100,000
Total		16,132,281	0	0	0	0	16,132,281

Prior Year Cost: 1,999,823
Future Year Cost: 0
Total Project Cost: 18,132,104
LRTP: P. 11

LADY LAKE

4171991

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: MEMORANDUM OF AGREEMENT To:

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	21,505	21,505	21,505	21,505	21,505	107,525
Total		21,505	21,505	21,505	21,505	21,505	107,525

Prior Year Cost: 361,444
Future Year Cost: 0
Total Project Cost: 468,969
LRTP: pg.10,11

LAKE PRIMARY

4181061

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: IN-HOUSE To:

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	1,763,811	1,763,811	1,763,811	1,733,811	1,733,811	8,759,055
Total		1,763,811	1,763,811	1,763,811	1,733,811	1,733,811	8,759,055

Prior Year Cost: 37,252,966
Future Year Cost: 0
Total Project Cost: 46,012,021
LRTP: pg.10,11

MOA W/ FRUITLAND PARK

4254581

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: To:

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	33,057	33,057	33,057	33,057	100,000	232,228
Total		33,057	33,057	33,057	33,057	100,000	232,228

Prior Year Cost: 68,448
Future Year Cost: 0
Total Project Cost: 300,676
LRTP: pg.10,11

MOA W/ MASCOTTE

4237901

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: To:

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	7,520	7,520	7,520	7,520	7,520	37,600
Total		7,520	7,520	7,520	7,520	7,520	37,600

Prior Year Cost: 45,457
Future Year Cost: 0
Total Project Cost: 83,057
LRTP: pg.10,11

MOA W/WILDWOOD

4271941

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE

From:

To:

Lead Agency: FDOT

Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	13,441	13,441	13,441	13,441	13,441	67,205
Total		13,441	13,441	13,441	13,441	13,441	67,205

Prior Year Cost: 99,260
Future Year Cost: 0
Total Project Cost: 166,465
LRTP: pg.10,11

SHOULDER AND/OR DITCH REPAIRS

4439991

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From:
To:
Lead Agency: Managed by FDOT Length: .000

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	882,775	0	0	0	0	882,775
Total		882,775	0	0	0	0	882,775

Prior Year Cost: 816,000
Future Year Cost: 0
Total Project Cost: 1,698,775

SR 44 / MAIN ST / SR 500 FROM 750' E OF SR 44 TO 535' S OF

4435921

Non-SIS



Project Description:							
Work Summary:		RESURFACING		From:			
				To:			
Lead Agency:		Managed by FDOT		Length: 1.730			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	0	10,530	0	0	0	10,530
CST	SL	0	506,045	0	0	0	506,045
CST	SA	0	4,109,656	0	0	0	4,109,656
CST	DDR	0	2,916	0	0	0	2,916
Total		0	4,629,147	0	0	0	4,629,147

Prior Year Cost:558,789

Future Year Cost:0

Total Project Cost:5,187,936

SR 44 FROM EAST OF SR 35/MAIN STREET TO LAKE CO LINE

4428751

Non-SIS



Project Description:							
Work Summary:		RESURFACING		From:			
				To:			
Lead Agency:		Managed by FDOT		Length: 6.008			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DS	0	3,078,020	0	0	0	3,078,020
CST	DIH	0	10,530	0	0	0	10,530
CST	SL	0	1,459,895	0	0	0	1,459,895
CST	SA	0	8,493,507	0	0	0	8,493,507
CST	DDR	0	1,031,741	0	0	0	1,031,741
Total		0	14,073,693	0	0	0	14,073,693

Prior Year Cost: 1,676,727
Future Year Cost: 0
Total Project Cost: 15,750,420

SR 46 FROM .35 MILES W OF SWAN RD TO HOJIN ST

4429101

Non-SIS



Project Description:

Work Summary: RESURFACING From:

To:

Lead Agency: Managed by FDOT Length: 3.546

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	10,260	0	0	0	0	10,260
CST	DDR	3,281,822	0	0	0	0	3,281,822
Total		3,292,082	0	0	0	0	3,292,082

Prior Year Cost: 10,000
Future Year Cost: 0
Total Project Cost: 3,302,082

SUMTER PRIMARY

4181111

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: IN-HOUSE

To:

Lead Agency: FDOT Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	361,211	361,211	361,211	361,211	361,211	1,806,055
Total		361,211	361,211	361,211	361,211	361,211	1,806,055

Prior Year Cost: 3,327,020
Future Year Cost: 0
Total Project Cost: 5,133,075
LRTP: pg.10,11

VEGETATION AND

2447543

Non-SIS



Project Description:

Work Summary: ROUTINE MAINTENANCE From: AESTHETICS
To: AREA WIDE

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	1,539,426	1,539,426	1,539,426	1,058,295	0	5,676,573
Total		1,539,426	1,539,426	1,539,426	1,058,295	0	5,676,573

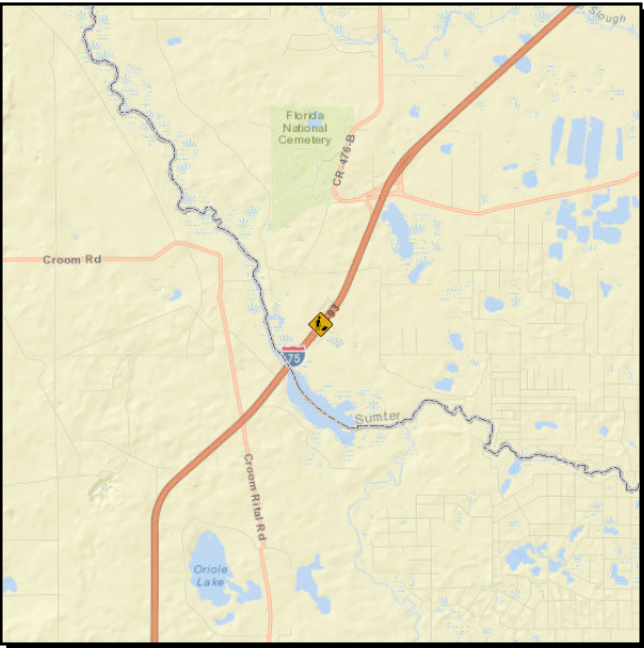
Prior Year Cost: 14,133,569
Future Year Cost: 0
Total Project Cost: 19,810,142
LRTP: pg.10,11

Section 5E - Maintenance - Miscellaneous

I-75 (SR 93) SUMTER CO REST AREA

4385622

SIS



Project Description:

Work Summary: REST AREA From: FROM N OF SR 50
To: TO S OF CR 476B
Lead Agency: Managed by FDOT Length: 0.439 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DRA	0	0	0	20,107,029	0	20,107,029
CST	DIH	0	0	0	55,550	0	55,550
Total		0	0	0	20,162,579	0	20,162,579

Prior Year Cost: 1,465,211
Future Year Cost: 0
Total Project Cost: 21,627,790
LRTP: PG. 10, 11

Section 6 - Bicycle/Pedestrian & Trails

CR44 BYPASS-(EUSTIS MIDDLE SCH)

4396861

Non-SIS

No Map Available

Project Description:

Work Summary: SIDEWALK

From: FROM E ORANGE AVE

To: TO CYPRESS GROVE DR

Lead Agency: MANAGED BY LAKE
COUNTY

Length: 1.119 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	76,460	0	0	0	0	76,460
Total		76,460	0	0	0	0	76,460

Prior Year Cost:	0
Future Year Cost:	0
Total Project Cost:	76,460

CR561/MONROE ST (ASTATULA ELEM SCH)

4396851

Non-SIS



Project Description:							
Work Summary:		SIDEWALK		From:	FROM TENNESSEE AVE		
				To:	TO CR48/FL AVE		
Lead Agency:		MANAGED BY LAKE COUNTY		Length:	0.376 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	52,670	0	0	0	0	52,670
Total		52,670	0	0	0	0	52,670

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 52,670
LRTP: pg.11

EAST ORANGE AVENUE

4390481

Non-SIS



Project Description:							
Work Summary:		SIDEWALK		From:	FROM FRUITWOOD AVENUE		
				To:	TO SUNRISE LANE		
Lead Agency:		MANAGED BY LAKE COUNTY		Length:	0.000 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALT	175,900	0	0	0	0	175,900
PE	TALL	3,000	0	0	0	0	3,000
Total		178,900	0	0	0	0	178,900

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 178,900
LRTP: pg. 11

HANCOCK RD (LOST LAKE ELEM SCHL)

4396631

Non-SIS

No Map Available

Project Description:

Work Summary: SIDEWALK

From: FROM SUNBURST LANE

To: TO GREATER PINES BLV

Lead Agency: MANAGED BY LAKE
COUNTY

Length: 0.839 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	161,610	0	0	0	0	161,610
Total		161,610	0	0	0	0	161,610

Prior Year Cost:	0
Future Year Cost:	0
Total Project Cost:	161,610
LRTP:	pg.11

LAKESHORE DR (PINE EDGE ELEM)

4396871

Non-SIS

No Map Available

Project Description:

Work Summary: SIDEWALK

From: FROM CHERITH LANE

To: TO OLEANDER DRIVE

Lead Agency: MANAGED BY LAKE COUNTY

Length: 1.231 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALT	140,930	0	0	0	0	140,930
PE	TALL	3,000	0	0	0	0	3,000
Total		143,930	0	0	0	0	143,930

Prior Year Cost:	0
Future Year Cost:	0
Total Project Cost:	143,930

LOG HOUSE RD (PINE RIDGE ELEM SCH)

4396831

Non-SIS

No Map Available

Project Description:

Work Summary: SIDEWALK

From: FROM CR 561

To: TO LAKESHORE DRIVE

Lead Agency: MANAGED BY LAKE COUNTY

Length: 0.850 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALT	70,466	0	0	0	0	70,466
PE	TALL	28,744	0	0	0	0	28,744
Total		99,210	0	0	0	0	99,210

Prior Year Cost:	0
Future Year Cost:	0
Total Project Cost:	99,210
LRTP:	pg.11

RADIO ROAD (TREADWAY ELEM SCH)

4396841

Non-SIS



Project Description:

Work Summary: SIDEWALK From: FROM SILVER BLUFF DR

To: TO TREADWAY SCH RD

Lead Agency: MANAGED BY LAKE COUNTY Length: 0.967 mi

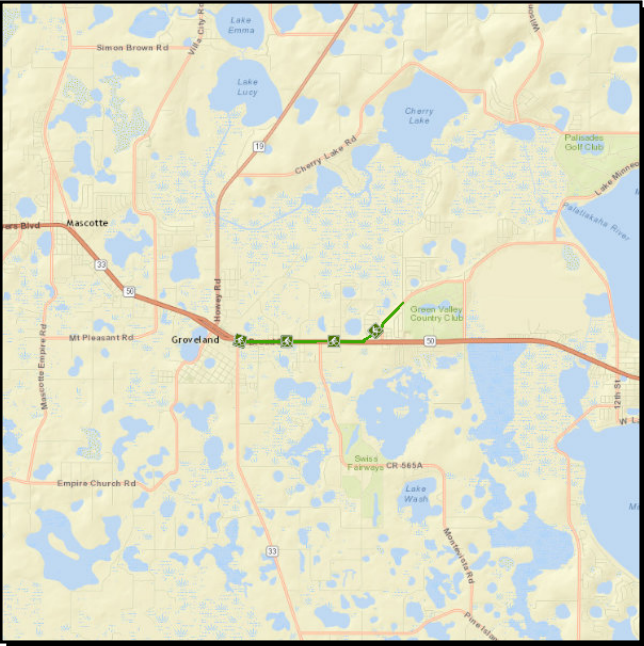
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	190,600	0	0	0	0	190,600
Total		190,600	0	0	0	0	190,600

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 190,600
LRTP: pg.11

SOUTH LAKE TRAIL PH IIIB

4225703

SIS



Project Description:							
Work Summary:		BIKE PATH/TRAIL		From:	2ND ST		
				To:	SILVER EAGLE RD		
Lead Agency:		Managed by FDOT		Length:	0.000 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	0	83,000	0	0	0	83,000
ROW	DIH	0	54,000	54,000	52,000	0	160,000
ROW	SL	0	1,070,000	1,112,578	0	0	2,182,578
ROW	TALT	0	0	1,487,422	1,150,000	135,500	2,772,922
CST	SL	0	0	0	25,221	0	25,221
CST	TALL	0	0	0	747,421	73,902	821,323
CST	TALT	0	0	0	1,591,153	0	1,591,153
ROW	TALL	0	0	0	0	439,500	439,500
Total		0	1,207,000	2,654,000	3,565,795	648,902	8,075,697

Prior Year Cost: 947,766

Future Year Cost: 456,925

Total Project Cost: 9,480,388

LRTP: pg.10,11

SOUTH LAKE-SUMTER TRAIL PHASE IV FROM VAN FLEET TR TO

4358932

Non-SIS



Project Description:							
Work Summary:		BIKE PATH/TRAIL		From:			
				To:			
Lead Agency:		Managed by FDOT		Length: .000			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DIH	17,000	17,000	16,000	0	0	50,000
ROW	DDR	85,000	165,000	115,650	0	0	365,650
CST	TALT	0	0	0	0	2,194,984	2,194,984
CST	SL	0	0	0	0	8,717	8,717
CST	TALN	0	0	0	0	252,009	252,009
CST	TALL	0	0	0	0	5,151	5,151
CST	SN	0	0	0	0	469,914	469,914
Total		102,000	182,000	131,650	0	2,930,775	3,346,425

Prior Year Cost:0

Future Year Cost:0

Total Project Cost:3,346,425

SOUTH LAKE-SUMTER TRAIL PHASE IV LAKE-SUMTER COUNTY

4358933

Non-SIS



Project Description:							
Work Summary:		BIKE PATH/TRAIL		From:			
				To:			
Lead Agency:		Managed by FDOT		Length: .000			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DIH	25,000	25,000	20,000	0	0	70,000
ROW	DDR	275,000	290,000	270,000	0	0	835,000
CST	SN	0	0	0	0	2,631,216	2,631,216
Total		300,000	315,000	290,000	0	2,631,216	3,536,216

Prior Year Cost:0

Future Year Cost:0

Total Project Cost:3,536,216

SOUTH SUMTER TRAIL– SR 471

4354712

SIS



Project Description: SOUTH SUMTER TRAIL– SR 471 from SR 50 to CR 478- Bike Path/Trail
Project - Project Sponsor: FDOT

Work Summary: BIKE PATH/TRAIL **From:** FROM SR 50
To: TO CR 478

Lead Agency: Sumter County

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	TALT	0	0	3,478,709	0	0	3,478,709
CST	SL	0	0	2,379,860	0	0	2,379,860
CST	TALN	0	0	252,290	0	0	252,290
CST	TALL	0	0	772,413	0	0	772,413
CST	SN	0	0	2,868,471	0	0	2,868,471
Total		0	0	9,751,743	0	0	9,751,743

Prior Year Cost: 1,953,799
Future Year Cost: 0
Total Project Cost: 11,705,542
LRTP: pg. 35, 36

Section 7 - Transit and Transportation Disadvantaged

LAKE COUNTY

4333051

Non-SIS



Project Description: LAKE COUNTY-BLOCK GRANT OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE SEC 5307							
Work Summary: OPERATING FOR FIXED ROUTE From: BLOCK GRANT OPERATING ASSISTANCE FOR FIXED ROUTE							
To:							
Lead Agency: Managed by LAKE COUNTY PUBLIC							
Length: 0.000 mi							
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPTO	814,090	854,794	0	0	0	1,668,884
OPS	LF	814,090	854,794	0	0	0	1,668,884
Total		1,628,180	1,709,588	0	0	0	3,337,768

Prior Year Cost: 5,787,674
Future Year Cost: 0
Total Project Cost: 9,125,442
LRTP: pg.16,32,33,37,58

LAKE-BLOCK GRANT OPERATING ASSISTANCE SEC 5307

4424531

Non-SIS



Project Description:							
Work Summary:		OPERATING FOR FIXED ROUTE					
		To:					
Lead Agency:		Managed by LAKE COUNTY PUBLIC				Length:	.000
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPTO	0	0	897,534	942,411	949,479	2,789,424
OPS	LF	0	0	897,534	942,411	949,479	2,789,424
Total		0	0	1,795,068	1,884,822	1,898,958	5,578,848

Prior Year Cost:0

Future Year Cost:0

Total Project Cost:5,578,848

LAKE-COUNTY CAPITAL

4143312

Non-SIS



Project Description:							
Work Summary:		CAPITAL FOR FIXED ROUTE		From:	FIXED ROUTE GRANT SECTION		
				To:	5307 PURCHASE BUSES		
Lead Agency:		Lake County		Length:	0.000 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	3,608,916	3,717,183	3,828,698	3,943,560	4,061,867	19,160,224
CAP	LF	902,229	929,296	957,175	985,890	1,015,467	4,790,057
Total		4,511,145	4,646,479	4,785,873	4,929,450	5,077,334	23,950,281

Prior Year Cost: 6,072,875
Future Year Cost: 0
Total Project Cost: 30,023,156
LRTP: pg.11,34

LAKE-FTA SEC 5311 RURAL TRANSPORTATION

4333081

Non-SIS



Project Description:

Work Summary: OPERATING/ADMIN. ASSISTANCE

From:

To:

Lead Agency: Managed by LAKE COUNTY PUBLIC

Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	589,607	619,088	0	0	0	1,208,695
OPS	LF	589,607	619,088	0	0	0	1,208,695
Total		1,179,214	1,238,176	0	0	0	2,417,390

Prior Year Cost: 2,796,040
Future Year Cost: 0
Total Project Cost: 5,213,430
LRTP: pg.11,34

LAKE-SECTION 5311 RURAL TRANSPORTATION

4424581

Non-SIS



Project Description:							
Work Summary:		OPERATING/ADMIN. ASSISTANCE			From:		
					To:		
Lead Agency:		Managed by LAKE COUNTY PUBLIC			Length: .000		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	0	0	650,042	682,544	716,672	2,049,258
OPS	LF	0	0	650,042	682,544	716,672	2,049,258
Total		0	0	1,300,084	1,365,088	1,433,344	4,098,516

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 4,098,516

SUMTER-SEC 5311 RURAL TRANSPORTATION

4333101

Non-SIS



Project Description:							
Work Summary:		OPERATING/ADMIN. ASSISTANCE		From:			
				To:			
Lead Agency:		Managed by SUMTER COUNTY TRANSIT		Length: 0.000 mi			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	362,214	380,325	0	0	0	742,539
OPS	LF	362,214	380,325	0	0	0	742,539
Total		724,428	760,650	0	0	0	1,485,078

Prior Year Cost: 1,817,378
Future Year Cost: 0
Total Project Cost: 3,302,456
LRTP: pg.11,34

SUMTER-SECTION 5311 RURAL TRANSPORTATION

4424611

Non-SIS



Project Description:							
Work Summary:		OPERATING/ADMIN. ASSISTANCE			From:		
					To:		
Lead Agency:		Managed by SUMTER COUNTY TRANSIT			Length: .000		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	0	0	399,341	419,308	440,273	1,258,922
OPS	LF	0	0	399,341	419,308	440,273	1,258,922
Total		0	0	798,682	838,616	880,546	2,517,844

Prior Year Cost:0

Future Year Cost:0

Total Project Cost:2,517,844

Section 8 - Rail

FAIRVIEW AVE AT RR CROSSING # 621823H

4467731

Non-SIS



Project Description: Railroad Safety Project Crossing Improvements at Fairview Ave. RR# 621823H

Work Summary: RAIL SAFETY PROJECT **From:**

To:

Lead Agency: Managed by FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	RHP	63,148	0	0	0	0	63,148
Total		63,148	0	0	0	0	63,148

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 63,148
LRTP: p. 11,12

LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN SUMTER

4467751

Non-SIS



Project Description: LED EQUIPMENT UPGRADES FOR 14 CROSSINGS IN SUMTER COUNTY

Work Summary: RAILROAD CROSSING **From:**
To:

Lead Agency: Managed by FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	RHP	33,456	0	0	0	0	33,456
Total		33,456	0	0	0	0	33,456

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 33,456
LRTP: p. 11, 12

VERANDA PARK BLVD AT RR CROSSING # 916807S

4467711

Non-SIS



Project Description: Railroad Crossing improvements at Veranda Park Blvd. @ RR# 9168075

Work Summary: RAILROAD CROSSING **From:** RR# 9168075

To:

Lead Agency: Managed by FDOT **Length:** .000

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	RHP	65,123	0	0	0	0	65,123
Total		65,123	0	0	0	0	65,123

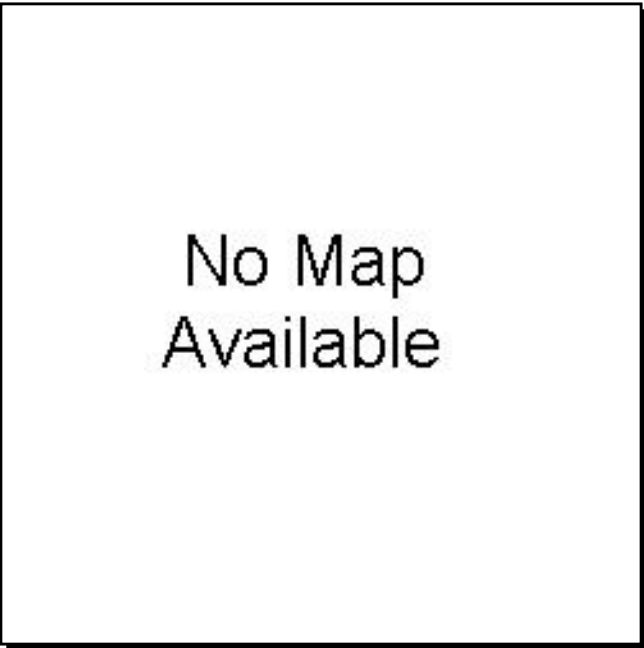
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 65,123
LRTP: p. 11, 12

Section 9 - Airports

LAKE-LEESBURG INTL

4384491

Non-SIS



Project Description:

Work Summary: AVIATION From: CONSTRUCT HANGAR

To:

Lead Agency: MANAGED BY CITY OF LEESBURG Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	0	500,000	0	0	500,000
CAP	LF	0	0	500,000	0	0	500,000
Total		0	0	1,000,000	0	0	1,000,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,000,000
LRTP: pg.10,11

LAKE-LEESBURG INTL

4407771

Non-SIS



Project Description:

Work Summary: AVIATION PRESERVATION From: APRON EXPANSION To:

Lead Agency: MANAGED BY CITY OF LEESBURG Length: 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	0	0	320,000	0	320,000
CAP	LF	0	0	0	80,000	0	80,000
Total		0	0	0	400,000	0	400,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 400,000
LRTP: N/A

LAKE-LEESBURG INTL

4384471

Non-SIS



Project Description:							
Work Summary:		AVIATION PRESERVATION		From:	INSTALL AIRFIELD GUIDANCE SIGNS		
				To:			
Lead Agency:		MANAGED BY CITY OF LEESBURG		Length:	0.000 mi		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	87,500	0	0	0	87,500
CAP	LF	0	87,500	0	0	0	87,500
CAP	FAA	0	1,575,000	0	0	0	1,575,000
Total		0	1,750,000	0	0	0	1,750,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,750,000
LRTP: pg.10,11

LAKE-LEESBURG INTL

4407761

Non-SIS



Project Description:

Work Summary: AVIATION PRESERVATION **From:** AIRFIELD IMPROVEMENTS

To:

Lead Agency: MANAGED BY CITY OF LEESBURG **Length:** 0.000 mi

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	400,000	0	0	0	0	400,000
CAP	LF	100,000	0	0	0	0	100,000
CAP	FAA	4,500,000	0	0	0	0	4,500,000
Total		5,000,000	0	0	0	0	5,000,000

Prior Year Cost: 264,500
Future Year Cost: 0
Total Project Cost: 5,264,500
LRTP: N/A

LAKE-LEESBURG INTL INSTALL FUEL TANK

4448731

Non-SIS



Project Description:							
Work Summary:		AVIATION			From:		
					To:		
Lead Agency:		City of Leesburg			Length: .000		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	160,000	0	0	0	0	160,000
CAP	LF	40,000	0	0	0	0	40,000
Total		200,000	0	0	0	0	200,000

Prior Year Cost:0

Future Year Cost:0

Total Project Cost:200,000

LAKE-LEESBURG INTL LAND ACQUISITION

4424841

Non-SIS



Project Description:

Work Summary: AVIATION

From:

To:

Lead Agency: City of Leesburg

Length: .000

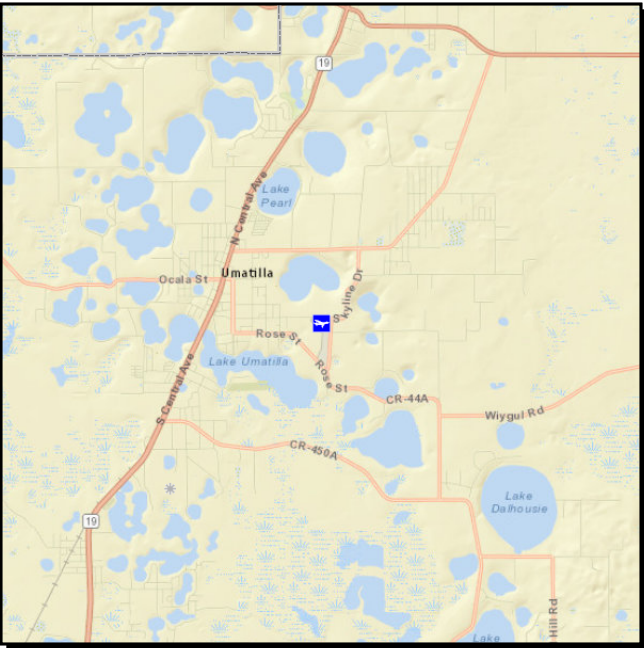
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	0	0	400,000	0	400,000
CAP	LF	0	0	0	100,000	0	100,000
Total		0	0	0	500,000	0	500,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 500,000

LAKE-UMATILLA

4316251

Non-SIS



Project Description:

Work Summary: AVIATION CAPACITY PROJECT
From: CONSTRUCT TERMINAL AREA A
To: PRON
Lead Agency: City of Umatilla
Length: 0.000 mi

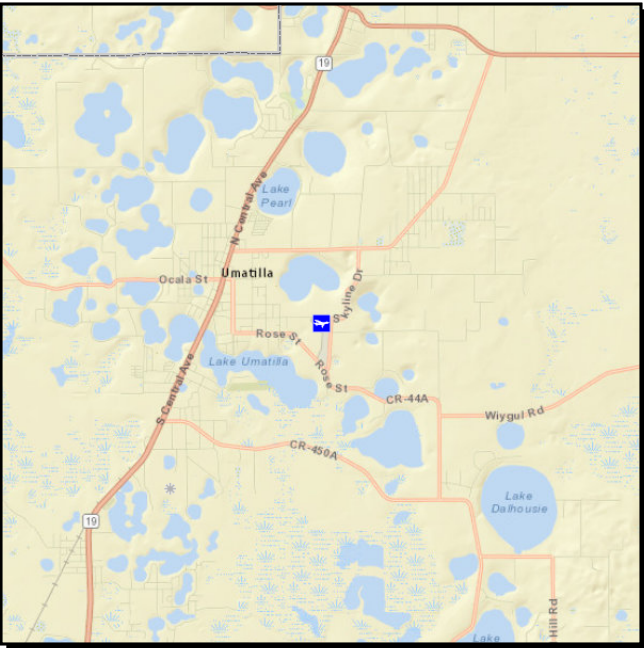
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	400,000	0	0	0	400,000
CAP	LF	0	100,000	0	0	0	100,000
Total		0	500,000	0	0	0	500,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 500,000
LRTP: pg.10,11

LAKE-UMATILLA

4316201

Non-SIS



Project Description:							
Work Summary:		AVIATION CAPACITY PROJECT		From:		DESIGN PARALLEL TAXIWAY S	
				To:		OUTH	
Lead Agency:		City of Umatilla		Length:		0.000 mi	
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	600,000	0	0	0	0	600,000
CAP	LF	150,000	0	0	0	0	150,000
Total		750,000	0	0	0	0	750,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 750,000
LRTP: pg.10,11

LAKE-UMATILLA MUNI ACQUIRE CENTRAL TERMINAL AREA LAND

4384972

Non-SIS



Project Description:							
Work Summary:		AVIATION			From:		
					To:		
Lead Agency:		City of Umatilla			Length: .000		
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DPTO	0	0	0	600,000	0	600,000
CAP	LF	0	0	0	150,000	0	150,000
Total		0	0	0	750,000	0	750,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 750,000

LAKE-UMATILLA MUNI EXTEND RUNWAY 1-19

4353162

Non-SIS



Project Description:							
Work Summary:		AVIATION PRESERVATION		From:			
				To:			
Lead Agency:		City of Umatilla		Length: .000			
Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	12,000	120,000	0	0	0	132,000
CAP	LF	3,000	30,000	0	0	0	33,000
CAP	FAA	135,000	1,350,000	0	0	0	1,485,000
Total		150,000	1,500,000	0	0	0	1,650,000

Prior Year Cost: 305,000
Future Year Cost: 0
Total Project Cost: 1,955,000

LAKE-UMATILLA MUNI RELOCATE ROAD

4448751

Non-SIS



Project Description:

Work Summary: AVIATION
PRESERVATION

From:

To:

Lead Agency: City of Umatilla

Length: .000

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	0	0	320,000	0	320,000
CAP	LF	0	0	0	80,000	0	80,000
Total		0	0	0	400,000	0	400,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 400,000

LEESBURG INTERNATIONAL AIRPORT FUEL FARM

4448732

Non-SIS



Project Description:

Work Summary: AVIATION From:

To:

Lead Agency: Responsible Agency Not Available Length: .000

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	1,600,000	0	0	0	1,600,000
CAP	LF	0	400,000	0	0	0	400,000
Total		0	2,000,000	0	0	0	2,000,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,000,000

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Transportation Improvement Program

**for FISCAL YEARS
2020/21-2024/25**

**Approved
June 24, 2020**

**Prepared by the
Lake-Sumter Metropolitan Planning Organization
1300 Citizens Blvd. Suite 175
Leesburg, FL 34748**

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