

APPENDIX I



Transportation Improvement Program

DRAFT TIP #1

FISCAL YEARS 2021/22-2025/26

SCHEDULED FOR APPROVAL June 23, 2021

Executive Summary &

Performance Measure Requirements

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LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2021 - 12

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 2021/22 – 2025/26 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

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Lake~Sumter MPO FYs 2021/22-2025/26 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 2021/22–FY 2025/26 TIP is hereby endorsed and adopted (Exhibit A); and
2. The FY 2021/22–FY 2025/26 TIP includes projects in the FDOT FY 2022/22–FY 2025/26 Work Program; and
3. Federally-aided projects listed in the FY 2021/22–FY 2025/26 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 2021/22–FY 2025/26 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 _____ day of _____,
2021.

Lake~Sumter Metropolitan Planning Organization

Josh Blake, Chair

Lake~Sumter MPO Transportation Improvement Program

Approved as to Form and Legality:

Melanie Marsh, MPO Attorney

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

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several prerequisites for continued receipt of federal assistance for transportation improvements.

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 2021/22 - 2025/26 period. Projects in the TIP are grouped into one of the following sections:

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- 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

COVID-19

It should be noted that the FY 2021/22 – 2025/26 TIP was primarily developed during 2020/21 when the Coronavirus-19 (COVID-19) initiated directives from federal, state, and local agencies to limit non-essential social gatherings and interaction. This unprecedented pandemic event caused the MPO to shift public involvement to virtual/technology-based approaches as alternatives to anticipated in-person activities.

FINANCIAL PLAN/FINANCIAL FEASIBILITY

As structured, the TIP is financially constrained for each of the five years in the FY 2021/22 - 2025/26 period. All federal and state funded projects identified in the TIP are reflected in FDOT's Work Program for FY 2021/22 - 2025/26, 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.

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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 2045 LRTP. Additional projects that would be included in the 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.

Lake~Sumter MPO Transportation Improvement Program

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		Responsible Agency: FDOT			LRTP No: pg.11,17,18,19,20,6,32,33,57		
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
<i>Prior Cost</i>		<i>Future Cost</i>		<i>Total Project Cost</i>			<i>1,010,000</i>
4301331 - SR 35 (US 301) FROM FROM N MAIN ST CR 48 TO TO C-470							*Non-SIS*
PD&E/EMO STUDY		Responsible Agency: FDOT			LRTP No: pg.11,17,18,19,20,26,32,33,57		
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
<i>Prior Cost</i>		<i>Future Cost</i>		<i>Total Project Cost</i>			<i>1,010,000</i>
4301341 - SR 44 FROM FROM C-475 TO TO I-75							*SIS*
PD&E/EMO STUDY		Responsible Agency: FDOT			LRTP No: pg.11,17,18,19,20,26,32,33,57		
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
<i>Prior Cost</i>		<i>Future Cost</i>		<i>Total Project Cost</i>			<i>870,000</i>

LRTP Reference

SIS Identifier

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

1-2

Transportation Planning

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 2045.

LRTP was adopted in December 2020 and identifies the transportation improvements needed to accommodate the projected population growth through 2045. Of those transportation improvement needs, a cost-feasible plan was developed that identifies

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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 2021/22 - 2025/26 TIP, the project selection process started in May 2020. At that time, MPO staff, in conjunction with FDOT and local government officials, met to discuss MPO priorities. In June 2020, the MPO submitted its Lists of Priority Projects to FDOT.

Using the MPO's 2020 Lists of Priority Projects, FDOT developed its FY 2021/22 - 2025/26 Tentative Work Program. That five-year work program was presented to the MPO in February 2021 and constitutes the principal part of this TIP.

The FDOT shall give priority to those projects that are:

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

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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 2045 Long Range Transportation Plan (LRTP) which was adopted in December 2020.

The Lake-Sumter MPO 2045 LRTP Goals, Objectives, and Performance Measures were updated based on federal, state, and local guidance in December 2019. The highlights the requirements and guidance used to develop the Goals, Objectives, and Performance Measures for the 2045 Long Range Transportation Plan.

MPO 2045 LRTP Goals, Objectives, and Performance Measures

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012 and the Fixing America’s Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

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In accordance with the Planning Rule, the Lake~Sumter MPO included a description of the performance targets that apply to the MPO planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also includes an analysis of how the plan has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.



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Goals and objectives reflecting the vision of the planning area were developed at the outset of the planning process. They are consistent with the guidance and requirements of the FAST Act, current federal transportation planning requirements, and the Florida Transportation Plan.

GOAL 1 – SUPPORT ECONOMIC SUCCESS AND COMMUNITY VALUES

- > **Objective 1.1** – Reduce congestion and improve travel reliability for the traveling public and freight users on highways and major arterials.
- > **Objective 1.2** – Enhance access to major employment centers.
- > **Objective 1.3** – Coordinate regional transportation planning efforts and local comprehensive planning efforts.
- > **Objective 1.4** – Minimize negative environmental impacts associated with transportation investments.
- > **Objective 1.5** – Address Environmental Justice in all appropriate aspects of MPO planning.

GOAL 2 – PROMOTE SAFETY AND SECURITY

- > **Objective 2.1** – Prioritize investments to reduce crash related Fatalities for all modes of transportation.
- > **Objective 2.2** – Prioritize investments to reduce crash related Serious Injuries for all modes of transportation.
- > **Objective 2.3** – Prioritize investments to reduce Bicycle and Pedestrian crash related Fatalities and Serious Injuries.
- > **Objective 2.4** – Prioritize investment on evacuation routes.
- > **Objective 2.5** – Invest in Transit security.

GOAL 3 – IMPROVE TRANSPORTATION OPERATIONS

- > **Objective 3.1** – Invest in Intelligent Transportation Systems (ITS).
- > **Objective 3.2** – Invest in Vehicle to Infrastructure Communication.
- > **Objective 3.3** – Invest in cost effective Congestion Management strategies.

GOAL 4 – IMPROVE MOBILITY

- > **Objective 4.1** – Improve transportation options available.

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- > **Objective 4.2** – Invest in Bicycle and Pedestrian infrastructure.
- > **Objective 4.3** – Maintain or enhance Transit service.
- > **Objective 4.4** – Balance regional capacity needs with human scale accessibility needs
(Complete Streets).
- > **Objective 4.5** – Invest in Context Sensitive/Complete Street investments in multimodal corridors.

GOAL 5 – SYSTEM PRESERVATION

- > **Objective 5.1** – Maintain Transportation infrastructure
- > **Objective 5.2** – Maintain Transit assets

Development of the Goals, Objectives, and Performance Measures

The 2045 LRTP's Goals, Objectives, and Performance Measures have been 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 plan.

Fixing America's Surface Transportation (FAST) Act

Enacted in 2015, the Fixing America's Surface Transportation (FAST) Act (Public Law No. 114- 94), provides support and enhancement to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is the first federal law to provide long-term funding to infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

The FAST Act supports MAP-21 by continuing to create a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. The 2045 LRTP has been developed to ensure compliance with the requirements of the FAST

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Act and includes a performance-based approach to the transportation decision-making process.

FAST ACT PLANNING FACTORS

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 2045 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.
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**.

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

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- 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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A matrix showing consistency between the goals of Transportation 2045 and the ten planning factors from the FAST Act is shown in **Table 2-1**.

Table 2-1: Lake~Sumter MPO 2045 LRTP Goals and FAST Act Planning Factors Comparison

2045 LRTP Goals	FAST Act Planning Factors									
	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration/Connectivity	System Management and Operations	System Preservation	Resiliency	Tourism
Economic Success and Community Values	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes
Safety and Security	Yes	Yes	Yes	Yes	Yes		Yes		Yes	Yes
Transportation Options	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Mobility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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System Preservation	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
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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, 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.



MPOs are required to address the goals included in the FTP. These goals, as outlined in the May

2020 FTP Vision Element, are:

- › Safety and security for residents, visitors, and businesses
- › Agile, resilient, and quality transportation infrastructure
- › Connected, efficient, and reliable mobility for people and freight
- › Transportation choices that improve accessibility and equity
- › Transportation solutions that strengthen Florida's economy
- › Transportation solutions that enhance Florida's communities
- › Transportation solutions that enhance Florida's environment

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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 (FTP) is shown in **Table 2-2**.

Table 2: MPO 2045 LRTP Goals and FTP Goals Comparison

2045 LRTP Goals	Florida Transportation Plan Goals						
	Safety and Security	Infrastructure	Mobility	Transportation Choices	Economy	Communities	Environment
Economic Success and Community Values	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Safety and Security	Yes	Yes	Yes	Yes	Yes	Yes	

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Transportation Options	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mobility	Yes		Yes	Yes	Yes	Yes	
System Preservation	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Performance-Based Planning

Federal Guidance

The U.S. Secretary of Transportation established criteria for evaluation of the new performance-based planning processes. This included the identification of specific performance measures that all states and each MPO must evaluate. The process required FDOT to develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. This also requires MPOs in Florida to either accept and support FDOT's performance targets or establish, formally adopt, and monitor their own performance targets. FDOT is providing performance data for all targets and MPOs have the option for using the data or developing their own. FDOT is also establishing targets in each category and MPOs have the option to select the same target or choose their own.

Overview of Statewide Performance Measures and Targets

FDOT worked in collaboration with MPOs and public transportation providers to establish statewide targets for the following:

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 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 the safety performance measures.

Pavement Condition. The pavement condition performance measures assess pavement conditions based on the international roughness index (IRI), cracking, rutting (for asphalt

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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 the new required processes, initial 2- and 4-year targets were established.

Bridge Condition. The bridge condition performance measures 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 1 to 4, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified Fair; however, there is no related Federal Highway Administration (FHWA) performance measure associated with that rating. Considering the differences in criteria, initial 2- and 4-year targets were established.

System Performance. The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data is 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 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.

Crash Data 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](#)

CRASH LOCATIONS FOR FUTURE STUDY

Geographical crash data from years 2014 through 2019 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.



Table 3: 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

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.”

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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 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.

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.

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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

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.

CONSISTENCY WITH OTHER PLANS

All projects included in the Lake~Sumter MPO 2021/22-2025/26 TIP have been drawn from the 2045 Long Range Transportation Plan. 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 2020. The 2020 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 LOPP, which was adopted by the Lake~Sumter MPO Governing Board in May 2020 was used by FDOT in developing the FY 2021/22 - 2025/26 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 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.lakesumtermpo.com/documents/lopp.aspx>. The local sponsor agency should review and update the PIA every year and for each new phase of project development.

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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.

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://fdotwp1.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 2021 Lake~Sumter MPO Governing Board meeting.

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.

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

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:

11. Twenty-one (21) day comment period on adoption of the TIP.
12. Regional Transportation Forum on key issues.
13. Regional Transportation Summit to gain stakeholder input.
14. Public meetings on specific transportation projects.
15. MPO website: www.LakeSumterMPO.com.
16. MPO social media page and feeds.
17. MPO Board and committee meetings (TAC, CAC).
18. Transportation Disadvantaged Coordinating Boards (Lake & Sumter counties);
19. Task Force meetings (North Lake, East Lake, South Lake, & Public Transportation).
20. Efficient Transportation Decision Making (ETDM) Process.
21. Presentations to other governmental bodies (counties and municipalities);
and
22. 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 of transportation planning. The regulation states that the public involvement process shall provide “complete

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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 23, 2021, the FY 2021/22 - 2025/26 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 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.org 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 REQUIREMENTS 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 describing how the Lake~Sumter MPO meets these requirements is included following each criterion listed below.

§ 450.316 Interested parties, participation, and consultation.

23. 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

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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.

24. 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.
- 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.

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- 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.*
 - *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*

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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.*
- (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:

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“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.”

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 February 2021.

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 2045 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

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.

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,

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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.

Public Involvement Checklist for TIP Amendments

Outreach Step	Timeframe
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

Outreach Step	Timeframe
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 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

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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)**.
- **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

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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.
- **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.

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- **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.
- **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 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

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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.
- **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.

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- **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.
- **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.

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

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- **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
- **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

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- **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
- **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.

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- **ACSN** Advance Construction Surface Transportation Program – Areas Less Than 5K Pop.
- **ACTL** Advance Construction Transportation Alternatives Areas Less Than 200K Pop.
- **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.
- **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 Resolution 2019-XX endorsing the Florida TPM Consensus Planning Agreement as part of the MPO's planning process.



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 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

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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.

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.

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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 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

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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.
 - 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

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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.
 - 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

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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-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. meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP)

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that includes the final If the MPO chooses to support the asset management and safety targets established by 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 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

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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.
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

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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.

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.

Performance Management Requirements in Metropolitan Planning Organization Transportation Improvement Programs

Office of Policy Planning

Florida Department of Transportation

Lake~Sumter MPO

Transportation Improvement Program

FY 2021/22 – 2025/26



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1 - PURPOSE

The document is consistent with the Transportation Performance Measures (TPM) Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). This document outlines the minimum roles of FDOT, the MPOs. The public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management.
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.

2 - BACKGROUND

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires state departments of transportation (DOT) and MPOs to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals:

- Improving safety.
- Maintaining infrastructure condition.
- Reducing traffic congestion.
- Improving the efficiency of the system and freight movement.
- Protecting the environment; and
- Reducing delays in project delivery.

The Fixing America's Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. FDOT and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the 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 and target setting.

3 - HIGHWAY SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) were finalized and published in the *Federal Register*. The rule requires MPOs to establish targets for the following safety-related performance measures and report progress to the state DOT:

1. Number of Fatalities.
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries.
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Non-motorized Fatalities and Serious Injuries.

3.1 Language for MPO that Supports Statewide Targets

On August 31, 2020, FDOT established statewide performance targets for the safety measures for the calendar year 2021. On December 9, 2020, the Lake~Sumter MPO agreed to support FDOT’s statewide safety performance targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets. Table 3.1 presents the statewide and MPO safety targets.

Table 3.1. Statewide and MPO Safety Performance Targets

Statewide Safety Performance Targets	Statewide Target (2021)	MPO Target (2021)
Number of fatalities	0	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0	0
Number of serious Injuries	0	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0	0
Number of non-motorized fatalities and serious injuries	0	0

FDOT adopted Vision Zero in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*“The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system....”*

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death or serious injury of any person is unacceptable. Therefore, FDOT has established 0 as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this

commitment each year in setting annual safety targets. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Florida's Strategic Highway Safety Plan (SHSP), which will be updated in early 2021, specifically embraces Vision Zero/Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs through the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: intelligence, innovation, insight into communities, and investments and policies.

The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance toward the zero deaths vision. For the 2020 HSIP annual report, FDOT established 2021 statewide safety performance targets at "0" for each safety performance measure to reflect the Department's vision of zero deaths.

The Lake~Sumter MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic crashes, both statewide and nationally. As such, the Lake~Sumter MPO supports FDOT's statewide 2021 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

Safety performance measure targets are required to be adopted on an annual basis. FDOT, in August of each calendar year, will report the following year's targets in the HSIP Annual Report. After FDOT adopts the targets, the MPO is required to either adopt FDOT's targets or establish its own targets by the following February.

In early 2020, FHWA completed an assessment of target achievement for FDOT's 2018 safety targets, based on actual five-year averages for each measure for 2014-2018. Per FHWA's PM1 rule, a state has met or made significant progress toward its safety targets when at least four of the targets have been met, or the actual outcome is better than the baseline performance. Based on FHWA's review, Florida did not make significant progress toward achieving its safety targets. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets. The HSIP Implementation Plan documents Florida's HSIP funding and project decisions for the upcoming fiscal year to meet or make significant progress toward meeting its safety performance targets in subsequent years.

As documented in the HSIP Implementation Plan, Florida received an allocation of approximately \$155 million in HSIP funds during the 2018 state fiscal year from July 1, 2018, through June 30, 2019, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete 391 projects, which address the safety categories of intersections, lane departure mitigation, pedestrian and bicyclist safety, and other programs representing SHSP emphasis areas.

FDOT updates the HSIP annually, working closely with FDOT districts and traffic safety partners to analyze crash data and identify projects that apply proven countermeasures to locations with a high frequency or high rate of crashes specific to the SHSP emphasis areas, resulting in an evolving list of projects prioritized in coordination with regional and local partners. FDOT closely monitors emerging safety trends and challenges, working with regional and local safety partners to amend the HSIP project list when necessary. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing specific safety challenges. Florida continues to allocate all available HSIP funding to these projects.

Baseline Conditions

After FDOT set its Safety Performance Measures targets in 2018, both FDOT and the MPO established Baseline Safety Performance Measures. To evaluate baseline Safety Performance Measures, the MPO utilized the most recent five-year rolling average (2012-2016) of crash data and VMT. Table 2.3 presents the Baseline Safety Performance Measures for Florida and Lake~Sumter MPO.

Table 2.3. Baseline Safety Performance Measures

Performance Measures	Florida Baseline Performance	Lake~Sumter MPO Baseline Performance
Number of Fatalities	2,688.2	66.4
Rate of Fatalities per 100 Million VMT	1.33	1.423
Number of Serious Injuries	20,844.2	364.6
Rate of Serious Injuries per 100 Million VMT	10.36	7.742
Number of Nonmotorized Fatalities and Non-Motorized Serious Injuries	3,294.4	40.8

Trends Analysis

The process used to develop the MPO’s Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. Safety issues and potential safety strategies for the LRTP and TIP.

Safety Programs in the TIP

Effective April 14, 2016, the FHWA established five highway safety performance carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries.
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address the calendar year 2020. For the 2020 HSIP annual report, FDOT established statewide at “0” for each performance measure to reflect Florida’s vision of zero deaths.

The Lake~Sumter MPO agreed to support FDOT’s statewide safety performance targets on December 11, 2019.

Statewide system conditions for each safety performance measure are included in Table 2.1, along with system conditions in the Lake~Sumter MPO metropolitan planning area. System conditions reflect baseline performance. The latest safety conditions will be updated annually on a rolling five-year window and reflected sequent system performance report to track performance over time in relation to baseline conditions and established targets.

Table 2.1. Highway Safety (PM1) Conditions and Performance

**Florida Statewide Baseline Performance
(Five-Year Rolling Average)**

Performance Measures	2012-2016	2013-2017	2014-2018	Calendar Year 2020 Florida Performance Targets
Number of Fatalities	2,688.2	2,825.4	2,972.0	0
Rate of Fatalities per 100 Million VMT	1.33	1.36	1.39	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	0

The Congestion Management Process (CMP) is a dynamic tool integrated into the steps the MPO will take when prioritizing projects in general and in the LRTP and Transportation Improvement Plan (TIP). The plan is objective-driven and performance-based, generating a strong evaluation process that leads to implementing appropriate and effective strategies. Potential mitigation efforts, as identified in the CMP move into project development and into TIP programming for funding and implementation. Those projects that are executed are closely monitored to evaluate the effectiveness locally and regionally. In Lake County and Sumter County, CMP projects could be funded using boxed funds identified in the LRTP along with other local revenues. Funding the projects in this manner would enable the MPO to regularly add those of the highest priority and to expand funding levels as necessary to address local needs.

As part of the CMP Process, Lake-Sumter MPO will identify and use information about congested corridors to guide the programming of capital projects, which is done annually by the MPO and local governments within Lake County and Sumter County. By coordinating the identification of congested corridors with the programming of capital spending, it is anticipated that operational and system improvements will address congestion in the near term, delaying the need for additional travel lanes. This will decrease the overall cost of implementing transportation solutions included later in this report. Coordination with local government occurs during the development of the initial Level of Service (LOS) evaluations. Coordination occurs again when the final LOS evaluations are produced to identify longer-term congestion mitigation projects via Capital Improvements Plan (CIP) update. Action 6 of the CMP process will identify long-term recommendations would be made available for local government use.

The Lake~Sumter MPO incorporates safety into the planning process, starting with the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

2045 Long Range Transportation Plan

GOAL 2 – PROMOTE SAFETY AND SECURITY

- **Objective 2.1** – Prioritize investments to reduce crash-related Fatalities for all modes of transportation.
- **Objective 2.2** – Prioritize investments to reduce crash-related Serious Injuries for all modes of transportation.
- **Objective 2.3** – Prioritize investments to reduce Bicycle and Pedestrian crash-related Fatalities and Serious Injuries.
- **Objective 2.4** – Prioritize investment on evacuation routes.
- **Objective 2.5** – Invest in Transit security.

Safety projects included in the 2021/22-2025/6 TIP

- Lighting, paved shoulders, guardrails, resurfacing
- Sidewalks to our public schools, trail connecting neighborhoods
- Complete Streets, Multimodal improvements

Investment Priorities in the TIP

The TIP includes specific investment priorities that support all of the MPO's goals, including safety, using a prioritization and project selection process established in the LRTP. The MPO has developed a TIP project selection process that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are updated annually and are included in the appendices of the TIP. The current ranking criteria give the most value to projects with the greatest anticipated fatality reduction. Going forward, the project evaluation and prioritization processes used in the LRTP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes.

The program of projects identified through this process is anticipated to contribute toward achievement of the safety targets. The safety infrastructure investments are targeted at specific opportunities to improve safety. For example, additional roadway lighting at intersections will improve pedestrian visibility to drivers: US 27 from 192 to Greater Groves Road.

In addition to the specific safety programs included in the TIP, other programs also consider safety as a key factor. Safety impacts are considered in the evaluation of proposed preservation, capacity, and operations projects, including projects on Florida's Strategic Intermodal System as well as regional significant facilities identified in the LRTP. SR 50 in Groveland is funded for the right of way phase; this project will impact the safety of the citizens in and around the South Lake Area.

All projects in this TIP inherently support progress towards achieving the safety performance targets, through their adherence to the MPOs policies, programs, and standards related to safety.

Resurfacing (3R) Projects in the TIP:

- SR 44 - South of Lakeshore Blvd. to North of Lakeshore Blvd. \$1.4 million
- Lake Ella Road – NE 90th St. to US 27 \$410,000
- CR 452 – CR 44 to Marion County Line \$2.3 million
- US 441 – Griffin Rd. to MLK Blvd. \$3.6 million
- SR 44/Main St. – SR44 to Lincoln Ave. \$4.6 million
- SR 40 (SIS) – Marion County Line to Volusia County Line \$7.5 million
- SR 19 – Stevens Rd. to CR 452 \$4.7 million

Lighting Projects

- Lake County Areawide Lighting Agreement \$1.9 million
- Sumter County Areawide Lighting Agreement \$215,000
- US 27 192 to Greater Groves \$2.8 million

Turnpike Guardrail Projects

- Turnpike Mainline -Lake County - \$4.2 million

Routine Maintenance Projects \$94 million

4 - PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, also referred to as the PM2 rule.

This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - the percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor conditions. Using these metrics and thresholds, pavement condition is assessed for each 0.1-mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane miles of good or poor highway segments and dividing by the total lane miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor conditions. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year 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. MPOs can either agree to program projects that support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge conditions at the end of calendar years 2019 and 2021, respectively.

4.1 Language for MPOs that Support Statewide Targets

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On

September 18, 2018, the Lake~Sumter MPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that, once

implemented, are anticipated to make progress toward achieving the statewide targets. Table 4.1 shows the statewide targets:

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

Performance Measure	2-year Statewide Target (2019)	4-year Statewide Target (2021)
Percent of Interstate pavements in good condition	Not required	≥60%
Percent of Interstate pavements in poor condition	Not required	≤5%
Percent of non-Interstate NHS pavements in good condition	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	≤5%	≤5%
Percent of NHS bridges (by deck area) in good condition	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	≤10%	≤10%

For comparative purposes, the baseline (2017) conditions are as follows:

- 66.1 percent of the Interstate pavement is in good condition, and 0.0 percent is in poor condition;
- 44.0 percent of the non-Interstate NHS pavement is in good condition, and 0.4 percent is in poor condition; and
- 67.7 percent of NHS bridges (by deck area) are in good condition, and 1.2 percent are in poor condition.

In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state’s pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelop the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would progress toward the achievement of the state DOT targets for asset condition and performance of the NHS. FDOT’s TAMP was updated to reflect initial MAP-21 requirements in 2018, and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge conditions, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

The Lake~Sumter MPO's TIP reflects investment priorities established in the 2045 Long Range Transportation Plan. The focus of Lake~Sumter MPO's investments in bridge and pavement condition include:

- Sumter County Bridges
- SR 44 resurfacing
- SR 50 resurfacing
- SR 19 resurfacing
- US27/441 resurfacing

The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. The TIP will fund \$685,000 for bridges, \$53 million for resurfacing, and \$442 million for new capacity.]

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritizing funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted to the TIP to pavement and bridge projects, the MPO anticipates that once implemented; the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

The Lake~Sumter MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Lake~Sumter 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.

- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Lake~Sumter 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal 5 of the 2045 LRTP is System Preservation, which includes the following objectives and policies:

- Objective 5.1 – Maintain Transportation infrastructure
- Objective 5.2 – Maintain Transit asset

5 - SYSTEM PERFORMANCE, FREIGHT, & CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate System that are reliable also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ-funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures 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) overall applicable roads across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that is reliable. Person-miles consider 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 metropolitan planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate System that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable¹; and
- Two-year and four-year targets for truck travel time reliability.

MPOs must establish four-year targets for all three measures. MPOs can either agree to program projects that support the statewide targets or establish their own quantifiable targets for the MPO’s planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

5.1 Language for MPOs that Supports Statewide Targets

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. On September 18, 2018, the Lake~Sumter MPO agreed to support FDOT’s statewide system performance targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets. Table 5.1 presents the statewide and MPO targets.

Table 5.1. Statewide System Performance and Freight Targets

Performance Measure	2-year Statewide Target (2019)	4-year Statewide Target (2021)
Percent of person-miles on the Interstate System that are reliable (Interstate LOTTR)	≥75%	≥70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required ⁷	≥50%
Truck travel time reliability (TTTR)	≤1.75	≤2.00

For comparative purposes, baseline (2017) statewide conditions are as follows:

- 82.2 percent of person-miles traveled on the Interstate are reliable;
- 84.0 percent of person-miles traveled on the non-Interstate are reliable; and

¹ Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017; and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differs from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments. A new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliably improved since 2017 on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. The data all indicate performance that exceeded the applicable two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving the performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan will be updated in 2021, consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures, including mobility, safety, preservation, and economic competitiveness, as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high-priority projects support the statewide freight vision. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.

- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

The Lake~Sumter MPO agreed to support FDOT's PM3 targets on September 18, 2018 (Resolution 2018-10). By adopting FDOT's targets, the Lake~Sumter MPO agrees to plan and program projects that help FDOT achieve these targets.

The Lake~Sumter MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives. This link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Lake~Sumter MPO 2045 LRTP and the Transportation Improvement Program reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

The Lake~Sumter MPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. Goal 1 of the 2045 LRTP is to Support Economic Success and Community Values and includes the objective of reducing congestion and improving travel reliability for the traveling public and freight users on highways and major arterials. The MPO prepared a State of the System Report for its Congestion Management Process in December 2019, which summarizes the evaluations for the CMP Network as identified within the CMP Policies and Procedures Handbook based on the year 2019 data. This report identifies congested corridors within the MPO's planning area, which were considered in developing the 2045 LRTP and the Transportation Improvement Program.

Examples include:

- CR466A – Construction \$7 million
- SR 50 in Sumter County – Construction \$30 million
- SR429 Wekiva Parkway – Construction \$1 million
- US441 Mount Dora – Right of Way \$3 million
- US301 Sumter County – Design \$7 million

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritizing funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented; the TIP will contribute to progress towards achieving the statewide reliability performance targets.

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and sub-recipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 identifies performance measures outlined in the final rule for transit asset management.

Table 6.1. FTA TAM Performance Measures

Asset Category	Performance Measure
1. Equipment	Percentage of non-revenue, support-service, and maintenance vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment, such as geography, service frequency, etc.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing transit asset management targets, the MPO can either agree to program projects that support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers operate rail service or more than 100 vehicles in all fixed-route modes or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed-route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT’s Section 5311 Rural Program sub-recipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

Table 6.2. Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Central Florida Regional Planning Council DeSoto-Arcadia Regional Transit Good Wheels, Inc ¹
2	Baker County Transit Big Bend Transit ² Levy County Transit Nassau County Transit Ride Solution Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit ² Calhoun Transit Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transit
4	<i>No participating providers</i>
5	Marion Transit Sumter Transit
6	Key West Transit
7	<i>No participating providers</i>

¹no longer in service

² provider service area covers portions of Districts 1 and 2

The MPO has the following Tier I and Tier II providers operating in the region:

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.

On August 20, 2018, Lake~Sumter MPO agreed to support the 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.

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 an 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.

LakeXpress established the transit asset targets identified in Table 5.3 on September 20, 2018: The transit asset management targets are based on 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.

FTA TAM Targets for LakeXpress

Asset Category Performance Measure	Asset Class	FY 2018 Asset Condition	FY 2019 Target	FY 2020 Target	FY 2021 Target	FY 2022 Target
Rolling Stock						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	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						
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue Vehicles	43%	0%	0%	0%	0%
Facilities						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative Office	0%	0%	0%	0%	0%

Sumter County – Sumter County Transit

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 and coordinates with FDOT on reporting group targets to NTD. The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown in Table 5.4.

The statewide group TAM targets are based on 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.

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.

FDOT Group Plan Transit Asset Management Target 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%
	School 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 met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	67%	≤67%
	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 Economic Requirements Model (TERM) Scale	Administration	0%	≤9%
	Maintenance	6%	≤12%

These targets for the MPO planning area reflect the targets established by LakeXpress through their Transit Asset Management Plan, as well as the statewide targets established by FDOT for those providers participating in the Group Transit Asset Management Plan, which includes Sumter County Transit.

TAM Performance

The 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, performance measures, and

targets as they are described in other public transportation plans and processes, including the Lake-Sumter Transit Development Plan and the current Lake~Sumter MPO 2045 LRTP.

To support progress towards TAM performance targets, transit investment, and maintenance funding in the 2045 LRTP totals \$324.4 million, approximately 11 percent of total LRTP funding. The TIP transit investments total \$37 million in funding. Improving the State of Good Repair (SGR) of capital assets is an overarching goal of this process.

Transit Asset Management in the TIP

The Lake~Sumter MPO's TIP was developed and is managed in cooperation with Lake County Transit and Sumter County Transit. It reflects the investment priorities established in the 2045 Long Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of Lake~Sumter MPO's investments that address transit state of good repair include

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements
- Operating and Administration
- Transit related amenities: (Bus Shelters, Bus Stops)

Transit asset condition and state of good repair are considered in the methodology Lake~Sumter MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area.

The TIP devotes resources to projects that will maintain and improve the transit state of good repair. Investments in transit assets in the TIP include \$4.5 million for vehicle purchases.

The Lake~Sumter MPO's TIP has been evaluated, and the anticipated effect of the overall program is that once implemented, progress will be made towards achieving the transit asset performance targets. The Lake~Sumter MPO will continue to coordinate with Lake County Transit and Sumter County Transit to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see Lake~Sumter MPO's of TIP section seven that discusses transit projects and investments.

Investment decisions for asset replacement in the FDOT Group TAM Plan inventory are made to maintain or improve the percentage of vehicles, equipment, and facilities in an adequate or better condition. FDOT and its subrecipient transit providers will monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. When an unacceptable safety risk associated

with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable.

These targets for the MPO planning area reflect the targets established by Lake County Transit through their Transit Asset Management Plans, as well as the statewide targets established by FDOT for those providers participating in the Group Transit Asset Management Plan, which included the following provider is the MPO planning area: Sumter County Transit. The Lake~Sumter MPO established regional targets from these individual provider targets; the Cost Feasible Plan for transit includes funding the existing transit service in Lake and Sumter counties. State/Federal and local transit revenues were forecast using the 10-year revenue projections contained in the most recent Lake County and Sumter County Transit Development Plans.

7 - TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operates a rail transit system subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.²

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020, to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Lake~Sumter MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

² FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

The following transit provider(s) operate in the Lake~Sumter MPO’s planning area: Lake County Transit and Sumter County Transit. Of these, Lake County Transit is subject to the PTASP requirements and responsible for developing a PTASP and establishing transit safety performance targets annually.

The Lake County Transit established the transit safety targets identified in Table 7.1 on 12/10/2020.

Table 7.1. Transit Safety Performance Targets for Lake County Transit

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Transit Provider 1							
Fixed Route Bus	0	0	45	.00002	19	.000007	12,534
ADA Paratransit	0	0	27	.000006	9	.000002	40,813

7.1 Language for MPO that Supports Public Transportation Provider Safety Targets

The Lake-Sumter MPO planning area is served by two transit service providers: LakeXpress and Sumter County Transit. LakeXpress is a fixed route system that provides public transit service throughout Lake County on a regular “fixed” schedule at designated bus stops. Sumter County Transit operates as a by-request door-to-door transportation service, available to all qualified transportation disadvantaged residents.

The primary development of transit needs occurs through the Transit Development Plan (TDP). Similar to a long-range transportation plan, the TDP identifies and prioritizes the transit plans and needs of transit agencies throughout their respective service areas. TDPs also include revenue estimates that are anticipated to support the transit operations and capital expenses over a ten-year time frame. In Florida, a TDP is required for all transit providers that receive State Public Transit Block Grant funds and a major update of the system’s TDP every five years.

In August 2018, LakeXpress prepared the 2019-2028 Major Update to its TDP, which identifies potential new service (Route 1A Connection to Marion County, Express Service on US 27, and US 441 Flex Service), as well as improvements to existing routes (enhanced frequency on Routes 1, 1A, 2, 3, and 4; extending weekday services on select routes until 9:00 p.m.; and implementing Saturday service on select routes).

On February 24, 2021, the Lake~Sumter MPO agreed to support Lake County Transit safety targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the targets.

The Lake~Sumter MPO's TIP was developed and is managed in cooperation with Lake County Transit and Sumter County Transit. It reflects the investment priorities established in the 2045 Long Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of Lake~Sumter MPO's investments that address transit safety includes bus replacement and transit shelter installation. The PTASP has been established to:

- Reducing risk for employees and environmental risks
- Communication of safety risks to employees
- Increased awareness of safety issues
- Continuous improvement of contract oversight and risks control
- Compliance with all applicable state and federal guidance
- Foster a culture of change management to evaluate safety issues
- Fast track planning process to implement safety goals

Transit safety is considered in the methodology Lake~Sumter MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. This prioritization process considers service improvements identified in the Transit Development Plan, bus replacement as specified in the TAM.

The Lake~Sumter MPO's TIP has been evaluated, and the anticipated effect of the overall program is that once implemented, progress will be made towards achieving the transit safety performance targets. The Lake~Sumter MPO will continue to coordinate with Lake County Transit and Sumter County Transit to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

For more information on these programs and projects, see [Lake~Sumter MPO's TIP section seven that discusses transit projects and investments.