



2020 List of Priority Projects

Coverage of Fiscal Years 2025/26 through 2040/41

Lake~Sumter Metropolitan Planning Organization

Adopted June 24, 2020

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For more information about the Lake~Sumter Metropolitan Planning Organization or to learn about ways to get involved, please contact:



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About the MPO

The Lake~Sumter Metropolitan Planning Organization (LSMPO) was established on Feb. 25, 2004, after the 2000 U.S. Census determined the urbanized area of Leesburg, Eustis and Lady Lake had exceeded the population threshold of 50,000 which requires establishment of an MPO. The MPO includes all of Lake County and Sumter County (Exhibit 1). Representatives of Lake County and Sumter County governments, the 14 municipalities of Lake County, the five (5) municipalities of Sumter County, the Florida Department of Transportation (FDOT), Florida Central Railroad, Lake County Schools, Sumter District Schools, the U.S. Department of Transportation (USDOT) and many others are involved in the transportation planning processes facilitated by LSMPO.

LSMPO's purpose is to provide effective leadership in the initiation and development of transportation plans, programs and strategies. As the governmental body most directly responsible for the guidance of the transportation planning process, LSMPO ensures that recommendations and priorities comply with federal, state and local goals and requirements. LSMPO's major responsibilities include development and implementation of the following:

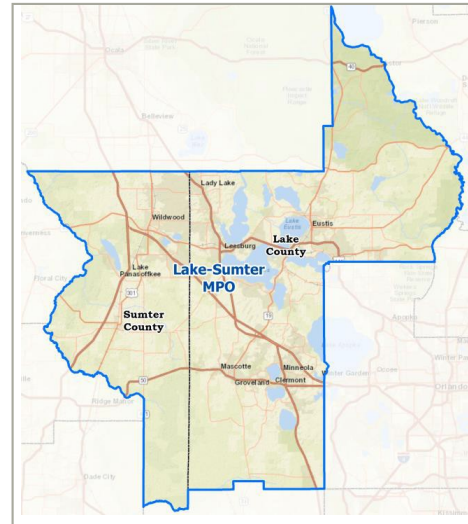


Exhibit 1: LSMPO Planning Area

- **Unified Planning Work Program (UPWP)**, prepared every two years to outline the budget and define the activities of LSMPO
- **Long Range Transportation Plan (LRTP)**, updated every five years to define the long-range cost feasible plan of projects
- **List of Priority Projects (LOPP)**, updated annually to identify LSMPO's top unfunded priority projects for inclusion in the Transportation Improvement Program and FDOT Five-Year Work Program
- **Transportation Improvement Program (TIP)**, updated annually to define the next five years of programmed projects
- **Public Participation Plan (PPP)**, reviewed annually to define LSMPO's public participation process, policies and approach
- **Transportation Disadvantaged Service Plan (TDSP)**, updated annually in coordination with the Community Transportation Coordinator and the Transportation Disadvantaged Coordinating Board
- **LSMPO Audit Report**, prepared annually to ensure that procedures and activities are being conducted in compliance with applicable requirements

Through the development of these and other products, LSMPO is responsible for ensuring adequate representation of and compatibility among state, county, and municipal projects in the transportation planning process. Public involvement is a major priority. Projects funded through public dollars are planned in a manner that encourages public participation and incorporates meaningful public input.

This includes ensuring that plans and priorities address the needs of underserved and underrepresented populations. For example, LSMPO incorporates into planning efforts the needs of the elderly and persons with disabilities as outlined in the Americans with Disabilities Act (ADA).

Introduction

This report summarizes the process for developing the 2020 List of Priority Projects (LOPP) and includes the complete list of priorities approved by the LSMPO Governing Board on June 24, 2020.

The annual LOPP is critical to development of FDOT's Five-Year Work Program and LSMPO's Transportation Improvement Program (TIP). Each year, LSMPO prepares a TIP with highway, bicycle/pedestrian, and other transportation-related projects that are programmed for funding over the next five years. This process starts with development of the LOPP which consists of projects that have not yet been programmed but are considered the highest unfunded priorities.

Each MPO is required to develop a LOPP and submit it to FDOT by October 1st of each year, unless a different date is otherwise agreed upon (Section 339.175(8), Florida Statutes). For 2020, the deadline for submission was July 1st. LSMPO submitted the LOPP to FDOT District 5 on June 30th. The 2020 LOPP will be used by FDOT to develop the FY 2021/22 - 2026/27 Tentative Five-Year Work Program which will guide LSMPO's development of the TIP for the same period.

The LOPP serves as a bridge between long range planning and project programming in the TIP and Work Program. Projects in the LOPP are unfunded priorities. A project will usually enter the LOPP in Tier 2. If it advances forward, its successive phases will move into Tier 1 and ultimately into the Work Program and TIP. For example, when a given project phase from the LOPP's TIER 1 moves into the TIP for programming, the next unprogrammed phase of that project can advance from Tier 2 into Tier 1. After a Tier 1 project has been fully funded in the TIP through construction, it is removed from the LOPP, which allows other projects to be added or advanced in priority. A project in the LOPP can be ranked higher and advanced more quickly if additional funds from local governments or other sources are utilized.

The mission of the Lake~Sumter Metropolitan Planning Organization is to provide the local governments, agencies and residents of Lake and Sumter counties a forum for addressing growth and transportation issues, with an emphasis on:

- (1) planning a regional, multi-modal transportation network that balances accessibility and mobility;
- (2) incorporating the visions of the member governments into a cohesive regional approach; and
- (3) coordinating with regional partners and state and federal agencies to meet the needs of the public.

Developing the 2020 List of Priority Projects

The projects within the LOPP should advance: the preservation of existing transportation infrastructure; enhancement of Florida's economic competitiveness; and improvement of travel choices to ensure mobility (Section 339.175(8), Florida Statutes). The following additional factors were considered in development of and prioritizing projects within the 2020 LOPP:

- Transportation needs and priorities identified by LSMPO, local governments and FDOT;
- Goals and objectives of LSMPO's approved Long Range Transportation Plan (LRTP);
- The Strategic Intermodal System Plan developed under s. 339.64, F.S.;
- Transportation Regional Incentive Program (TRIP) priorities (s. 339.2819(4), F.S.);
- Results of the transportation management systems;
- LSMPO's public involvement procedures;
- The goals, objectives, and policies of the local government's comprehensive plan; and
- Support for economic vitality, community development, business functionality, and creation or retention of employment opportunities.

Exhibit 2 provides an overview of the steps for developing the 2020 LOPP.

The LOPP is divided into two categories. **Tier 1** consists of the Top 20 highest priority projects, inclusive of any phase. **Tier 2** includes other LSMPO priorities, categorized by phase, that carry forward from the 2019 LOPP. The LOPP is structured as follows:

- **Tier 1**
 - Table 1. Top 20 Priorities
- **Tier 2**
 - Table 2. Construction (CST) Priorities
 - Table 3. Right of Way (ROW) Priorities
 - Table 4. Design Priorities
 - Table 5. Project Development & Environmental Study (PD&E) Priorities
 - Table 6. Planning Priorities
- **Modal**
 - Table 7. Trail Priorities – Combined list of all trail priorities in Tier 1 and Tier 2 with additions such as SUN Trail/Coast to Coast Connector trail segments. Includes a separate ranking of trail projects as a group
 - Table 8. Transit Priorities

The Top 20 consists of a range of projects from throughout the LSMPO planning area including roadway capacity, complete streets and multi-use trail. The phases of work proposed for funding are eight (8) Construction projects, five (5) Right of Way projects, five (5) Design projects and two (2) Planning/PD&E projects.

Exhibit 2: 2020 LOPP Development Process

2019	
September	Staff initiated project submission cycle for 2020 LOPP
September 20	Presented on 2020 LOPP process at LSMPO Technical Workshop for local agencies
October 9 and 23	Presented on 2020 LOPP process at meetings of the Technical Advisory Committee, Community Advisory Committee, and Governing Board
2020	
January	Reviewed project submissions
February	Coordinated with sponsors to discuss submissions, provide additional guidance and receive updates Discussed LOPP schedule/approach with FDOT (2/20 mtg)
March-Mid April	Staff developed preliminary Top 20
Late April-Early May	Counties reviewed preliminary Top 20 and provided comments
Mid May-Late-May	Staff developed Draft 2020 LOPP with Top 20 as Tier 1 and remaining 2019 LOPP projects as Tier 2
June 3	Posted Draft 2020 LOPP for review to provide 21-day public review period in advance of Governing Board meeting
June 10	Technical Advisory Committee and Community Advisory Committee approved <i>Final 2020 LOPP</i>
June 24	LSMPO Governing Board approved <i>Final 2020 LOPP</i>
June 30	<i>Final 2020 LOPP</i> submitted to FDOT

Key Requirements and Activities

Performance Measurement

Performance targets are an important part of planning and are required under the Fixing America's Surface Transportation (FAST) Act. In December 2019, LSMPO formally documented its performance targets in an amendment to the 2040 Long Range Transportation Plan. See Appendix 2 for the complete LRTP FAST Act Compliance Amendment which includes these targets.

Public Involvement

The public involvement approach for developing the 2020 LOPP was prepared pursuant to the LSMPO *Public Participation Plan*. Throughout the LOPP development process, there are opportunities for public comment. Prior to Board adoption, the public is provided with the opportunity to review and comment on the draft LOPP during a 21-day public review period. The public can also provide feedback during the public comment periods of each advisory committee meeting. During this review process and following Board adoption, the LOPP is electronically published on www.LakeSumterMPO.com and is available in print, by request. Citizens unable to attend the committee or Governing Board meetings may submit written public comments to LSMPO during the official public comment period: 1) via postal service, 2) on the MPO's website at <http://www.lakesumtermpo.com/engage/> or, 3) by emailing mwoods@LakeSumterMPO.com. This process is outlined in Exhibit 2. Additional information on public outreach strategies and response policies can be found in the LSMPO *Public Participation Plan*.

Exhibit 3. Public Participation Plan LOPP Checklist

Outreach Step	Timeframe
Draft LOPP published electronically on www.LakeSumterMPO.com	Twenty-one (21) days prior to Board approval, opening public comment period
Draft LOPP presented at LSMPO advisory committee meetings, with public comment during meeting	During the meeting cycle prior to Board approval
Board vote on approval, after public comment period at the meeting and consideration of committee input	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
Approved Prioritized Project List published on www.LakeSumterMPO.com	As soon as final documents can be uploaded to the website

LOPP Amendments

Amendments to the plan are reviewed by LSMPO's advisory committees for input. The public is given the opportunity to comment on LOPP amendments through the public comment periods provided during each committee meeting and Board meeting, prior to Board action. During the review process and following Board adoption, the proposed amendment is electronically published.

Title VI Policy Statement & Responsibilities

The Lake~Sumter MPO assures that no person shall, based on race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. The Lake~Sumter MPO further assures that every effort will be made to ensure nondiscrimination in all its programs and activities, whether those programs and activities are federally funded or not. In the event the LSMPO distributes federal aid funds to another governmental entity, the MPO will include Title VI language in all written agreements and will monitor for compliance. The Executive Director is responsible for ensuring implementation of the organization's 2020 Title VI Nondiscrimination Plan and provides direction to the Title VI Specialist. The Title VI Specialist is responsible for the overall management and day to day administration of the Title VI program.



Lake~Sumter Metropolitan Planning Organization

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Additional information on Title VI objectives and strategies for engaging Title VI Protected Groups and Individuals can be found in the 2020 Title VI Nondiscrimination Plan.

Limited English Proficiency (LEP) Policy

It is the policy of Lake~Sumter MPO to ensure that persons with limited English proficiency are neither discriminated against nor denied meaningful access to and participation in the organization's programs and services. It is the intent of the organization that in providing language services to persons with limited English proficiency, the process achieves a balance that ensures meaningful access to programs and services while not incurring undue burdens on resources of the organization.

The Lake~Sumter MPO will respond to requests for language assistance in the manner described in this plan, which includes:

- A mechanism to provide ongoing assessment of needs, programs, and activities of target audiences, along with the organization's capacity to meet these needs using the Limited English Proficiency Plan;
- Translation of vital written materials in languages other than English where there is a significant number or percentage of persons with limited English proficiency;

- Oral language assistance to LEP) persons for programs, where such assistance is requested and/or anticipated;
- Identified procedures and a designated representative from Lake~Sumter MPO responsible for implementing activities related to the Limited English Proficiency Plan;
- Notification of the availability of free language services to those persons in the target audience, through oral and written notice in the relevant primary language assistance activities; and
- Staff training on policies and procedures of the organization's language assistance activities.

All advertisements for public meetings sponsored by the Lake~Sumter MPO will contain the following language: "Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, which are provided at no cost, should contact the Lake~Sumter MPO at (352) 315-0170 or by email to mwoods@lakesumtermpo.com, at least three (3) business days prior to the event." Additional information on engaging individuals with Limited English Proficiency can be found in the 2020 Limited English Proficiency Plan.

2020 List of Priority Projects

The List of Priority Projects is encompassed in the tables that follow:

- **Tier 1**
 - Table 1. Top 20 Priorities
- **Tier 2**
 - Table 2. Construction (CST) Priorities
 - Table 3. Right of Way (ROW) Priorities
 - Table 4. Design Priorities
 - Table 5. Project Development and Environment (PD&E) Priorities
 - Table 6. Planning Priorities
- **Modal**
 - Table 7. Trail Priorities
 - Table 8. Transit Priorities

Table 1: Top 20 Priorities (Tier 1)

2020 Rank	2019 Rank	County/ Location	Sponsor	FM Number	Project Name	Description	Project Type	Performance Measures	Proposed Phase and Cost	Programmed Phase(s)	Other Unfunded Phase(s)
1	5	Lake	Lake County	430253-5	CR 466A, Phase 3B from Poinsettia Ave to Timbertop Lane	Widen to 4 Lanes. This project within the City of Fruitland Park and unincorporated Lake County provides regional traffic connectivity from US 301 in Sumter County to US 27/441. This project will improve traffic flow and support regionally significant employment centers in the Villages of Fruitland Park, the City of Fruitland Park, Lady Lake, and Sumter County.	Capacity	System Performance	CST FY 2021/22 \$7,223,131		
2	-	Sumter	FDOT	434912-1	CR 470 from SR 471 (CR 527) to Turnpike/SR 91	Widen to 4 Lanes. The CR 470 project will realign and widen the corridor from US 301 to the Lake County Line from a two lane to four lane section. The goal of this project is to improve capacity to keep up with the demand based on the growth of The Villages development, and as described in the Travel Demand models for Sumter and Lake Counties.	Capacity	System Performance	Design FY 2021/22 \$5,144,021		CST \$75,000,000
3	2	Lake	FDOT (SIS)	427056-1	SR 50/SR 33 from CR 565 (Villa City) to CR 565A (Montevista) & South Lake Trail, Phase 3C from 2nd St to Silver Eagle Rd	Realignment. This project is the MPO's highest Strategic Intermodal System (SIS) priority, and consists of designing a new four lane truck route realignment of SR 50 around the City of Groveland to enhance safety, livability and walkability within the city. The project will include a portion of the South Lake Trail, which is part of the Coast to Coast Connector.	Capacity	System Performance	ROW FY 2021/22 \$18,040,000	ROW FY 19/20 - 20/21 \$7,605,000	CST
4	1	Sumter	Sumter County	N/A	Marsh Bend Trail (CR 501) from Corbin Trail to CR 470	Widen to 4 Lanes. Marsh Bend Trail will widen the existing corridor from a 2-lane section to a 4-lane section. The project limits will start at Corbin Trail and end at E CR 470. This project is required based on the growth in this area and as determined by traffic impact models.	Capacity	System Performance	CST FY 2021/22 \$25,000,000		
5	4	Lake	FDOT	429356-1	SR 500 (US 441) from SR 44 to N of SR 46	Widen to 6 Lanes. This project consists of widening and reconstructing SR 500 (US 441) to a six-lane divided urban roadway from north of SR 46 to SR 44/Donnelly Street in Lake County, a total distance of approximately 2.4 miles. The completed project will be a divided high speed urban roadway segment consisting of six lanes.	Capacity	System Performance	CST FY 2022/23 \$22,233,040	ROW FY 20/21 - 22/23 \$2,208,556	
6	8	Sumter	FDOT	430132-1	SR 35 (US 301) from SR 44 to CR 525E (Segments 3,4,5)	Widen to 4 Lanes. The proposed improvement involves widening US 301, realigning a portion of the road south of the City of Coleman, and reconstructing the Florida's turnpike interchange at US 301.	Capacity	System Performance	Design FY 2021/22 \$5,826,000		ROW \$19,285,000 CST \$58,260,000
7	3	Lake	FDOT	238394-3	SR 500 (US 441) from Perkins Street to SR 44	Widen to 6 Lanes. This project is a reconstruction effort to provide six travel lanes on SR 500 (US 441) (North Boulevard) from Perkins Street to SR 44 (East Dixie Avenue) through Leesburg, Florida. <i>NOTE: This project will require a significant relocation of utilities that will be funded by the City.</i>	Capacity	System Performance	CST FY 2021/22 \$13,794,537		
8	-	Sumter	FDOT	430132-1	SR 35 (US 301) from CR 525E to CR 470 (Segments 1,2)	Widen to 4 Lanes. The proposed improvement involves widening US 301. This connects to segments that are also being widened to SR 44, including realignment of a portion south of the City of Coleman and reconstruction of the Florida's turnpike interchange at US 301.	Capacity	System Performance	Design FY 2021/22 \$2,100,000	PD&E FY 21/22 \$7,126,021	ROW \$8,215,000 CST \$21,020,000

2020 Rank	2019 Rank	County/ Location	Sponsor	FM Number	Project Name	Description	Project Type	Performance Measures	Proposed Phase and Cost	Programmed Phase(s)	Other Unfunded Phase(s)
9	9	Lake	Lake County	441710-1	Round Lake Road Extension from Wolf Branch Road to Magnolia Ave (Phase I)	New Alignment / Add Lanes. Round Lake Road Extension with four lanes is in the City of Mount Dora, and unincorporated Lake County, and will connect SR 46 and SR 44. This project will improve traffic circulation but most importantly will support a regionally significant employment center in Lake County, the Wolf Branch Innovation District.	Capacity	System Performance	ROW FY 2021/22 \$13,000,000	Design FY 2020/21 \$2,297,884 (Figure applies to entire project limits from Lake/Orange County line to Magnolia Ave.)	CST \$38,174,000 (Figure applies to entire project limits from Lake/Orange County line to Magnolia Ave.)
10	-	Lake	Lake County	437464-1	Eudora Road Roundabout/Intersection Improvement	Roundabout. Improved intersection safety as recommended in the 2008 CR 19A PD&E Study for the intersection at CR 19A and Old 442/Eudora.	Safety	Safety, System Performance	CST FY 2021/22 \$3,496,763	ROW FY 2020/21 \$100,000	
11	-	Lake	Lake County	430975-3	Wekiva Trail (Segment 2) from SR 46 to Hojin St	Multi-use Trail. This project is a segment of the 15-mile, multi-use Wekiva Trail that will provide a regional connection between Lake, Seminole and Orange Counties. This trail will connect to thousands of acres of conservation and recreation lands such as Rock Springs Run and the Wekiwa Springs State Park, and provide connection to the City of Mount Dora and ultimately Tavares via the planned Tav-Dora Trail.	Bike/Ped	System Performance	CST FY 2021/22 \$3,679,467	ROW FY 19/20 \$2,278,826	
12	16	Lake	Lake County/ Lady Lake	439665-1	Rolling Acres Road from CR 466A to north of US 27	Widen to 4 Lanes. Rolling Acres Road provides an important connection between CR 466 and US 27/441 and serves as a parallel route to US 27/US 441 through Lady Lake. Rolling Acres Road is currently a two-lane undivided facility with turn lanes in spot locations, and no bicycle or pedestrian facilities. This project will help meet projected travel demand from substantial growth in the area.	Capacity	System Performance	PD&E FY 2021/22 \$900,000		Design ROW CST
13	-	Sumter	Sumter County/ MPO	N/A	Webster SR 471 Complete Streets	Complete Streets. SR 471 bisects the City of Webster from the northern City limits at CR 730 to the southern City limits at CR 478A. This project is a redesign of the 1.26-mile portion of SR 471 through the City of Webster to include context-sensitive design criteria emphasizing increased safety, improved quality of life, and enhanced economic development.	Planning	Safety, System Performance	Planning FY 2021/22 \$125,000		PD&E Design CST
14	12	Lake	Lake County	N/A	CR 437 Realignment	New Alignment/Add Lanes. CR 437 realignment is within the Mt. Plymouth Sorrento area of unincorporated Lake County, and will connect SR 46 and the future Wekiva Parkway. This project will improve traffic circulation and support a regionally significant employment center in Lake County and Orange County with the Kelly Park Development.	Capacity	System Performance	ROW FY 2021/22 \$3,743,338	Design FY 2019/20 \$874,000	CST
15	10	Sumter/ Lake	FDOT (SIS)	435859-3 435859-4 435859-5	SR 50 from Hernando/Sumter CL to CR 33	Widen to 4 Lanes. This project will widen SR 50 from two to four lanes to increase capacity and improve safety. The project is part of a broader effort to address existing and projected congestion and delay to improve level of service along this corridor.	Capacity	Safety, System Performance	ROW FY 2021/22 \$51,771,167	ROW FY 20/21-22/23 \$4,436,000 CST FY 21/22 \$28,700,000	CST

2020 Rank	2019 Rank	County/ Location	Sponsor	FM Number	Project Name	Description	Project Type	Performance Measures	Proposed Phase and Cost	Programmed Phase(s)	Other Unfunded Phase(s)
16	-	Lake	Lake County	N/A	CR 455 (Hartle Rd) Good Hearth to Lost Lake	Widen to 4 Lanes. This project will improve system continuity, provide a regional link between areas of the county and provide an alternate transportation route. This project provides opportunity to expand the bicycle/pedestrian trail system within this area. Numerous commercial and residential developments are being planned in addition to the construction that is currently underway.	Capacity	System Performance	CST FY 2021/22 \$1,214,358		
17	-	Lake	Lake County	N/A	Hooks Street from Hancock Rd to Hartle Rd	Extension and Widening to 4 Lanes. The need for the extension of Hooks Street from Hancock Rd to CR 455/Hartle Road is to create system continuity in the area, to provide a regional link between areas of the county and to provide an alternate transportation route. Numerous commercial and residential developments are being planned in addition to the construction that is currently underway.	Capacity	System Performance	CST FY 2022/23 \$5,000,000	Design	
18	-	Lake	Lake County	N/A	CR 455 (Hartle Rd) Lost Lake to Hartwood Marsh	Widen to 4 Lanes. The extension of Hartle Road will create system continuity, provide a regional link between areas of the county and provide an alternate transportation route. This project provides opportunity to expand the bicycle/pedestrian trail system within this area. Numerous commercial and residential developments are being planned in addition to the construction that is currently underway.	Capacity	System Performance	ROW FY 2021/22 \$3,000,000	Design FY 2019/20 \$625,000	CST
19	-	Lake	Lake County	N/A	SR 46 (Sorrento Ave) from Orange St to Hojin St	Complete Streets Design. The Lake County Board of County Commissioners has been working with the Sorrento and Mt. Plymouth communities to develop a master street corridor plan for Sorrento Ave which includes Complete Street Concepts for the roadway.	Safety	Safety, System Performance	Design FY 2021/22 \$2,000,000		ROW CST
20	-	Lake	Lake County	435723-1	Wellness Way from US 27 to SR 429	New Corridor. The corridor will help provide connectivity in South Lake consistent with the Wellness Way Area Plan, which promotes significant economic development while encouraging fiscally efficient and well-balanced development patterns that minimize environmental impacts and leverage existing resources.	Capacity	System Performance	Design FY 2021/22 \$3,000,000		ROW \$2,600,000 CST \$27,600,000

Table 2: Construction Priorities (Tier 2)

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate
1	436365	Sumter County	Sumter County ITS (Phase 1)	ITS	ITS	System Performance	Design 2018/2019	CST 2021/22	\$714,150
2	N/A	FDOT	US 27 ATMS	Corridor ATMS	ITS	System Performance	N/A	CST 2021/22	\$1,656,000
3	409870-1	FDOT	SR 44	Widen to 4 Lanes	Capacity	System Performance	ROW 2013/2014	CST 2021/22	\$23,701,500
4	N/A	Sumter County	Buena Vista Boulevard (2)	Resurfacing	Preservation	Pavement/Bridge	N/A	CST 2021/22	\$7,000,000
5	N/A	Sumter County	Morse Boulevard (2)	Resurfacing	Preservation	Pavement/Bridge	N/A	CST 2021/22	\$7,000,000
6	430975-5	Lake County	Wekiva Trail Trailhead @ SR 46 (Vertical & Horizontal)	Construct Trailhead	Bike/Ped	System Performance	Design 2016/2017	CST 2021/22	\$3,500,000

Table 3: Right-of-Way Priorities (Tier 2)

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate
1	439686-1	Lake County	CR 44 Bypass / Deland Rd (Eustis Middle School)	New Sidewalk	Bike/Ped	System Performance	Design 2021/2022	ROW 2021/22	\$400,000
2	439048-1	Lake County	East Orange Ave	New Sidewalk	Bike/Ped	System Performance	Design 2021/2022	ROW 2021/22	\$120,000
3	439684-1	Lake County	Radio Rd (Treadway Elementary)	New Sidewalk	Bike/Ped	System Performance	Design 2021/2022	ROW 2021/22	\$100,000
4	439685-1	Lake County	CR 561 (Monroe St) Astatula Elementary	New Sidewalk	Bike/Ped	System Performance	Design 2021/2022	ROW 2021/22	\$100,000
5	439663-1	Lake County	Hancock Rd (Lost Lake Elementary)	New Sidewalk	Bike/Ped	System Performance	Design 2021/2022	ROW 2021/22	\$450,000
6	439683-1	Lake County	Log House Rd (Pine Ridge Elementary School)	New Sidewalk	Bike/Ped	System Performance	Design 2021/2022	ROW 2021/22	\$150,000
7	439687-1	Lake County	Lakeshore Dr (Pine Ridge Elementary School)	New Sidewalk	Bike/Ped	System Performance	Design 2021/2022	ROW 2021/22	\$100,000

Table 4: Design Priorities (Tier 2)

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate
1	N/A	Sumter County	Sumter County ITS (Phase 2)	ITS	ITS	System Performance	Planning 2016/2017	Design 2020/21	\$411,200
2	441811-1	Lake County	Hartwood Marsh Rd from Heritage Hills Blvd to Orange County Line	Paved Shoulders	Safety	Safety	N/A	Design 2021/22	\$300,000
3	436360-1	FDOT	Black Bear Scenic Trail	SUNTrail	Bike/Ped	System Performance	PD&E 2019/2020	Design 2023/24	TBD
4	N/A	FDOT/Leesburg	US 27 from SR 44 to US 441	Complete Streets	Safety	Safety, System Performance	Planning 2015/2016	Design 2020/21	TBD
5	N/A	Tavares	Peninsula (Captain Haynes) Roadway Extension	New Roadway	Capacity	System Performance	Planning 2016/2017	Design 2020/21	\$354,660
6	439756-1	Umatilla	Umatilla SR 19 from CR 450-A to Old Mill Stream RV Park	Complete Streets	Safety	Safety, System Performance	Planning 2016/2017	Design 2020/21	TBD
7	N/A	Florida Turnpike Enterprise (SIS)	SR 91 (FL TPK) from Minneola Interchange to CR 470	Widen to 8 Lanes	Capacity	System Performance	PD&E	Design 2020/21	TBD
8	434910-1	Florida Turnpike Enterprise (SIS)	SR 91 (FL TPK) from CR 470 to SR 25 (US 27)	Widen to 8 Lanes	Capacity	System Performance	PD&E	Design 2020/21	TBD
9	N/A	Florida Turnpike Enterprise (SIS)	SR 91 (FL TPK) from SR 35 (US 301) to CR 470	Widen to 8 Lanes	Capacity	System Performance	PD&E	Design 2020/21	TBD
10	N/A	Lake County	Picciola Rd from US 441 to Sail Fish Ave	New Sidewalk	Bike/Ped	System Performance	Planning 2017/2018	Design 2020/21	\$115,310
11	N/A	Tavares/Mount Dora	Old US 441 from N Disston Ave to N McDonald St	Complete Streets	Bike/Ped	System Performance	Design 2008	Design 2020/21	\$2,158,800
12	N/A	Lake County	Hammock Ridge Roundabout	Roundabout Design	Operations	System Performance	Planning	Design 2020/21	\$750,000
13	N/A	Lake County	CR 561A from CR 561 to N Hancock Rd	Paved Shoulders	Safety	Safety	N/A	Design 2020/21	\$500,000
14	N/A	Lake County	Lakeshore Dr from Hammock Ridge to Lakeshore Dr	New Sidewalk	Bike/Ped	System Performance	N/A	Design 2020/21	\$250,000
15	N/A	Clermont	East Avenue from Grand Hwy to Minnehaha Ave	Complete Streets	Safety	Safety, System Performance	Planning 2018/2019	Design 2020/21	TBD
16	N/A	Wildwood	US 301 from C-466A to C-44A	Complete Streets	Safety	Safety, System Performance	Planning 2018/2019	Design 2020/21	TBD
17	N/A	Sumter County	Sumter County ITS (Phase 3)	ITS	ITS	System Performance	Planning 2016/2017	Design 2022/23	TBD

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate
18	N/A	Lake County	Intelligent Transportation System (ITS)	Initial Deployment	ITS	System Performance	N/A	Design 2020/21	\$60,000
19	N/A	Lake County	Intelligent Transportation System (ITS)	ITS Fiber Infrastructure	ITS	System Performance	N/A	Design 2020/21	\$570,000
20	N/A	Lake County	Montverde Greenway Trail Extension	Extension to existing trail	Bike/Ped	System Performance	N/A	Design 2021/22	\$350,000
21	N/A	Lake County	Radio Rd & Treadway School Rd Roundabout	Roundabout	Operations	System Performance	N/A	Design 2020/21	\$150,000
22	N/A	Lake County	Rolling Acres Rd from Lake Ella Rd to W Lady Lake Ave	Paved Shoulders	Safety	Safety	N/A	Design 2020/21	\$450,000
23	N/A	Lake County	CR 455 from Hartwood Marsh Rd to CFX Lake-Orange Connector	Road Extension	Capacity	System Performance	PD&E	Design 2020/21	\$3,000,000
24	N/A	Lake County	Micro Racetrack Rd from CR 466A to Lake Ella Rd	Paved Shoulders	Safety	Safety	N/A	Design 2020/21	\$450,000
25	N/A	Lake County	Griffin Rd (Carver Middle School)	New Sidewalk	Bike/Ped	System Performance	N/A	Design 2020/21	TBD
See Trail Rank	430975-2	Lake County	Wekiva Trail Segment 1/5 (2020 BUILD Grant Application)	Multi-Use Trail	Bike/Ped	System Performance	Planning	Design 2021/2022	\$3,500,000

Table 5: PD&E Priorities (Tier 2)

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate
1	435740-1	FDOT	US 27 & SR 44	Intersection Improvement	Operations	System Performance, Safety	Planning 2013/2014	PD&E 2021/22	TBD
2	441781-1	Lake County	Hartwood Marsh Rd from US 27 to Savanna Ridge Ln	New 4 Lane Road	Capacity	System Performance	N/A	PD&E 2021/22	\$925,000
3	441626-1	Umatilla/ Lake County	North Lake Trail	Multi-use Trail	Bike/Ped	System Performance	Planning	PD&E 2021/22	\$2,200,000
4	405854-1	Tavares/ Mount Dora/ Lake County	Wekiva Trail Segment 5 [Tav-Dora Trail] (2020 BUILD Grant Application)	Multi-use Trail	Bike/Ped	System Performance	Planning	PD&E 2021/22	\$500,000
5	N/A	FDOT (SIS)	US 27 from CR 561 (S) to SR 91	Widen to 6 Lanes	Capacity	System Performance	N/A	PD&E 2021/22	TBD
6	N/A	FDOT	SR 44 from Orange Ave to CR 46A	Widen to 4 Lanes	Capacity	System Performance	N/A	PD&E 2021/22	TBD BY FDOT
7	N/A	FDOT	SR 19 from SR 50 to CR 455	Widen to 4 Lanes	Capacity	System Performance	N/A	PD&E 2020/2021	TBD BY FDOT
8	N/A	FTE	Fosgate Rd Extension and Bridge	New Roadway and Bridge	Capacity	System Performance, Pavement/Bridge	N/A	PD&E 2021/22	TBD
9	N/A	Lake County	CR 561A from CR 561 to CR 455	Realignment & Roundabout	Operations	System Performance	Planning	PD&E 2021/22	\$750,000
10	N/A	Clermont	SR 50 Complete Streets	Complete Streets	Operations	Safety, System Performance	N/A	PD&E 2021/22	TBD
11	N/A	Lake County	Innovation Trail	Multi-use Trail	Bike/Ped	System Performance	Planning 2019/20	PD&E 2021/2022	TBD

Table 6: Planning Priorities (Tier 2)

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate
1	N/A	Mount Dora	Wolf Branch Innovation Blvd	New 4 Lane Road	Planning	System Performance	N/A	Planning 2021/22	\$205,600
2	N/A	Groveland	Orange St & Broad St (SR 50)	Complete Streets	Planning	System Performance, Safety	N/A	Planning 2021/22	\$77,100
3	N/A	Eustis	Eustis SR 19 Complete Streets	Complete Streets	Planning	System Performance, Safety	N/A	Planning 2021/22	\$234,384
4	N/A	Leesburg	West Main St Improvements	Curb & Gutter, ADA Upgrade, On Street Parking	Planning	System Performance, Safety	N/A	Planning 2021/22	\$102,800
5	N/A	Leesburg	East Main St Improvements	Curb & Gutter, ADA Upgrade, On Street Parking	Planning	System Performance, Safety	N/A	Planning 2021/22	\$116,164
6	N/A	Sumter Scenic Byway/ Sumter County	I-75 Exit 309 Sumter Scenic Byway Project	Enhancement of Interstate Exit to National Cemetery	Planning	System Performance, Safety	N/A	Planning 2021/22	\$80,184
7	N/A	Leesburg	Lake Denham Trail	Multi-use Trail	Planning	System Performance	N/A	Planning 2021/22	\$160,368
8	N/A	Lake County	CR 435 from Orange County Line to SR 46	Complete Streets	Planning	System Performance, Safety	N/A	Planning 2021/22	\$200,000
9	N/A	Lake County	Cagan's Crossing Pedestrian Overpass	Pedestrian Overpass	Planning	System Performance, Safety	N/A	Planning 2021/22	\$100,000
10	N/A	Howey-in-the-Hills	Central Lake Trail	Multi-use Trail	Planning	System Performance, Safety	N/A	Planning 2021/22	\$200,000

Table 7: Trail Priorities (Modal)

Trail Rank	LOPP Rank	Category	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate
1	New	Design	430975-2	Lake County	Wekiva Trail Segment 1 (2020 BUILD Grant Application)	Multi-Use Trail	Bike/Ped	System Performance	Completed PD&E (2015)	Design/ROW/CST	\$25,000,000
	4	PDE	405854-1	Tavares/Mount Dora/ Lake County	Wekiva Trail Segment 5 [Tav-Dora Trail] (2020 BUILD Grant Application)	Multi-Use Trail	Bike/Ped	System Performance	Completed Planning Study (2019)	PD&E/Design/ROW/CST	
2	11	Top 20	430975-3	Lake County	Wekiva Trail Segment 2	Multi-Use Trail	Bike/Ped	System Performance	Design 2015/2016	CST 2021/2022	\$3,679,067
3	6	CST	430975-5	Lake County	Wekiva Trail Trailhead @ SR 46 (Vertical & Horizontal)	Construct Trailhead	Bike/Ped	System Performance	Design 2016/2017	CST 2021/2022	\$3,500,000
4	3	PDE	441626-1	Umatilla/Lake County	North Lake Trail	Multi-Use Trail	Bike/Ped	System Performance	Planning	PD&E 2021/2022	\$2,200,000
5	22	Design	N/A	Lake County	Montverde Greenway Trail Extension	Multi-Use Trail Extension	Bike/Ped	System Performance	N/A	Design 2021/2022	\$350,000
7	7	Planning	N/A	Leesburg	Lake Denham Trail	Multi-Use Trail	Planning	System Performance	N/A	Planning 2021/2022	\$160,368
7	8	Planning	N/A	Lake County	Innovation Trail	Multi-Use Trail	Planning	System Performance	N/A	PD&E 2021/2022	TBD
7	11	Planning	N/A	Howey-in-the-Hills	Central Lake Trail	Multi-Use Trail	Planning	System Performance	N/A	Planning 2021/2022	\$200,000
SUN Trail											
6	3	Design	436360-1	FDOT	Black Bear Scenic Trail	SUN Trail Individual Trail	Bike/Ped	System Performance	PD&E 2019/2020	Design 2023/2024	TBD
N/A	Coast to Coast		435471-1 to 5	FDOT	South Sumter Connector Trail	SUN Trail Regional System	Bike/Ped	System Performance	These SUN Trail projects are being developed by FDOT as part of the Coast to Coast Connector Regional System.		
N/A	Coast to Coast		422570-3 + others	FDOT	South Lake Trail Phase 3B, 3C and Phase 4	SUN Trail Regional System	Bike/Ped	System Performance			

Table 8: Transit Priorities (Modal)

Rank	FM Number	Sponsor/ Location	Description	Project Type	Performance Measure(s)	Cost Estimate
1	N/A	Lake County	Weekend Service Routes 1-5	Operations	System Performance	TBD
2	N/A	Lake County	Evaluate need for weekend, evening, and connecting Clermont to Leesburg service	Operations	System Performance	TBD
3	N/A	Lake County	Evening Service Routes 1-5	Operations	System Performance	TBD
4	N/A	Lake County	Clermont-Minneola Circulate (Rt. 6)	Operations	System Performance	TBD
5	N/A	Lake County	Double Frequency Routes 1-6	Operations	System Performance	TBD



Appendix 1

Resolution 2020-9

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2020-9

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION ADOPTING THE 2020 LIST OF PRIORITY PROJECTS AND AUTHORIZING TRANSMITTAL OF THE NEW FUNDING PRIORITIES TO THE FLORIDA DEPARTMENT OF TRANSPORTATION.

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 Planning Area; and

WHEREAS, Section 339.175, Florida Statutes, 23 U.S.C. 134, and 49 U.S.C. 5303 require that the urbanized area, as a condition for the receipt of federal capital or operating assistance, has 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, Section 339.175(8)(a), Florida Statutes requires that the MPO is responsible for developing, annually, a list of project priorities ranking the transportation needs of the MPO area; and

WHEREAS, the prevailing principles that must be considered by the MPO when developing the List of Priority Projects are preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility; and

WHEREAS, the 2020 List of Priority Projects must be based upon project selection criteria that considers, in part: the MPO long range transportation plan, the Florida Department of Transportation (FDOT) Strategic Intermodal System Plan, criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4), the results of the transportation management systems, and the MPO public involvement plan; and

WHEREAS, the 2020 List of Priority Projects must be used by the FDOT in developing the district work program and must be used by the MPO in developing its transportation improvement program; and

WHEREAS, the FDOT has established a deadline of October 1, 2020, for the submittal of new project priorities, pursuant to Section 339.175(8)(b), Florida Statutes, with said priorities serving as a basis upon which FDOT District 5 makes funding decisions relative to the FDOT five-year Work Program; and

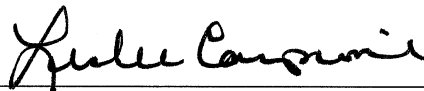
WHEREAS, the Lake~Sumter MPO, serving the role of prioritizing all federal-aid roadways including certain county roadways, also has prioritized county transportation projects in order to address regional county transportation needs within the MPO Area.

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

1. The 2020 List of Priority Projects was developed with consideration given to preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility; and
2. The 2020 List of Priority Projects is consistent with the MPO's adopted long range transportation plan, *TRANSPORTATION 2040*, which was adopted December 9, 2015; and
3. The 2020 List of Priority Projects is consistent with the FDOT Strategic Intermodal System Plan; and
4. The 2020 List of Priority Projects was developed in consideration of criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4); and
5. The 2020 List of Priority Projects was developed using the procedures of the MPO public involvement plan; and
6. The 2020 List of Priority Projects is hereby endorsed and adopted; and
7. The Chair of the MPO or her designee is hereby authorized and directed to submit the 2020 List of Priority Projects to the Florida Department of Transportation and to the Chair of both the Lake County Board of County Commissioners and the Sumter County Board of County Commissioners.

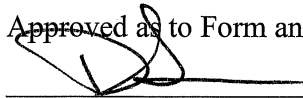
PASSED AND ADOPTED this 24th day of June, 2020.

Lake~Sumter Metropolitan Planning Organization



Leslie Campione, Chair

Approved as to Form and Legality:



Diana Johnson, MPO Attorney



Appendix 2

Performance Targets
(2040 Long Range Transportation Plan
FAST Act Compliance Amendment)

Lake~Sumter MPO



TRANSPORTATION 2040

LONG RANGE TRANSPORTATION PLAN

FAST Act Compliance Amendment

December 11, 2019

2040 LRTP FAST Act Compliance

Introduction

The Long Range Transportation Plan (LRTP) is revised and adopted every five years by the Lake-Sumter MPO. This amendment has been developed to update the 2040 LRTP, bringing it into compliance with the most recent USDOT rulemaking regarding goals, objectives, performance targets, and other compliance requirements.

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.

In accordance with the Planning Rule, the Lake-Sumter MPO must include a description of the performance targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). 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 must also include an analysis of how the preferred scenario 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.

The current Lake-Sumter MPO 2040 LRTP was adopted December 9, 2015 and most recently amended October 25, 2017. The following sections will serve to strike and replace the language and information on pages 11 and 12 of that document.

Development of the Goals, Objectives, and Performance Measures

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

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

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

Lake-Sumter MPO

TRANSPORTATION 2040

FEDERAL PERFORMANCE MEASURES

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

Performance Measure #1 - Safety

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

Performance Measure #2 - Bridge and Pavement Condition

- Pavement Condition
- Bridge Condition

Performance Measure #3 - Travel Time Reliability

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

LAKE-SUMTER MPO GOALS

Listed below are the Lake-Sumter MPO Goals.

Goal 1 – Investing in Transportation to Support a Prosperous, Competitive Regional Economy

Goal 2 – Providing a Safe and Secure Transportation System for All Users

Goal 3 – Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users

Goal 4 – Improving Mobility Options and Connectivity for People and Goods

Goal 5 – Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship

Goal 6 – System Preservation

A matrix showing consistency between the LRTP Goals and the 10 planning factors from the FAST Act is shown in **Table 1**.

*Table 1: Lake-Sumter 2040 LRTP Goals
and FAST Act Planning Factors Comparison*

FAST Act Goals	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration / Connectivity	System Management & Operation	System Preservation	Resiliency	Tourism
Economy Investing in Transportation to Support a Prosperous, Competitive Regional Economy	X		X	X	X	X	X		X	X
Safety Providing a Safe and Secure Transportation System for All Users	X	X	X	X	X		X		X	X
Operations Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users	X	X	X	X	X	X	X			
Mobility Improving Mobility Options and Connectivity for People and Goods	X	X	X	X	X	X	X	X	X	X
Livability Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship	X	X	X	X	X	X	X		X	X
System Preservation Preservation of a Multimodal Transportation System	X	X	X	X	X	X	X	X	X	

Lake-Sumter MPO

TRANSPORTATION 2040

FLORIDA TRANSPORTATION PLAN (FTP)

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

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

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

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

*Table 2: Lake-Sumter 2040 LRTP Goals and
Florida Transportation Plan Goals Comparison*

Florida Transportation Plan Goals	Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Economy Investing in Transportation to Support a Prosperous, Competitive Regional Economy			X	X	X	X	X
Safety Providing a Safe and Secure Transportation System for All Users	X	X	X	X	X	X	
Operations Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users	X		X	X	X	X	
Mobility Improving Mobility Options and Connectivity for People and Goods	X	X	X	X		X	X
Livability Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship	X		X	X	X	X	X
System Preservation Preservation of a Multimodal Transportation System	X	X	X	X	X	X	X

Lake-Sumter MPO

TRANSPORTATION 2040

FAST ACT REQUIREMENTS

The FAST Act prescribes policy requirements and programmatic framework related to performance targets for the national transportation system in the metropolitan planning process. The FAST Act directly impacts the Lake-Sumter MPO and the planning activities of the agency. As such, the MPO is required to coordinate with state and public transportation providers to establish targets to continue to develop and assess a focused, performance-based multimodal transportation system. As part of this development and assessment, the Lake-Sumter MPO must:

- Describe the performance targets used in assessing system performance and progress to achieve the performance targets within the Long Range Transportation Plan (LRTP)
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets including a description of the anticipated achievements.

PERFORMANCE-BASED PLANNING – FEDERAL HIGHWAY ADMINISTRATION

The U.S. Secretary of Transportation established the criteria for the evaluation of the new performance-based planning processes. This included the identification of specific performance targets that all states and each MPO must evaluate. The process required the Florida Department of Transportation (FDOT) to develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. This also requires MPOs in the Florida to either accept and support the FDOT performance targets or establish, formally adopt, and monitor their own performance targets. FDOT will provide performance data to MPOs if they adopt the state targets. MPOs who adopt other targets will be responsible for the associated performance evaluation for those targets.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PERFORMANCE TARGETS

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

Safety. Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is the target for all safety performance targets.

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

Bridge Condition. The bridge condition performance targets for the percent of deck area classified as Good and Poor is determined using National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by the lowest rating of these items using a scale of 1 to 9. If the NBI rating is 4 to 1, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified as Fair; however, there is no related FHWA performance measure associated with that rating. Considering the differences in criteria, initial 2- and 4-year targets were established and listed in Table 3.

Table 3: FDOT Statewide Pavement and Bridge Condition Performance and Targets

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

System Performance. The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data are collected in 15-minute segments during four total time periods and is reported as the “percent of reliable person-miles traveled.” The segment is considered reliable if the reliability ratio is below 1.50 during all time periods. Freight movement is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment. The initial 2-year and 4-year targets were established and listed in **Table 4**.

Lake-Sumter MPO

TRANSPORTATION 2040

Table 4: FDOT Statewide System Performance and Freight Performance and Targets

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

State Guidance

As required by the federal rules, once the targets have been established, FDOT includes a narrative in the Florida Transportation Plan (FTP) and State Transportation Improvement Program (STIP) describing the measures and targets, as well as explaining how the program of projects in the STIP contribute to the achievement of those targets. Similarly, the MPO must do the same in their Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process. The goals are established to support the desired vision of how the transportation system should evolve over the next 20 years, and the objectives are actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be consistent:

- The Florida Transportation Plan
- FDOT Strategic Highway Safety Plan
- Comprehensive Plans for Lake and Sumter counties
- Lake-Sumter MPO Public Involvement Plan (PIP)
- Lake-Sumter MPO Transportation Improvement Program (TIP)
- Lake-Sumter MPO Congestion Management Process (CMP)
- Lake-Sumter MPO Transit Development Plan (TDP)

OTHER COMPLIANCE REQUIREMENTS

Florida Department of Transportation: Initial Transportation Asset Management Plan

The FDOT published the Transportation Asset Management Plan (TAMP) on June 28, 2019. This plan summarizes the current state of the asset management planning process, goals and objectives, and performance targets.

The Lake-Sumter MPO supports the FDOT asset management process and adopts this plan by reference into the 2040 Long Range Transportation Plan. The MPO will continue to monitor the development of the update of the Transportation Asset Management Plan and will work with the FDOT to set performance targets only for the following asset management performance targets:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges classified as in Good condition by deck area
- % of NHS bridges classified as in Poor condition by deck area

The MPO will not be responsible for setting performance targets for other asset management performance targets contained within the Transportation Asset Management Plan.

Florida Department of Transportation: Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum

The FDOT published the Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum in January 2018. This plan summarizes the current state of the Freight Mobility planning process, goals and objectives, and performance targets.

The Lake-Sumter MPO supports the FDOT freight planning process and adopts by reference the FDOT Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum published January 2018 into the 2040 Long Range Transportation Plan. The MPO will continue to monitor the development of the Florida Freight Mobility and Trade Plan and will work with the FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck Travel Time Reliability Ratio (TTR) on the Interstate system).

Lake-Sumter MPO

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Lake-Sumter MPO Objectives

The Lake-Sumter MPO has assigned clearly-defined Objectives to support each of the established Goals in the plan. The Objectives refer to specific and strategic actions that are measurable and align with the Goals. The Objectives are listed below.

Goal 1 – Investing in Transportation to Support a Prosperous, Competitive Regional Economy

- Objective 1.1** Provide an efficient, interconnected transportation system to advance and support the economic well-being and quality of life in the region
- Objective 1.2** Improve travel reliability for the traveling public and freight users on highways and major arterials
- Objective 1.3** Enhance access to jobs

Goal 2 – Providing a Safe and Secure Transportation System for All Users

- Objective 2.1** Reduce crash-related fatalities for all modes of transportation
- Objective 2.2** Reduce crash-related serious injuries for all modes of transportation
- Objective 2.3** Reduce bicycle and pedestrian crash-related fatalities and serious injuries
- Objective 2.4** Facilitate accessibility for emergency response vehicles

Goal 3 – Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users

- Objective 3.1** Invest in Intelligent Transportation Systems (ITS)

Goal 4 – Improving Mobility Options and Connectivity for People and Goods

- Objective 4.1** Improve transportation options available to residents, business patrons, and visitors
- Objective 4.2** Balance regional capacity needs with human scale accessibility needs (Complete Streets)
- Objective 4.4** Adopt a Complete Streets Policy that supports the development of a list of Complete Streets projects
- Objective 4.5** Invest in strategies to reduce per capita Vehicle Miles Traveled (VMT)
- Objective 4.6** Increase modal opportunities and modal enhancements within communities
- Objective 4.7** Improve freight facility connectivity in the Lake-Sumter Region across all modes of transportation

Goal 5 – Making Transportation Decisions that Support Communities’ Visions and Promote Responsible Social, Economic, and Environmental Stewardship

- Objective 5.1** Coordinate regional transportation planning efforts and local comprehensive planning efforts
- Objective 5.2** Reduce negative environmental impacts associated with transportation investments
- Objective 5.3** Ensure Environmental Justice (EJ) is considered in all aspects of MPO planning

Goal 6 – System Preservation

- Objective 6.1** Maintain transportation infrastructure
- Objective 6.2** Maintain transit assets

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Lake-Sumter MPO Performance Targets

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

SAFETY PERFORMANCE TARGETS (PM1)

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

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

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

Table 5: Lake-Sumter MPO Safety Performance Measures and Targets

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

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

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

Table 6: Lake-Sumter MPO Bridge and Pavement Condition Targets

Performance Measure	2-year	4-year
	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2015)	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2017)
Percent of Interstate pavements in Good condition	Not required	≥ 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%

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

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SYSTEM PERFORMANCE TARGET (TRAVEL TIME RELIABILITY) (PM3)

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

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

LOTTR Measures

The LOTTR performance targets assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

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

Table 7: Lake-Sumter MPO System Performance (Travel Time Reliability) Targets

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

Transit Asset Management Targets (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements: 1) new State of Good Repair (SGR) performance targets, 2) revised National Transit Database (NTD) reporting requirements, and 3) new Transit Asset Management (TAM) Plan. MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT. These Performance Measures are listed in **Table 8**.

Table 8: Performance Targets & Measures (MPO Total)

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

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

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

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

Lake County – LakeXpress

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

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LakeXpress Routes 4 and 50 each travel into Orange County, providing opportunities for regional connectivity via Lynx transit, which primarily serves Orange, Seminole, and Osceola Counties. The MPO adopted the performance targets and measures identified in LakeXpress Asset Management Plan for the MPO's planning process (adopted September 12, 2018). **Table 9** shows the percentage of Transit assets (by count) that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2018 and their performance targets for the next four years. The vehicle targets are based on the vehicle replacement plan from the 2019 TDP.

Table 9: FTA TAM Targets for LakeXpress

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

Sumter County – Sumter County Transit

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

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

Sumter County Transit is part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT for Tier II providers in Florida. The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown in **Table 10**.

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

Key findings of the Group TAM Plan include the following:

- Approximately 27 percent of all inventoried assets have met or exceeded their ULB.
- The asset inventory includes a total of 752 revenue vehicles with an average age of 5.5 years, of which 271 (or 35 percent) have met or exceeded their ULB.
- Based on the investment prioritization, vehicles that are rated poor or marginal in the cutaway class and the van class will be prioritized for replacement.

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

Table 10: Lake-Sumter Group Transit Asset Management Targets for Tier II Providers

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

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SUMMARY OF ADOPTED TRANSIT ASSET MANAGEMENT TARGETS

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

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

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

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



LAKE~SUMTER MPO 2045 LRTP

GOALS AND OBJECTIVES

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 (EJ) 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

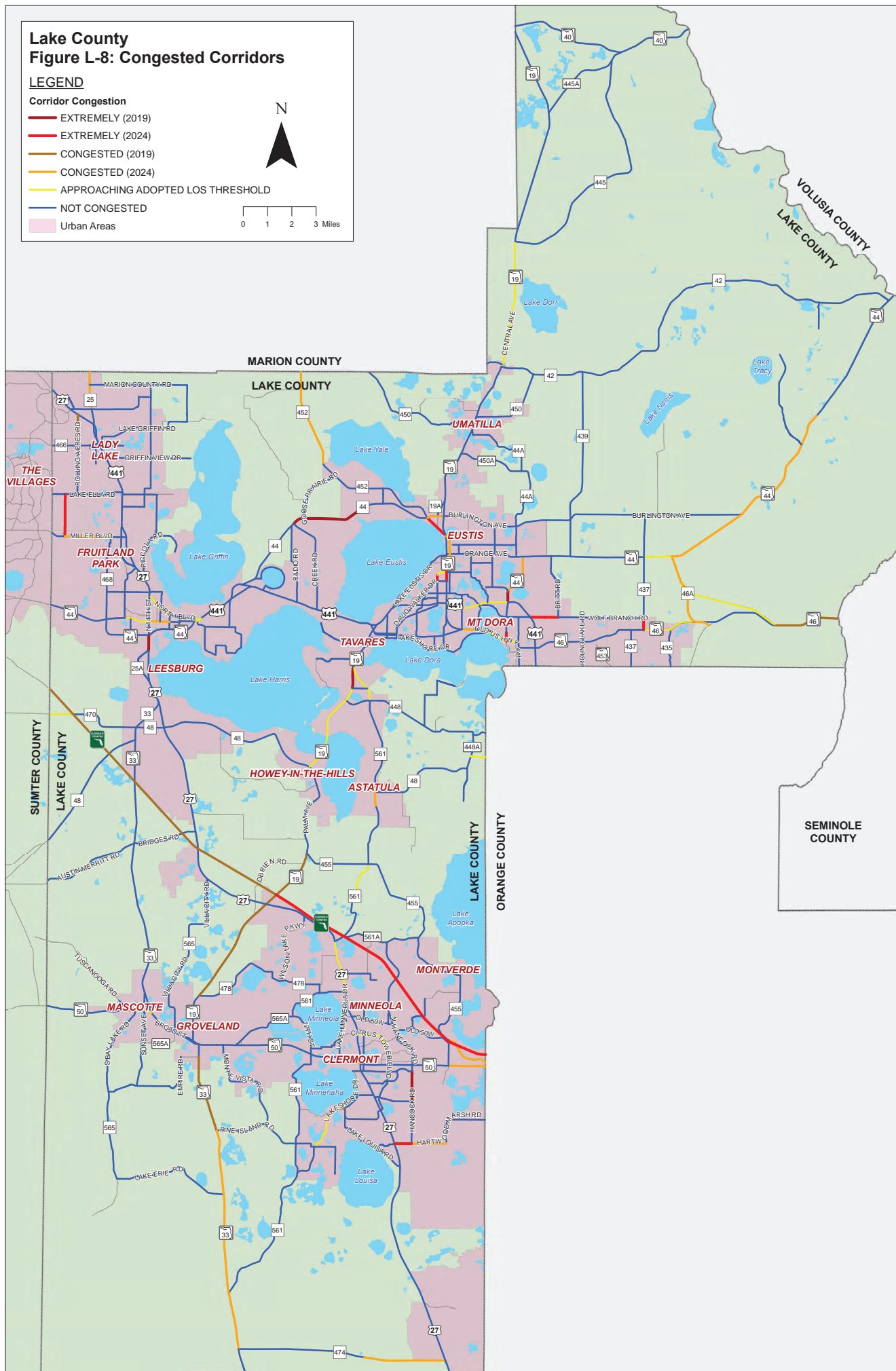
- OBJECTIVE 3.1 – Invest in Intelligent Transportation Systems (ITS).
- OBJECTIVE 3.2 – Invest in Vehicle to Infrastructure Communication.
- OBJECTIVE 3.3 – Invest in cost effective Congestion Management strategies.

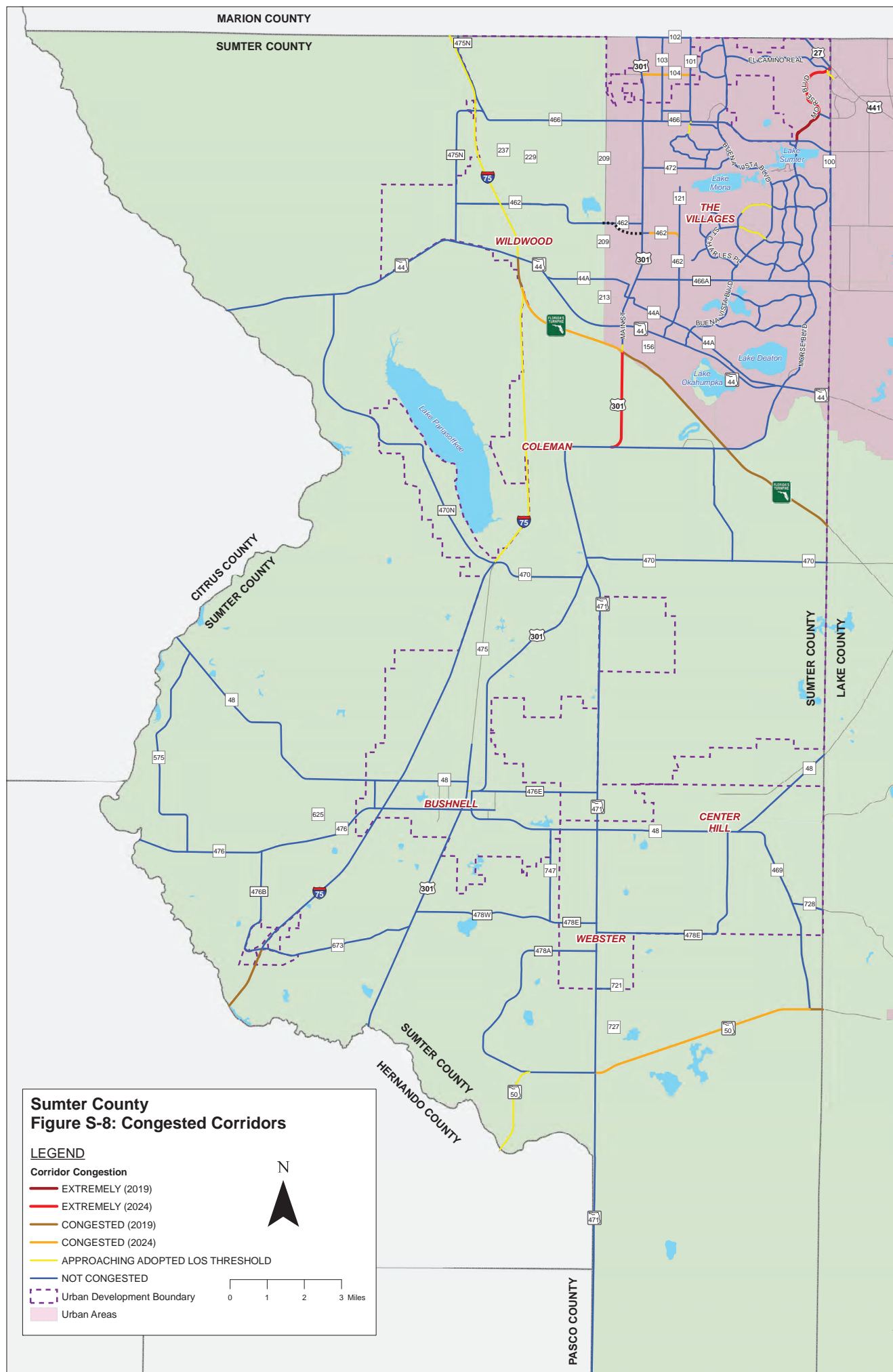
GOAL 4 – IMPROVE MOBILITY

- OBJECTIVE 4.1 – Improve transportation options available.
- 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







Appendix 3

Top 20 List of Priority Projects in FDOT Format

Lake-Sumter MPO - 2020 List of Priority Projects - Top 20 (Tier 1)

Rank	FM #	Project Name	Description	Project Type*	Primary Performance Measure*	Secondary Performance Measure(s)-If Applicable	Proposed Phase*	FY	Cost**	Programmed Phase*	Programmed Phase FY	Programmed Phase Cost**	Additional Programmed Phase*-If Applicable	Additional Programmed Phase FY	Additional Programmed Phase Cost**	Unfunded Phase(s)*	Unfunded Phase Cost**	Additional Unfunded Phase* -If Applicable	Additional Unfunded Phase Cost**
1	430253-5	CR 466A, Phase 3B from Poinsettta Ave to Timbertop Lane	Road Widening	Capacity	System Performance		CST	2022	\$7,223,131										
2	434912-1	CR 470 from SR 471 (CR 527) to Turnpike/SR 91	Road Widening	Capacity	System Performance		Design	2022	\$5,144,021							CST	\$75,000,000		
3	427056-1	SR 50/SR 33 from CR 565 (Villa City) to CR 565A (Montevista) & South Lake Trail, Phase 3C from 2nd St to Silver Eagle Rd	Realignment	Capacity	System Performance		ROW	2022	\$18,040,000	ROW	2020-2021	\$7,605,000				CST			
4	N/A	Marsh Bend Trail (CR 501) from Corbin Trail to CR 470	Road Widening	Capacity	System Performance		CST	2022	\$25,000,000										
5	429356-1	SR 500 (US 441) from SR 44 to N of SR 46	Road Widening	Capacity	System Performance		CST	2023	\$22,233,040	ROW	2021-2023	\$2,208,556							
6	430132-1	SR 35 (US 301) from SR 44 to CR 525E (Segments 3,4,5)	Road Widening	Capacity	System Performance		Design	2022	\$5,826,000							ROW	\$19,285,000	CST	\$58,260,000
7	238394-3	SR 500 (US 441) from Perkins Street to SR 44	Road Widening	Capacity	System Performance		CST	2022	\$13,794,537										
8	430132-1	SR 35 (US 301) from CR 525E to CR 470 (Segments 1,2)	Road Widening	Capacity	System Performance		Design	2022	\$2,100,000	PD&E	2022	\$7,126,021				ROW	\$8,215,000	CST	\$21,020,000
9	441710-1	Round Lake Road Extension from Wolfbranch Road to Magnolia Ave (Phase I)	Road Widening	Capacity	System Performance		ROW	2022	\$13,000,000	Design	2021	\$2,297,884 <small>(applies to entire project limits from Lake/Orange County Line to Magnolia Ave.)</small>						CST	\$38,174,000 <small>(applies to entire project limits from Lake/Orange County Line to Magnolia Ave.)</small>
10	437464-1	Eudora Road Roundabout/Intersection Improvement	Roundabout	Safety	Safety	System Performance	CST	2022	\$3,496,763	ROW	2021	\$100,000							
11	430975-3	Wekiva Trail (Segment 2) from SR 46 to Hojin St	Multi-use Trail	Bike/Ped	System Performance		CST	2022	\$3,679,067	ROW	2020	\$2,278,826							
12	439665-1	Rolling Acres Road from CR 466A to north of US 27	Road Widening	Capacity	System Performance		PD&E	2022	\$900,000							Design		ROW	
13	N/A	Webster SR 471 Complete Streets	Complete Streets	Planning	Safety	System Performance	Planning	2022	\$125,000							PD&E		Design	
14	N/A	CR 437 Realignment	Realignment	Capacity	System Performance		ROW	2022	\$3,743,338	Design	2020	\$874,000				CST			
15	435859-3 435859-4 435859-5	SR 50 from Hernando/Sumter CL to CR 33	Road Widening	Capacity	Safety	System Performance	ROW	2022	\$51,771,167	ROW	2021-2023	\$4,436,000	CST	2022	\$28,700,000	CST			
16	N/A	CR 455 (Hartle Rd) Good Hearth to Lost Lake	Road Widening	Capacity	System Performance		CST	2022	\$1,214,358										
17	N/A	Hooks Street from Hancock Rd to Hartle Rd	Road Widening	Capacity	System Performance		CST	2023	\$5,000,000	Design									
18	N/A	CR 455 (Hartle Rd) Lost Lake to Hartwood Marsh	Road Widening	Capacity	System Performance		ROW	2022	\$3,000,000	Design	2020	\$625,000				CST			
19	N/A	SR 46 (Sorrento Ave) from Orange Ave to Hojin St	Complete Streets	Safety	Safety	System Performance	Design	2022	\$2,000,000							ROW		CST	
20	435723-1	Wellness Way from US 27 to SR 429	New Corridor	Capacity	System Performance		Design	2022	\$3,000,000							ROW	\$2,600,000	CST	\$27,600,000

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Member Governments

Lake County

Sumter County

Town of Astatula

City of Bushnell

City of Center Hill

City of Clermont

City of Coleman

City of Eustis

City of Fruitland Park

City of Groveland

Town of Howey-in-the-Hills

Town of Lady Lake

City of Leesburg

City of Mascotte

City of Minneola

Town of Montverde

City of Mount Dora

City of Tavares

City of Umatilla

City of Webster

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