



Lake-Sumter MPO Governing Board Agenda

Date | Time: October 27, 2021 | 2 PM

Lake-Sumter MPO - Governing Board (MPO) Meeting

Wed, Oct 27, 2021 2:00 PM - 4:00 PM (EDT)

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2 p.m. Call to Order by the Chair

- A. Invocation / Pledge of Allegiance
- B. Proper Noticing
- C. Roll Call – Determination of Quorum
- D. Chair's Announcements

I. UPDATE

Proposed revisions to today's Agenda

II. OPPORTUNITY FOR PUBLIC COMMENT *(on Agenda or general comments)*

At this point in the meeting, the Board will hear citizens' questions, comments, and concerns. If the issue raised is not on today's Agenda, the Board will not take action at this meeting. Questions may be answered by staff or referred for appropriate staff action. If further action is necessary, the item may be placed on a future Governing Board agenda. Public comment shall be limited to three minutes per person.

III. CONSENT AGENDA

TAB 1 Consent approval is requested of the following items:

- A. Approval of the **June 23, 2021, MPO Governing Board Meeting Minutes**
- B. Approval to Amend the Unified Planning Work Program (UPWP) for FY 2021/22. FY 2021/22 FTA Section 5305D Metropolitan Planning Program Funds. The UPWP Requires an amendment to update the funding tables to include the Fiscal year 2021/22 FTA

Section 5305D Metropolitan Planning Program funds in the amount of Federal \$120,915, Soft Match, Toll Revenue Credit \$30,229.

- C. Approval of **Resolution 2021-16** Authorizing the **Public Transportation Grant** Agreement's execution with Florida Department of Transportation for Federal Transit Administration Section 5305(d) funds.
- D. Approval of **Fourth Quarter Financial Report** (yearend closeout) as presented by Milestone Professional Services.
- E. Approval to appointment Rebecca Matthews to serve on the Lake County Transportation Disadvantaged Coordinating Board (TDCB). Ms. Matthews is a current rider on Lake County Connections and is eligible to fill the vacant User of the System TD Board member position. Ms. Matthews's application is available for review upon request for any Governing Board member.
- F. Approval for the Chair to sign the Executive Director's timesheets and mileage reports for July – September 2021. **Executive Director Time & Mileage Memo**

Staff recommends approval of the Consent Agenda as presented

IV. ACTION ITEMS

TAB 2

- A. Review and Approval of the Emergency Transportation Improvement Program (TIP) amendment that occurred on September 10, 2021. MPO Staff utilized the Emergency TIP Amendment process to ensure project funding was not delayed or removed. Three TIP amendments were processed on September 10, 2021. The amendments are listed below and require review and Approval to complete the Emergency TIP Amendment process. A Roll Call vote is not required.

Lake~Sumter MPO Emergency TIP Amendment Process (PPP)

FDOT has requested the following amendments to the approved FY 2020/21-2024/25 Transportation Improvement Program (TIP) and or the FY 2021/22-2025-26 Transportation Improvement Program adding or amending the following projects:

- FM#449239-1 Lake County Section 5307 American Rescue Plan (ARP) Funds for Small Urban Areas for \$1,998,405 for the TIP FY 2020/21-2024/25 and the new TIP FY 2021/22-2025/26.

TIP Amendment ARP-1 and TIP Amendment ARP-2.

- 2021 Annual Roll Forward Report TIP Amendment. The Annual Roll Forward Report The amendment is a routine action and part of the annual process for MPOs. The roll forward Report reconciles differences in project information between the TIP and FDOT's Adopted Five-Year Work Program. Covers the "gap" between state and federal fiscal years for federal funding projects that were not committed/authorized (encumbered)

during the previous state fiscal year. Ensures project information is reflected accurately in the TIP so federal funds can be authorized for expenditure on projects.

Roll Forward TIP Amendment.

Staff recommends approving Emergency Transportation Improvement Program Amendment as presented. TAC Approved the TIP Amendments, CAC Approved the TIP amendments

- B. Consideration of **Resolution 2021-17 Amending** the 2021 List of Priority Projects. The List of Priority Projects (LOPP) is a document that all Metropolitan Planning Organizations (MPOs) are required to develop annually. The LOPP represents the unfunded transportation improvements that were not programmed for the following five-year period in order of priority. The Florida Department of Transportation (FDOT) uses each MPO's LOPP to aid in deciding which projects should be added to their Work Program each year. The Lake~Sumter MPO approves its LOPP annually.

Sumter County has requested to advance the unfunded Construction phase of the Marsh Bend Trail (CR501) project in the 2021 LOPP for Fiscal Year 2022/23 at \$3,367,000, replacing the locally funded Marsh Bend Trail (CR501) design phase at \$265,900.

Attachments: **2021 Amended List of Priority Projects,**

Staff recommends approving Resolution 2021-17 Amending the 2021 List of Priority Projects as presented. TAC Approved LOPP Amendment, CAC Approved LOPP Amendment

- D. 2021 Federal Lands Access Program (FLAP) Grant Submittal

The Lake~Sumter MPO, River to Sea TPO, and the Ocala Marion TPO are preparing a grant submittal for the FLAP grant program for the Black Bear Scenic Trail PD&E phase if approved by the three Governing Boards at their October meetings.

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) will be accepting Federal Lands Access Program (FLAP) applications to develop a multi-Year program of projects for Federal Fiscal Years (FY) 2023 through 2026. All final project approvals will be contingent upon the availability of funds in the year they are being requested. An estimated total of \$11.6M will be available for programming in Florida.

Attachment: **FLAP Call for Projects Letter, FLAP Presentation, Black Bear Scenic Trail Planning Study Technical Memo**

Staff recommends Approval to submit the 2021 FLAP grant proposal for the SUN Trail Black Bear Scenic Trail Project. TAC Approved submittal, CAC Approved submittal with the suggestion that FDOT act as the primary sponsor.

V. DISCUSSION ITEMS:

- A. 2022 List of Priority Projects (LOPP) – Call for Projects.

The Annual Call for Projects to be considered for inclusion in the 2022 LOPP.

2022 List of Priority Projects Presentation

2022 LOPP Guidance

2021 List of Priority Projects

VI. REPORTS, PRESENTATIONS, STUDIES

A. FDOT Reports

- a. *FDOT District 5 Safety Office, Loreen Bobo*
- b. **FDOT D5 Five-Year Work Program Public Hearing**

The Florida Department of Transportation (FDOT) will be holding their Work Program Public Hearing for FYs 2022/23 to 2026/27 from October 25-29, 2021. The purpose of the tentative work program is to provide direction on where and when to build transportation system improvements. This online hearing will be open and available 24 hours a day for citizens to view and comment on project information at www.fdot.gov/WPPH/District5. An in-person open house will be held on Thursday, October 28, 2021, from 5:00 – 6:30 p.m. at the FDOT District 5 office in DeLand (719 South Woodland Boulevard - Cypress A & B Conference Rooms)

- c. **FDOT Mobility Week, October 29 through November 5**

Mobility Week - Schedule of Events

Northshore Bike Ride Map October 30, 2021 @8:00am

Northshore Picture #1, Northshore Picture #2

- c. **FDOT Project Status Report**

B. Florida Turnpike Enterprise Reports (FTE)

- a. **FTE Tentative Work Program**
- b. **FTE Project Status Report**

C. Central Florida Expressway Report (CFX)

D. Lake County Transit Report

E. Sumter County Transit Report

F. MPO Project Update:

- a. **Leesburg Main Complete Streets Study, Study Area Map**

1. *November 8 – presentation to Leesburg City Commission; will cover Defining Success phase and initial alternatives*
2. *Early to mid-December (Dec. 6-16, TBD) – Project Visioning Team (PVT) Meeting #2 will cover proposed alternatives*
3. *February 2, 2022 (tentative, backup date 2/9/22) – in-person Public Meeting at Venetian Center, covering Defining Success / Guiding Principles, feedback received to date, Alternatives Assessment, and getting feedback on the preferred alternative*

b. ***Webster SR 471 Complete Streets Study***

1. ***Community Workshop Presentation***
2. ***SR 471 Improvements Elements Board***

VII. BOARD MEMBER COMMENTS:

VIII. ADJOURNMENT NEXT MEETING: DECEMBER 8, 2021 @ 2PM,

Pursuant to the provisions of Chapter 286, Florida Statutes, Section 286.0105, if any person decides to appeal any decision made by the above named Board with respect to any matter considered at the meeting, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. All interested citizens are welcome to attend. Persons with disabilities needing assistance to participate in any of the proceedings should contact (352) 315- 0170 48 hours in advance of the meeting.

Governing Board Agenda Tabs

Date | Time: October 27, 2021 | 2 PM

TAB 1 *Consent approval is requested of the following items:*

- A.** Approval of the [June 23, 2021, MPO Governing Board Meeting Minutes](#)
- B.** Approval to Amend the Unified Planning Work Program (UPWP) for FY 2021/22. FY 2021/22 FTA Section 5305D Metropolitan Planning Program Funds. The UPWP Requires an amendment to update the funding tables to include the Fiscal year 2021/22 FTA Section 5305D Metropolitan Planning Program funds in the amount of Federal \$120,915, Soft Match, Toll Revenue Credit \$30,229.
- C.** Approval of [Resolution 2021-16](#) Authorizing the [Public Transportation Grant](#) Agreement's execution with Florida Department of Transportation for Federal Transit Administration Section 5305(d) funds.
- D.** Approval of [Fourth Quarter Financial Report](#) (yearend closeout) as presented by Milestone Professional Services.
- E.** Approval to appointment Rebecca Matthews to serve on the Lake County Transportation Disadvantaged Coordinating Board (TDCB). Ms. Matthews is a current rider on Lake County Connections and is eligible to fill the vacant User of the System TD Board member position. Ms. Matthews's application is available for review upon request for any Governing Board member.
- F.** Approval for the Chair to sign the Executive Director's timesheets and mileage reports for July – September 2021. [Executive Director Time & Mileage Memo](#)

Staff recommends approval of the Consent Agenda as presented



MEETING MINUTES
Wednesday, June 23, 2021
Lake~Sumter MPO
1300 Citizens Blvd, Suite 175
Leesburg, FL 34748

Members Present:

Commissioner Doug Shields
Commissioner Josh Blake (Chair)
Commissioner Craig Estep (1st Vice Chair)
Commissioner Oren Miller
Councilmember Jim Purvis
City Commissioner Willie Hawkins
Mayor Dan Robuck (Chair Elect)
Mayor Cathy Hoechst (2nd Vice Chair)
Vice Mayor Lou Buigas
Mayor Evelyn Wilson (Lake At Large Rep)
Mayor Bobby Yost (Sumter At Large Rep)
Councilor Ed Conroy
Council Member Jim Ley
Councilmember Katherine Adams
City Commissioner Joe Elliott
Board Member Sally Moss

Representing:

Lake County BCC
Lake County BCC
Sumter County BCC
Sumter County BCC
City of Clermont
City of Eustis
City of Leesburg
City of Mount Dora
City of Tavares
City of Groveland
City of Webster
Town of Howey-in-the-Hills*
Town of Montverde*
City of Umatilla*
City of Wildwood*
Sumter County Schools**

Members Absent:

Commissioner Kirby Smith
Commissioner Sean Parks
Commissioner Leslie Campione (Past Chair)
City Commissioner Paul Hannan
Mayor Pat Kelley
Vice-Mayor Mitchell Mack
City Commissioner John Mobilian
Councilmember Sally Rayman
Mayor Bil Spaude
Councilmember Clay Godwin
Matt Schwerin
Mollie Cunningham

Lake County BCC
Lake County BCC
Lake County BCC
Town of Lady Lake
City of Minneola
Town of Astatula*
City of Fruitland Park*
City of Mascotte*
City of Bushnell*
City of Coleman*
Florida Central Railroad**
Lake County Schools**

*Denotes non-voting members

**Denotes ex-officio, non-voting member

Staff:

Mike Woods
Doris LeMay
David Langley

Executive Director
Executive Assistant
Lake County Attorney

Call to Order/Invocation/Pledge of Allegiance/Notice/Roll Call/Chairman's Announcements/Executive Director's Announcements

The meeting of the Lake-Sumter Metropolitan Planning Organization (MPO) was called to order at 2:00 p.m. by Chair Commissioner Josh Blake. Commissioner Blake observed a moment of silence and led the pledge of allegiance. Staff announced the meeting was properly noticed. The roll was called, at which time it was noted a quorum was present (11 voting members present).

I. UPDATE

None

II. OPPORTUNITY FOR PUBLIC COMMENT

David Serdan – Introduced himself to the Board. Attending meeting as a concerned Senior Citizen.

III. CONSENT AGENDA

Consent approval is requested of the following items:

- A. Consideration to approve April 28, 2021, MPO Governing Board Minutes
- B. Consideration to approve Resolution 2021-9 Authorizing Execution of Transportation Disadvantaged Trust Fund Grant Agreements.
- C. Consideration to approve Resolution 2021-13. Approving the FYs 2021/22 MPO Budget.
- D. Consideration of Financial Report as presented by Milestone Professional Services.
- E. Consideration to approve appointment of Barney W. Johnson and Nora Hanzek to serve on the Sumter County Transportation Disadvantaged Coordinating Board.
- F. Approval of Authorization for the Chair to sign the Executive Director's timesheets and mileage reports for the third quarter.
- G. Consideration to Approve the Agreement between Lake~Sumter Metropolitan Planning Organization (MPO) and Moore Stephens Lovelace, P.A. for Auditing Services.

Motion was made by Commissioner Craig Estep, seconded by Dan Robuck and carried by a vote of 11-0, the Lake~Sumter MPO Approved Items A through G of the Consent Agenda.

IV. ACTION ITEMS

- A. Consideration of Amending the FYs 2020/21-2021/22 Unified Planning Work Program (UPWP).
Michael Woods, Lake Sumter MPO a brief overview of the Amendment to the UPWP.

Motion was made by Commissioner Craig Estep, seconded by Commissioner Oren Miller and carried by a vote of 11-0, the Lake~Sumter MPO approved Amending the FYs 2020/21-2021/22 UPWP.

- B. Consideration of Resolution 2021-10 Approving the FY 2021/22-2025/26 Transportation Improvement Program (TIP).
Michael Woods provided a brief overview of the FY2021//22-2025/26 TIP.

Motion was made by Lou Buigas, seconded by Cathy Hoechst and carried by a roll call vote of 11-0, the Lake~Sumter MPO approved Resolution 2021-10 Approving the FY 2021/22-2025/26 TIP.

- C. Consideration of Resolution 2021-11 Approving the 2021 List of Priority Projects (LOPP). Michael Woods, Lake Sumter MPO and Jim Wood, Kimley Horn & Assoc. Provided a brief overview of the 2021 LOPP. Discussion continued. Evelyn Wilson thanked MPO for all the work done on the LOPP and asked if the Groveland Project could be Moved to position 1 on the LOPP from position 2.

Motion was made by Evelyn Wilson, seconded by Lou Buigas and carried by a vote of 11-0, the Lake~Sumter MPO approved Resolution 2021-11 Approving the 2021 LOPP.

- D. Consideration of Resolution 2021-12 Supporting the 2021 Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant Application.

Motion was made by Cathy Hoechst, seconded by Lou Buigas and carried by a vote of 11-0, the Lake~Sumter MPO approved Resolution 2021-12 Supporting the 2021 RAISE Grant.

V. DISCUSSION ITEMS

- A. Draft SIS Cost Feasible Plan – Michael Woods presented a brief overview of the Draft SIS Cost Feasible Plan. Discussion continued.

VI. REPORTS, PRESENTATIONS, STUDIES

- A. Transportation Agency Reports – Written Reports In Package
 1. FDOT Report
 2. Florida Turnpike Enterprise (FTE) Report
 3. Central Florida Expressway (CFX)
 4. Lake County Transit Report
 5. 2021 Legislative Newsletter
- B. MPO Studies
 1. SR 471 Complete Streets Study (City of Webster)
 2. Main Street Complete Streets Study (City of Leesburg)

VII. BOARD MEMBER COMMENTS:

Commissioner Craig Estep thanked the MPO Staff for all their hard work. Also, to Continue to let MPO work on obtaining the necessary funding needed to complete Projects.

VIII. ADJOURNMENT NEXT MEETING:

There being no further business to be brought to the attention of the Lake~Sumter Metropolitan Planning Organization, motion was made by Joe Elliott seconded by Commissioner Craig Estep the meeting was adjourned at 2:55 p.m.

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2021-16

A RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO); AUTHORIZING ITS CHAIR TO MAKE, EXECUTE, AND DELIVER TO THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) A PUBLIC TRANSPORTATION GRANT AGREEMENT (PTGA) RELATED TO THE FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5305D METROPOLITAN PLANNING PROGRAM FUNDS; AUTHORIZING THE MPO EXECUTIVE DIRECTOR TO EXECUTE NOTIFICATIONS OF FUNDING ASSOCIATED WITH THE PTGA; AND PROVIDING FOR AN EFFECTIVE DATE.

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 the Lake-Sumter Planning Area; and

WHEREAS, Section 339.175, Florida Statutes, 23 U.S.C. 134, and Title 49 U.S.C. require that the MPO, as a condition to receiving federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the approved comprehensive plans of the units of local government within the MPO's jurisdiction, and with state and local planned growth and economic development patterns; and

WHEREAS, the aforementioned laws require FDOT and the MPO to enter into an agreement clearly identifying the responsibilities for cooperatively carrying out transportation planning; and

WHEREAS, the MPO is the recipient of transit planning funds (referred to as 'Section 5305(d) Funds); and

WHEREAS, FDOT is authorized to allocate said Section 5305(d) Funds for all metropolitan planning organizations throughout the State of Florida; and

WHEREAS, FDOT is authorized to transmit to the MPO its proportionate share of Section 5305(d) Funds approved by the Federal Transit Administration (FTA) and appropriated for the purpose of aiding the metropolitan transit planning process; and

WHEREAS, the Public Transportation Grant Agreement (PTGA) allows available federal funding to be utilized for the MPO to participate in tasks related to the MPO's Unified Planning Work Program (UPWP); and

WHEREAS, the MPO has the authority to enter into the PTGA with FDOT, and to undertake the project and tasks described in the PTGA and in the UPWP; and

WHEREAS, the FDOT will be submitting to the MPO the remaining years of the PTGA annual Notifications of Funding for signature; and

WHEREAS, the MPO finds it in its best interest to authorize the Executive Director of the MPO to execute future Notifications of Funding associated with the PTGA, so as to expedite the receipt of funds to further the required activities and mission of the organization,

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

1. The recitals above are true, accurate and correct and are incorporated herein.
2. Approval of the Public Transportation Grant Agreement FPN 440801-1-14-31 (PTGA) is in the best interests of the MPO and the execution of the PTGA is hereby approved.
3. The Chair of the MPO is authorized to make, execute and deliver the PTGA to FDOT, including any amendments or supplements to the PTGA.
4. The Executive Director of the MPO is authorized to execute any subsequent Notifications of Funding associated with the PTGA entered into between FDOT and the MPO.
5. This resolution shall be effective immediately upon its adoption.

DULY PASSED AND ADOPTED This _____ day of _____ 2021.

Lake~Sumter Metropolitan Planning Organization

Josh Blake, Chair

Approved as to Form and Legality:

David Langley, MPO Attorney

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2021-16

A RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO); AUTHORIZING ITS CHAIR TO MAKE, EXECUTE, AND DELIVER TO THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) A PUBLIC TRANSPORTATION GRANT AGREEMENT (PTGA) RELATED TO THE FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5305D METROPOLITAN PLANNING PROGRAM FUNDS; AUTHORIZING THE MPO EXECUTIVE DIRECTOR TO EXECUTE NOTIFICATIONS OF FUNDING ASSOCIATED WITH THE PTGA; AND PROVIDING FOR AN EFFECTIVE DATE.

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 the Lake-Sumter Planning Area; and

WHEREAS, Section 339.175, Florida Statutes, 23 U.S.C. 134, and Title 49 U.S.C. require that the MPO, as a condition to receiving federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the approved comprehensive plans of the units of local government within the MPO's jurisdiction, and with state and local planned growth and economic development patterns; and

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3. The Chair of the MPO is authorized to make, execute and deliver the PTGA to FDOT, including any amendments or supplements to the PTGA.
4. The Executive Director of the MPO is authorized to execute any subsequent Notifications of Funding associated with the PTGA entered into between FDOT and the MPO.
5. This resolution shall be effective immediately upon its adoption.

DULY PASSED AND ADOPTED This _____ day of _____ 2021.

Lake~Sumter Metropolitan Planning Organization

Josh Blake, Chair

Approved as to Form and Legality:

David Langley, MPO Attorney

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
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* 3. Date Received: <input type="text"/>	4. Applicant Identifier: Not Applicable
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5a. Federal Entity Identifier: Not Applicable	5b. Federal Award Identifier: FL-80-0009
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: 1001
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8. APPLICANT INFORMATION:

*** a. Legal Name:** Lake Sumter Metropolitan Planning Organization

* b. Employer/Taxpayer Identification Number (EIN/TIN): 371882383	* c. Organizational DUNS: 3615618010000
-----------------------------------------------------------------------------	---------------------------------------------------

d. Address:

*** Street1:** PO Box 7800
Street2:
*** City:** Tavares
County/Parish:
*** State:** FL: Florida
Province:
*** Country:** USA: UNITED STATES
*** Zip / Postal Code:** 32778-0000

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. *** First Name:** Michael
Middle Name:
*** Last Name:** Woods
Suffix:

Title: Executive Director

Organizational Affiliation:

*** Telephone Number:** 352-315-0170 **Fax Number:**

*** Email:** mwoods@lakesumtermpo.com

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.

Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a sub-recipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies that, to the maximum extent possible, and consistent with the Consolidated Appropriations Act, 2021 (Public Law 116–260):

- (a) Funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 CFR § 673.13.

This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting-out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the state has a public transportation agency safety plan that has been approved by the provider’s Accountable Executive

(as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant’s lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or

an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other

use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for

Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least

- 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
- (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

**CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE
EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS
PILOT PROGRAM.**

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

**CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO
EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.**

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.

If the applicant, regardless of whether it is in an urbanized or rural area, will apply for an award under subsection (c) (low or no emission vehicle grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(c)(3).

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, this certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4).

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent

transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks (“SIB”) Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 659.43, 672.31, and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 659, “Rail Fixed Guideway Systems; State Safety Oversight”;
- (b) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (c) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CONSTRUCTION HIRING PREFERENCES.

If the applicant will ask FTA to approve the use of geographic, economic, or any other hiring preference not otherwise authorized by law on any contract or construction project to be assisted with an award from FTA, it must make the following certification. This certification is required by the Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. L, title I, § 199(b).

The applicant certifies the following:

- (a) That except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;
- (b) That the grant recipient will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and
- (c) That any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

CATEGORY 20. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 21. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing.

Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

FEDERAL FISCAL YEAR 2021 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Lake Sumter Metropolitan Planning Organization (MPO)

The Applicant certifies to the applicable provisions of categories 01–21. X

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Construction Hiring Preferences

20 Cybersecurity Certification for Rail Rolling Stock and Operations

21 Tribal Transit Programs

FEDERAL FISCAL YEAR 2021 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE

PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2021)

AFFIRMATION OF APPLICANT

Name of the Applicant: Lake Sumter Metropolitan Planning Organization (MPO)

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2021, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2021.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to

FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: 10-27-2021

Name Michael Woods, Executive Director Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): Lake Sumter Metropolitan Planning Organization (MPO)

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: 10-27-2021

Name David Langley Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant’s Attorney pertaining to the Applicant’s legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney’s signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Section 5303 (d)

*** 12. Funding Opportunity Number:**

FL-80-0009

* Title:

Metropolitan Transportation Planning

13. Competition Identification Number:

Not Applicable

Title:

Not Applicable

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Section 5305(d) grant to support planning with MPO's FY 21/22 Unified Planning Work Program

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="120,915.00"/>
* b. Applicant	<input type="text" value=""/>
* c. State	<input type="text" value="30,229.00"/>
* d. Local	<input type="text" value=""/>
* e. Other	<input type="text" value=""/>
* f. Program Income	<input type="text" value=""/>
* g. TOTAL	<input type="text" value="151,144.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

Approved Project Budget for Fiscal Year
(total dollars)

TECHNICAL CLASSIFICATIONS

44.21.00	Program Support and Administration	151,144
44.22.00	General Development and Comprehensive Planning	
44.23.00	Long Range Transportation Planning: System Level	
44.23.02	Long Range Transportation Planning	
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	
44.26.12	Coordination of Non-Emergency Human Services Transportation	
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	

TOTAL NET PROJECT COSTS \$ 151,144.00

ACCOUNTING CLASSIFICATIONS

44.30.01	Personnel	151,144
44.30.02	Fringe Benefits	(__%)
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	
44.30.07	Other	
44.30.08	Indirect Charges	(__%)

TOTAL NET PROJECT COSTS \$ 151,144.00

FUND ALLOCATIONS

44.40.01	MPO Activities	151,144
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	

TOTAL NET PROJECT COSTS \$ 151,144.00

Federal Share (80%) \$ 120,915.20

Local Share (20%) \$ 30,228.80

ACCOUNTING

Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	151,144

FEDERAL FY21 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more that \$100,000.00 for each such failure.

Chairperson for the MPO

Date

FEDERAL FY21 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Nonprocurement) at 49 CFR 29.510

(1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,

(d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

Chairperson for the MPO

Date

FFY21 Title VI / Non-Discrimination Policy Statement

The Lake Sumter MPO assures the Florida Department of Transportation that no person shall on the basis of 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 agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the subrecipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the subrecipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of Appendix A of this agreement in every contract subject to the Acts and Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against subrecipients. Complaints against the Florida Department of Transportation (FDOT) shall immediately be forward to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or the United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by the subrecipient's programs.

This assurance is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the subrecipient.

Signature of Presiding Officer for the MPO/TPO

Date of Signature

FFY21 Disadvantaged Business Enterprise Utilization

It is the policy of the Lake Sumter MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of Lake Sumter MPO contracts in a nondiscriminatory environment. The objects of the Disadvantaged Business Enterprise Program are to ensure nondiscrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barrier to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program. The Lake Sumter MPO , and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the work of the Lake Sumter MPO in a non-discriminatory environment. The Lake Sumter MPO shall require its consultants to not discriminate on the bases of race, color, national origin, sex, age handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Signature of Presiding Officer for the MPO/TPO

Date of Signature



Financial Report

Lake-Sumter Metropolitan Planning Organization

For the period ended June 30, 2021

(unaudited)

Background

The Lake-Sumter Metropolitan Planning Organization (MPO) has been designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Lake-Sumter Urban area. Organized in accordance with Title 23 CFR Section 450.308(c) and Florida Statute 339.175(9), the MPO prepares an annual Unified Planning Work Program (UPWP). This document identifies the planning priorities and activities to be carried out for the fiscal year and the revenue sources and anticipated expenditures related to each approved task of the work program. Annually the MPO Board adopts a budget that summarizes the revenues and expenditures identified in the UPWP.

The MPO has entered into an agreement with the Lake County Board of County Commissioners for certain support services. Under this agreement, Lake County (the County) serves as the custodian of the MPO's funds and advances the MPO operating cash through their pooled cash account until reimbursement of grant funds is received by the MPO. The County accounts for the transactions of the MPO in a separate fund within their general ledger and prepares various general ledger reports to assist the MPO with its cash management responsibilities. Financial data to prepare this report was obtained from the Finance Department of Lake County and accruals for anticipated revenue and expenditure items were identified with their assistance. The financial information contained herein was prepared as of June 30, 2021.

Financial Summary

The financial information contained in this report is as of June 30, 2021 (100% of year elapsed). A summary of revenues and expenditures for each of the major funding sources is shown below:

<i>REVENUES</i>	2021	As of 06-30-21			
	Revised	YTD	Budget	%	
<u>115 LAKE SUMTER MPO</u>	Budget*	Actuals	Variance	Received	
Highway Planning & Construction-PL & SL	\$ 994,122	\$ 648,932	\$ 345,190	65.28%	
Fed Transit Metro - 5305 FY 20/21	124,005	65,671	58,334	52.96%	
Fed Transit Metro - 5305 FY 19/20	26,783	26,783	0	100.00%	
CTD Planning Grants	48,252	41,014	7,238	85.00%	
Contributions - Mt. Dora, Other Local	102,123	130,655	(28,532)	100.00%	
Beginning Fund Balance	46,845	46,845	0	100.00%	
Total Revenues 115	1,342,130	959,899	382,231	71.52%	
<i>EXPENDITURES</i>					
<u>115 LAKE SUMTER MPO</u>					
Total Personal Services	\$ 249,767	\$ 249,767	\$ 0	100.00%	
Total Operating	1,058,363	656,702	401,661	62.05%	
Grants and Aids	5,000	5,000	-	100.00%	
Administration Costs	29,000	29,000	-	100.00%	
Total Expenditures 115	1,342,130	940,469	401,661	70.07%	

* Reflects carryforward amounts for grants from 2020 and beginning fund balance.

<i>BFB and Revenues</i>	959,899
<i>Expenditures</i>	940,469
<i>EFB</i>	\$ 19,430

Invoice Submittal Status

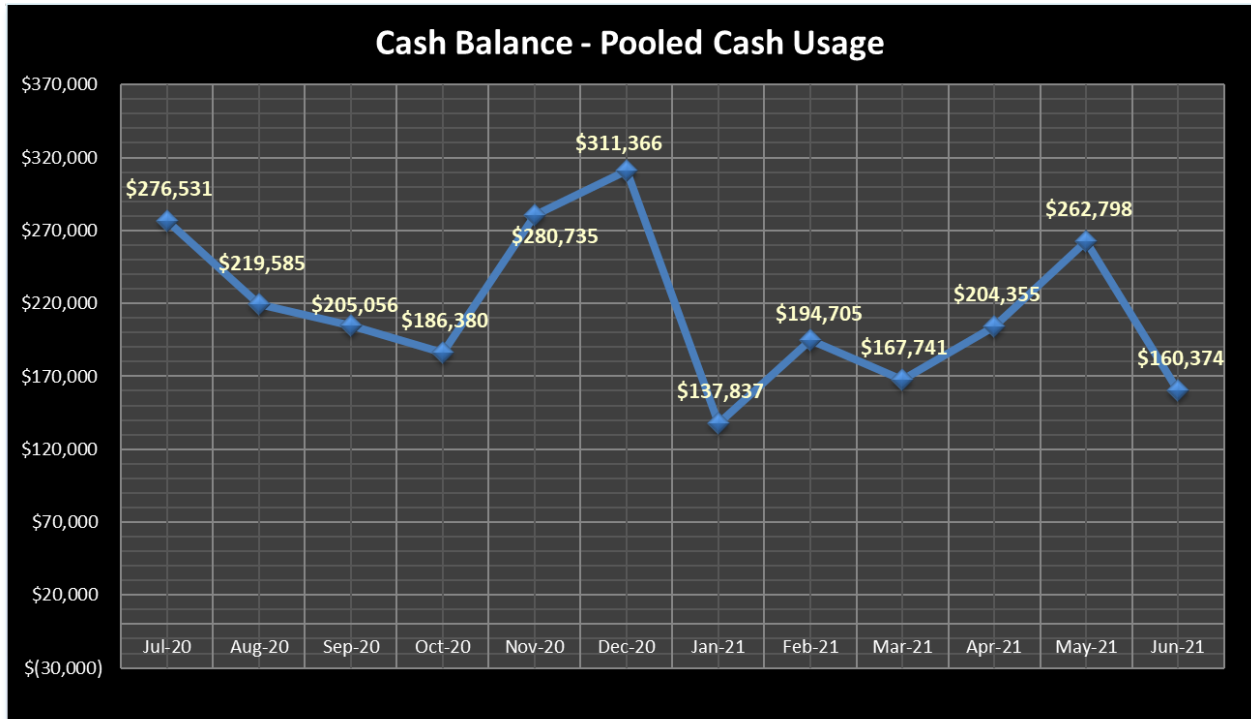
PL-112/SL FHWA Planning Grant - Reimbursable expenditures under the Fiscal 20/21 grant for the period ended June 30th were invoiced on September 9th in the amount of \$171,025.53. This invoice was paid on October 8th. Per request from FDOT, PL and SL invoicing is now being performed quarterly using the accrual basis. Since the accrual basis is being used, invoicing is prepared from 1-2 months after the quarter end date to allow time to receive all vendor invoices. As of the date of this report, reimbursable expenditures for July thru September 30th are currently being compiled and will be submitted sometime in November 2021.

FTA Section 5305(d) Planning Grant - The invoice for the period Dec 10th through July 23rd in the amount of \$22,872.59 was submitted on September 10th and paid October 15th. A reimbursement request for expenditures from July through September 30th is currently being compiled and will be submitted sometime in November 2021.

CTD Planning Grants - The Commission for Transportation Disadvantaged Planning Grants represents \$48,252 of the fiscal 2021 budget. As of June 30th, \$41,014 had been received in revenue for all four quarters.

Cash Management

The MPO is allowed to utilize Lake County's pooled cash account (up to \$500,000) to cover expenditures until grant reimbursements are received. The graph below reflects the MPO's utilization of County pooled cash for the past twelve - month period.



The MPO cash balance fluctuates due to the timing of invoice submittal, the timing of the receipt of cash for the amounts invoiced as well as the continual incurrence of operating expenditures regardless of an influx of cash from invoice reimbursement. The cash balance as of June 30, 2021, was \$160,374.

The cash utilization as of October 20, 2021, the date of this report, is \$193,150. All invoices for April – June charged costs have been reimbursed. The remaining cash utilization relates to July 1st through October 20th expenditures that have not yet been submitted for reimbursement. Since our FHWA PL112/SL and FTA 5305(d) billings are now performed quarterly using the accrual basis, the MPO may carry a cash utilization balance equal to just over four months operating expenditures in future periods.



- 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
- City of Wildwood
- Central Florida Expressway Authority
- Florida Central Railroad
- Lake County Schools
- Sumter County Schools

TO: Lake Sumter MPO Board

FROM: Commissioner Josh Blake, Lake Sumter MPO Chair

DATE: October 27, 2021

RE: Lake Sumter MPO Chair Report of Timesheet Review

In accordance with FDOT's Technical Memorandum 19-05 Rev: Directors' Timesheets and expenses following timesheets were provided to the Lake Sumter MPO's Chair for review. The Chair received July 4, 2021, through September 25, 2021, timesheets to review for timely submission, accuracy, and consistency of work detail.

TIMESHEETS PROVIDED	TIMESHEETS REVIEWED / INITIAL
7-18-21 through 7-31-21	
8-1-21 through 8-14-21	
8-29-21 through 9-11-21	

Commissioner Josh Blake

Governing Board Agenda Tabs

Date | Time: October 27, 2021 | 2 PM

TAB 2 ACTION ITEMS

- C. Review and Approval of the Emergency Transportation Improvement Program (TIP) amendment that occurred on September 10, 2021. MPO Staff utilized the Emergency TIP Amendment process to ensure project funding was not delayed or removed. Three TIP amendments were processed on September 10, 2021. The amendments are listed below and require review and Approval to complete the Emergency TIP Amendment process. A Roll Call vote is not required.

Lake~Sumter MPO Emergency TIP Amendment Process (PPP)

FDOT has requested the following amendments to the approved FY 2020/21-2024/25 Transportation Improvement Program (TIP) and or the FY 2021/22-2025-26 Transportation Improvement Program adding or amending the following projects:

- FM#449239-1 Lake County Section 5307 American Rescue Plan (ARP) Funds for Small Urban Areas for \$1,998,405 for the TIP FY 2020/21-2024/25 and the new TIP FY 2021/22-2025/26.

TIP Amendment ARP-1 and TIP Amendment ARP-2.

- 2021 Annual Roll Forward Report TIP Amendment. The Annual Roll Forward Report The amendment is a routine action and part of the annual process for MPOs. The roll forward Report reconciles differences in project information between the TIP and FDOT's Adopted Five-Year Work Program. Covers the "gap" between state and federal fiscal years for federal funding projects that were not committed/authorized (encumbered) during the previous state fiscal year. Ensures project information is reflected accurately in the TIP so federal funds can be authorized for expenditure on projects.

Roll Forward TIP Amendment.

Staff recommends approving Emergency Transportation Improvement Program Amendment as presented. TAC Approved the TIP Amendments, CAC Approved the TIP amendments

- D. Consideration of **Resolution 2021-17 Amending** the 2021 List of Priority Projects. The List of Priority Projects (LOPP) is a document that all Metropolitan Planning Organizations (MPOs) are required to develop annually. The LOPP represents the unfunded transportation improvements that were not programmed for the following five-year period in order of priority. The Florida Department of Transportation (FDOT) uses each MPO's LOPP to aid in deciding which projects should be added to their Work Program each year. The Lake~Sumter MPO approves its LOPP annually.

Sumter County has requested to advance the unfunded Construction phase of the Marsh Bend Trail (CR501) project in the 2021 LOPP for Fiscal Year 2022/23 at \$3,367,000, replacing the locally funded Marsh Bend Trail (CR501) design phase at \$265,900.

Attachments: 2021 Amended List of Priority Projects,

Staff recommends approving Resolution 2021-17 Amending the 2021 List of Priority Projects as presented. TAC Approved LOPP Amendment, CAC Approved LOPP Amendment

- D. 2021 Federal Lands Access Program (FLAP) Grant Submittal

Governing Board Agenda Tabs

Date | Time: October 27, 2021 | 2 PM

The Lake~Sumter MPO, River to Sea TPO, and the Ocala Marion TPO are preparing a grant submittal for the FLAP grant program for the Black Bear Scenic Trail PD&E phase if approved by the three Governing Boards at their October meetings.

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) will be accepting Federal Lands Access Program (FLAP) applications to develop a multi-Year program of projects for Federal Fiscal Years (FY) 2023 through 2026. All final project approvals will be contingent upon the availability of funds in the year they are being requested. An estimated total of \$11.6M will be available for programming in Florida.

Attachment: [FLAP Call for Projects Letter](#), [FLAP Presentation](#), [Black Bear Scenic Trail Planning Study Technical Memo](#)

Staff recommends Approval to submit the 2021 FLAP grant proposal for the SUN Trail Black Bear Scenic Trail Project. TAC Approved submittal, CAC Approved submittal with the suggestion that FDOT act as the primary sponsor.

TABLE 4. *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 LSMPO advisory committee meetings, with chance for public comment at the meeting	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
Plan is published on www.LakeSumterMPO.com	As soon as final copies of document can be uploaded to the website

TIP Amendments:

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

Public input considered in the development and maintenance of the TIP includes the comments and recommendations of LSMPO committees and the public at large as well as input received during the public comment periods. LSMPO 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.

INTERAGENCY COOPERATION AND SUPPORT

LSMPO 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, during the LRTP and TIP development processes, LSMPO will assist Lake County Public Transportation (Lake Xpress) 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:

Emergency TIP Amendments

Most amendments to the TIP receive a review (as outlined in Table 5) before entering the program. Exceptions are made when an emergency amendment must be approved prior to the next Board meeting for the amended project to receive funding. In these cases, the LSMPO Executive Director is authorized to approve the amendment and sign a corresponding resolution on behalf of the board without having to call an emergency meeting of the Board. The Executive Director’s approval of the amendment then must be provided to advisory committees as an information item and ratified at the next regularly scheduled board meeting.



Transportation Improvement Program

AMENDMENT #4

FISCAL YEARS 2020/21-2024/25

Approved June 24, 2020

Amended August 26, 2020 (TIP #1)

Amended February 24, 2021 (TIP #2)

Amended April 28, 2021(TIP #3)

Amended September 10, 2021(TIP #4)

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

The preparation of this report was financed in part by the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation and local participating governments. The views and opinions of the report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

August 3, 2021

Michael Woods
Executive Director
Lake~Sumter MPO
1300 Citizens Blvd Suite 175
Leesburg, FL 34748

Dear Mr. Woods:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to the Lake-Sumter Metropolitan Planning Organization’s Adopted Fiscal Years 2020/2021–2024/2025 Transportation Improvement Program (TIP) and Fiscal Years 2021/2022 – 2025/2026 in coordination with the corresponding changes to the Department’s Adopted Work Program. These projects are not in the roll forward report and federal agencies will not recognize the “new TIP” 2021/2022 – 2025/2026 until October 1, 2021. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

LAKE COUNTY

FM#449239-1 LAKE COUNTY SECTION 5307 ARP FUNDS SMALL URBAN AREAS

Current TIP Status:

Project is not in TIP for Fiscal Years 2020/2021 – 2024/2025 and “new TIP” 2021/2022 – 2025/2026.

Proposed Amendment:

Phase	Amended Funding Type	Amount	Fiscal Year
Grants and Miscellaneous	FTA	\$1,598,724	2022
Grants and Miscellaneous	LF	\$399,681	2022
	TOTAL	\$1,998,405	

Difference: New Transit Project with Phase 94 (Capital Grant) funds added in FY 22. Both TIP documents must be updated to reflect new project and added funding.

Explanation: This is an ARP (American Rescue Plan) project, and these funds are to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population. The funds on 449239-1 are for the Lake County Board of County Commissioners discretionary use, specifically for capital projects and needs due to the pandemic. This project is partially local funded, although there is no match requirement for all Covid relief funding nationally.

Sincerely,

A handwritten signature in blue ink that reads "Rakinya Hinson". The signature is written in a cursive, flowing style.

Rakinya Hinson, MPO Liaison
FDOT District Five

cc: Anna Taylor, Government Liaison Administrator, FDOT
Carlos Colon, Transit Liaison, FDOT

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2021-14

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO); AMENDING THE FYS 2020/21 – 2024/25 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); AND THE FYS 2021/2022 – 2025/2026 TIP, ADDING \$1,998,405 FOR PROJECT FM# 449239-1 LAKE COUNTY SECTION 5307 AMERICAN RESCUE PLAN (ARP) SMALL URBAN AREAS FUNDS AND AUTHORIZING THE SUBMITTAL OF THE TIP AMENDMENT TO THE APPROPRIATE AGENCIES.

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 are 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 FDOT has requested the MPO's TIPs be amended to add \$1,998,405 for project FM# 449239-1 Lake County Section 5307 ARP Small Urban Areas Funds; and

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

WHEREAS, the Lake~Sumter MPO is amending the FY 2021/2022 – 2025/2026 TIP in order to include projects that were not completed or that were not committed in the previous state fiscal year and that under federal regulations, must be included in the Lake~Sumter MPO FY's 2021/2022 – 2025/2026 adopted TIP for consistency with the FDOT Work Program and the State Transportation Improvement Plan (STIP).

WHEREAS, the Lake~Sumter MPO passed Resolution 2020-10 on August 10, 2020, approving the Public Involvement Plan as a guideline for engaging in public decision making, which authorizes the MPO Executive Director to sign Resolutions for emergency amendments; and

WHEREAS, the Lake~Sumter MPO Bylaws, Section 1.8 Emergency Revisions and Amendments defines an emergency as an amendment or revision that must be approved prior to the next board meeting for the amended project to receive funding or maintain consistency with state and federal programs.

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

1. FY 2020/21–FY 2024/25 TIP is hereby amended, adding \$1,998,405 in Section 5307 ARP Small Urban Areas Funds; and
2. FY 2021/2022 – 2025/2026 TIP is hereby amended, adding \$1,998,405 in Section 5307 ARP Small Urban Areas Funds; and
3. The Chair of the Lake~Sumter MPO is hereby authorized and directed to submit the FY 2020/21–FY 2024/25 and FY 2021/2022 – 2025/2026 TIP amendment 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 10th day of September, 2021.

Lake~Sumter Metropolitan Planning Organization



Michael Woods, Executive Director

Approved as to Form and Legality:



David Langley, MPO Attorney



This News Release serves as legal notice that the Lake~Sumter Metropolitan Planning Organization (MPO) Governing Board will consider approving the Transportation Improvement Program (TIP) amendment adding \$1,998,405, Lake County Section 5307 American Recovery Plan Funds for the current TIP fiscal years 2020/21 – 2024/25 and the new approved TIP fiscal years 2021/22 – 2025/26.

The public is encouraged to participate in the approval of the TIP amendment process. The TIP is a federally-required document that all MPOs are required to develop annually and represents the transportation improvement that has been programmed for the five years. This TIP includes the Federal Transit Administration (FTA) Program of Projects (POP) for section 5307 funding used to provide fixed-route transit services for Lake County. The development of the TIP satisfies the federal public participation requirements for the POP.

The TIP amendment may be viewed on our website at www.LakeSimterMPO.com or call 352-315-0170 to receive it by fax or email. Any questions should be directed to Michael Woods, Executive Director at Mwoods@LakeSumterMPO.com.

LAKE COUNTY

FM#449239-1 LAKE COUNTY SECTION 5307 ARP FUNDS SMALL URBAN AREAS

Current TIP Status:

Project is not in TIP for Fiscal Years 2020/2021 – 2024/2025 and “new TIP” 2021/2022 – 2025/2026.

Proposed Amendment:

Phase	Amended Funding Type	Amount	Fiscal Year
Grants and Miscellaneous	FTA	\$1,598,724	2022
Grants and Miscellaneous	LF	\$399,681	2022
	TOTAL	\$1,998,405	

Difference: New Transit Project with Phase 94 (Capital Grant) funds added in FY 22. Both TIP documents must be updated to reflect new project and added funding.

Explanation: This is an ARP (American Rescue Plan) project, and these funds are to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population. The funds on 449239-1 are for the Lake County Board of County Commissioners discretionary use, specifically for capital projects and needs due to the pandemic. This project is partially local funded, although there is no match requirement for all Covid relief funding nationally.

The Public Review Period ends August 30, 2021.

Lake~Sumter MPO

1300 Citizens Blvd. Suite 175

Leesburg, FL 34748

352-315-0170

449239-1

TIP #: 4

Lake County SEction 5307 ARP Funds Small Urban Areas

Non-SIS

Project Description: New Transit Project with Phase 94 (Capital Grants) funds added in FY 22. Both TIP documents have been updated to reflect the new project and

Work Summary: CAPITAL FOR FIXED ROUTE **From:**

To:

Lead Agency: Managed by LAKE COUNTY PUBLIC

No Map Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	1,598,724	0	0	0	0	1,598,724
CAP	LF	399,681	0	0	0	0	399,681
Total		1,998,405	0	0	0	0	1,998,405

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,998,405
LRTP: page 2-3 Goals and

TABLE 4. *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 LSMPO advisory committee meetings, with chance for public comment at the meeting	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
Plan is published on www.LakeSumterMPO.com	As soon as final copies of document can be uploaded to the website

TIP Amendments:

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

Public input considered in the development and maintenance of the TIP includes the comments and recommendations of LSMPO committees and the public at large as well as input received during the public comment periods. LSMPO 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.

INTERAGENCY COOPERATION AND SUPPORT

LSMPO 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, during the LRTP and TIP development processes, LSMPO will assist Lake County Public Transportation (Lake Xpress) 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:

Emergency TIP Amendments

Most amendments to the TIP receive a review (as outlined in Table 5) before entering the program. Exceptions are made when an emergency amendment must be approved prior to the next Board meeting for the amended project to receive funding. In these cases, the LSMPO Executive Director is authorized to approve the amendment and sign a corresponding resolution on behalf of the board without having to call an emergency meeting of the Board. The Executive Director’s approval of the amendment then must be provided to advisory committees as an information item and ratified at the next regularly scheduled board meeting.



Transportation Improvement Program

TIP #2

FISCAL YEARS 2021/22-2025/26

APPROVED June 23, 2021

Amended September 10, 2021 TIP #1, TIP #2

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

The preparation of this report was financed in part by the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation and local participating governments. The views and opinions of the report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

August 3, 2021

Michael Woods
Executive Director
Lake~Sumter MPO
1300 Citizens Blvd Suite 175
Leesburg, FL 34748

Dear Mr. Woods:

Subject: REQUEST FOR TRANSPORTATION IMPROVEMENT PROGRAM CHANGES

The Florida Department of Transportation (FDOT) requests the following changes to be made to the Lake-Sumter Metropolitan Planning Organization’s Adopted Fiscal Years 2020/2021–2024/2025 Transportation Improvement Program (TIP) and Fiscal Years 2021/2022 – 2025/2026 in coordination with the corresponding changes to the Department’s Adopted Work Program. These projects are not in the roll forward report and federal agencies will not recognize the “new TIP” 2021/2022 – 2025/2026 until October 1, 2021. Please make sure that you put the amendment date on your cover page of the amended TIP and the page of the TIP that the project is listed on.

LAKE COUNTY

FM#449239-1 LAKE COUNTY SECTION 5307 ARP FUNDS SMALL URBAN AREAS

Current TIP Status:

Project is not in TIP for Fiscal Years 2020/2021 – 2024/2025 and “new TIP” 2021/2022 – 2025/2026.

Proposed Amendment:

Phase	Amended Funding Type	Amount	Fiscal Year
Grants and Miscellaneous	FTA	\$1,598,724	2022
Grants and Miscellaneous	LF	\$399,681	2022
	TOTAL	\$1,998,405	

Difference: New Transit Project with Phase 94 (Capital Grant) funds added in FY 22. Both TIP documents must be updated to reflect new project and added funding.

Explanation: This is an ARP (American Rescue Plan) project, and these funds are to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population. The funds on 449239-1 are for the Lake County Board of County Commissioners discretionary use, specifically for capital projects and needs due to the pandemic. This project is partially local funded, although there is no match requirement for all Covid relief funding nationally.

Sincerely,

A handwritten signature in blue ink that reads "Rakinya Hinson". The signature is written in a cursive, flowing style.

Rakinya Hinson, MPO Liaison
FDOT District Five

cc: Anna Taylor, Government Liaison Administrator, FDOT
Carlos Colon, Transit Liaison, FDOT

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2021-14

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO); AMENDING THE FYS 2020/21 – 2024/25 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); AND THE FYS 2021/2022 – 2025/2026 TIP, ADDING \$1,998,405 FOR PROJECT FM# 449239-1 LAKE COUNTY SECTION 5307 AMERICAN RESCUE PLAN (ARP) SMALL URBAN AREAS FUNDS AND AUTHORIZING THE SUBMITTAL OF THE TIP AMENDMENT TO THE APPROPRIATE AGENCIES.

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 are 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 FDOT has requested the MPO's TIPs be amended to add \$1,998,405 for project FM# 449239-1 Lake County Section 5307 ARP Small Urban Areas Funds; and

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

WHEREAS, the Lake~Sumter MPO is amending the FY 2021/2022 – 2025/2026 TIP in order to include projects that were not completed or that were not committed in the previous state fiscal year and that under federal regulations, must be included in the Lake~Sumter MPO FY's 2021/2022 – 2025/2026 adopted TIP for consistency with the FDOT Work Program and the State Transportation Improvement Plan (STIP).

WHEREAS, the Lake~Sumter MPO passed Resolution 2020-10 on August 10, 2020, approving the Public Involvement Plan as a guideline for engaging in public decision making, which authorizes the MPO Executive Director to sign Resolutions for emergency amendments; and

WHEREAS, the Lake~Sumter MPO Bylaws, Section 1.8 Emergency Revisions and Amendments defines an emergency as an amendment or revision that must be approved prior to the next board meeting for the amended project to receive funding or maintain consistency with state and federal programs.

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

1. FY 2020/21–FY 2024/25 TIP is hereby amended, adding \$1,998,405 in Section 5307 ARP Small Urban Areas Funds; and
2. FY 2021/2022 – 2025/2026 TIP is hereby amended, adding \$1,998,405 in Section 5307 ARP Small Urban Areas Funds; and
3. The Chair of the Lake~Sumter MPO is hereby authorized and directed to submit the FY 2020/21–FY 2024/25 and FY 2021/2022 – 2025/2026 TIP amendment 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 10th day of September, 2021.

Lake~Sumter Metropolitan Planning Organization



Michael Woods, Executive Director

Approved as to Form and Legality:



David Langley, MPO Attorney



This News Release serves as legal notice that the Lake-Sumter Metropolitan Planning Organization (MPO) Governing Board will consider approving the Transportation Improvement Program (TIP) amendment adding \$1,998,405, Lake County Section 5307 American Recovery Plan Funds for the current TIP fiscal years 2020/21 – 2024/25 and the new approved TIP fiscal years 2021/22 – 2025/26.

The public is encouraged to participate in the approval of the TIP amendment process. The TIP is a federally-required document that all MPOs are required to develop annually and represents the transportation improvement that has been programmed for the five years. This TIP includes the Federal Transit Administration (FTA) Program of Projects (POP) for section 5307 funding used to provide fixed-route transit services for Lake County. The development of the TIP satisfies the federal public participation requirements for the POP.

The TIP amendment may be viewed on our website at www.LakeSumterMPO.com or call 352-315-0170 to receive it by fax or email. Any questions should be directed to Michael Woods, Executive Director at Mwoods@LakeSumterMPO.com.

LAKE COUNTY

FM#449239-1 LAKE COUNTY SECTION 5307 ARP FUNDS SMALL URBAN AREAS

Current TIP Status:

Project is not in TIP for Fiscal Years 2020/2021 – 2024/2025 and “new TIP” 2021/2022 – 2025/2026.

Proposed Amendment:

Phase	Amended Funding Type	Amount	Fiscal Year
Grants and Miscellaneous	FTA	\$1,598,724	2022
Grants and Miscellaneous	LF	\$399,681	2022
	TOTAL	\$1,998,405	

Difference: New Transit Project with Phase 94 (Capital Grant) funds added in FY 22. Both TIP documents must be updated to reflect new project and added funding.

Explanation: This is an ARP (American Rescue Plan) project, and these funds are to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population. The funds on 449239-1 are for the Lake County Board of County Commissioners discretionary use, specifically for capital projects and needs due to the pandemic. This project is partially local funded, although there is no match requirement for all Covid relief funding nationally.

The Public Review Period ends August 30, 2021.

Lake-Sumter MPO

1300 Citizens Blvd. Suite 175

Leesburg, FL 34748

352-315-0170

449239-1

TIP #: 2

Lake County SEction 5307 ARP Funds Small Urban Areas

Non-SIS

Project Description: New Transit Project with Phase 94 (Capital Grants) funds added in FY 22. Both TIP documents have been updated to reflect the new project and

Work Summary: CAPITAL FOR FIXED ROUTE **From:**

To:

Lead Agency: Managed by LAKE COUNTY PUBLIC

No Map Available

Phase	Fund Source	2021/22	2022/23	2023/24	2024/25	2025/26	Total
CAP	FTA	1,598,724	0	0	0	0	1,598,724
CAP	LF	399,681	0	0	0	0	399,681
Total		1,998,405	0	0	0	0	1,998,405

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,998,405
LRTP: page 2-3 Goals and



Transportation Improvement Program

FISCAL YEARS 2021/22-2025/26

2021 Roll Forward TIP Amendment #1

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

The preparation of this report was financed in part by the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation and local participating governments. The views and opinions of the report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAUT, P.E.
SECRETARY

July 6, 2021

Lake-Sumter Metropolitan Planning Organization
Michael Woods, Executive Director
1300 Citizens Blvd. Suite #175
Leesburg, FL 34748

RE: Annual Roll-Forward Report/Amendment Fiscal Years 2021/2022 to 2025/2026

Mr. Woods,

The purpose of this letter is to request Lake-Sumter Metropolitan Planning Organization (MPO) approve the Annual Roll-Forward Report/Amendment to the adopted Transportation Improvement Program (TIP) for Fiscal Years (FY) 2021/2022 through 2025/2026 to reconcile differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program.

The FY 2021/2022 through 2025/2026 TIP will take effect on October 1, 2021. Until then, the FY 2020/2021 through 2024/2025 TIP will be recognized by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for authorization of funding.

This annual process is routine and assists the MPO with identifying projects with federal funding that was not committed during the previous state FY 2010/2021. These projects will automatically "roll forward" into state FY 2021/2022 of FDOT's Adopted Five-Year Work Program. This amendment ensures that year one of the TIP as adopted by the MPO Board on June 23, 2021, matches year one of FDOT's Adopted Work Program.

The affected projects submitted for the MPO's approval are listed in the attached Roll-Forward Report dated July 1, 2021.

Feel free to contact me with any questions (386) 943-5338 or via e-mail at rakinya.hinson@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink that reads "Anna M. Taylor". The signature is written in a cursive, flowing style.

Anna Taylor
Government Liaison Administrator

c: Kellie Smith, FDOT District 5
Rakinya Hinson, FDOT District 5
Jo Santiago, FDOT District 5
Erika Thompson, FDOT Central Office
Scott Philips, FDOT Central Office
Jim Martin, FHWA
Robert Sachnin, FTA



2021 TIP Roll Forward Amendment

Introduction

FDOT provides the Lake~Sumter Metropolitan Planning Organization (MPO) with a database annually in April for developing the MPO's Transportation Improvement Program (TIP). The database is derived from the Florida Department of Transportation (FDOT) Tentative Work Program that is to be adopted on or prior to July 1. Year one of the TIP and the work program should always match. However, when the new TIP and Work Program are adopted in July, there are often projects that were supposed to get authorized and encumbered prior to June 30, for various reasons, but did not. These projects will automatically roll forward in the Work Program but will not roll forward in the TIP. Hence, the TIP must be amended to include these projects and match the Work Program. This is accomplished by what is known as a Roll Forward TIP Amendment. The amendment occurs annually in August.

The Lake~Sumter MPO received the proposed Roll Forward TIP Amendment request from FDOT on July 18, 2019. This is the first amendment to the MPO's newly adopted FY 2021-2025 TIP. The MPO Board is required to make a decision on its approval.

Federal Fiscal Years (FFY) 2020 Roll Forward TIP Amendment Overview

The Roll Forward TIP Amendment includes 53 projects worth of \$440 million rolling forward into the TIP. These projects are presented in the following table.

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2021 – 15

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION AMENDING THE FYs 2021/22 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECTS IN THE FLORIDA DEPARTMENT OF TRANSPORTATION WORK PROGRAM FOR FISCAL YEAR 2022

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 are 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, FYs 2021/22-2025/26 TIP was adopted by the MPO on June 23, 2021, based on programmed projects in the Florida Department of Transportation (FDOT) Five Year Work Program; and

WHEREAS, the Lake~Sumter MPO passed Resolution 2020-10 on August 10, 2020, approving the Public Involvement Plan as a guideline for engaging in public decision making, which authorizes the MPO Executive Director to sign Resolutions for emergency amendments; and

WHEREAS, the Lake~Sumter MPO Bylaws, Section 1.8 Emergency Revisions and Amendments defines an emergency as an amendment or revision that must be approved prior to the next board meeting for the amended project to receive funding or maintain consistency with state and federal programs; and

WHEREAS, in order to achieve consistency and address roll-forward funds from the previous fiscal year and adjustments to the FDOT Work Program, the FDOT has requested in an e-mail message dated July 8, 2021, that the MPO amend the FYs 2021/22-2025/26 TIP to address

necessary revisions and additions listed in Exhibit A, attached hereto and incorporated herein, with those amendments to become effective October 1, 2021.

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

1. FY 2021/22–FY 2025/26 TIP is hereby endorsed and amended (Exhibit A); and
2. The Chair of the Lake~Sumter MPO is hereby authorized and directed to submit the amended 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 10th day of September, 2021.

Lake~Sumter Metropolitan Planning Organization



Michael Woods, Executive Director

Approved as to Form and Legality:



David Langley, MPO Attorney

Exhibit A

FLORIDA DEPARTMENT OF TRANSPORTATION
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	549,907	34,654	0	0	0	0	0	0	584,561
DIH	77,835	18,134	0	0	0	0	0	95,969	
DS	20,145	0	0	0	0	0	0	20,145	
WKBL	6,795,885	0	0	0	0	0	0	6,795,885	
WKOC	353,711	0	0	0	0	0	0	353,711	
TOTAL 238275 3	15,972,682	65,522	0	0	0	0	0	16,038,204	

ITEM NUMBER: 238275 7 PROJECT DESCRIPTION: SR429/46 (WEKIVA PKW) FROM W OF OLD MCDONALD RD TO E OF WEKIVA RIVER RD *SIS*
 DISTRICT: 05 COUNTY: LAKE TYPE OF WORK: NEW ROAD CONSTRUCTION
 ROADWAY ID: 11320000 PROJECT LENGTH: 4.924MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 6

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	5,212,776	0	0	0	0	0	0	5,212,776
DIH	903,418	47,583	0	0	0	0	0	951,001
DS	741,954	0	0	0	0	0	0	741,954
PKYI	18,452	0	0	0	0	0	0	18,452
TOBD	437	0	0	0	0	0	0	437
WKOC	1,706,768	0	0	0	0	0	0	1,706,768
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	375,309	0	0	0	0	0	0	375,309
DIH	331,902	0	0	0	0	0	0	331,902
DS	747,348	0	0	0	0	0	0	747,348
PKED	554,669	0	0	0	0	0	0	554,669
SA	853,476	9,891	0	0	0	0	0	863,367
SL	4,710,972	0	0	0	0	0	0	4,710,972
WKOC	22,174,824	56,987	0	0	0	0	0	22,231,811
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	981,100	0	0	0	0	0	0	981,100
DI	196,268	0	0	0	0	0	0	196,268
DS	138,547	0	0	0	0	0	0	138,547
PKED	1,450,000	0	0	0	0	0	0	1,450,000
SIWR	8,411,571	0	0	0	0	0	0	8,411,571
WKOC	7,253,159	0	0	0	0	0	0	7,253,159
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKED	5,121,938	0	0	0	0	0	0	5,121,938
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1,112,616	0	0	0	0	0	0	1,112,616
ACSA	1,223,445	851,441	0	0	0	0	0	2,074,886
ACSL	2,004,458	0	0	0	0	0	0	2,004,458
DDR	3,635,489	180,952	0	0	0	0	0	3,816,441
DI	5,082,866	0	0	0	0	0	0	5,082,866
DIH	675,411	2,139,644	0	0	0	0	0	2,815,055
DIS	20,825,344	0	0	0	0	0	0	20,825,344
DS	673,445	0	0	0	0	0	0	673,445
GFSL	688,769	0	0	0	0	0	0	688,769
NHPP	19,951,279	0	0	0	0	0	0	19,951,279
PKED	44,264,447	0	0	0	0	0	0	44,264,447
SA	1,206,239	0	0	0	0	0	0	1,206,239
SL	403,097	0	0	0	0	0	0	403,097
STED	80,008,518	0	0	0	0	0	0	80,008,518
WKBL	20,813,260	0	0	0	0	0	0	20,813,260
WKOC	54,785,266	0	0	0	0	0	0	54,785,266
TOTAL 238275 7	319,238,837	3,286,498	0	0	0	0	0	322,525,335
TOTAL PROJECT:	391,909,628	3,477,044	0	0	0	0	0	395,386,672

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LAKE-SUMTER MPO

ITEM NUMBER:238394 3	PROJECT DESCRIPTION:SR 500 (US 441) FROM PERKINS ST TO SR 44						*NON-SIS*	
DISTRICT:05	COUNTY:LAKE						TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:11010047	PROJECT LENGTH: 1.645MI						LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,980,187		0	0	0	0	0	1,980,187
DIH	125,553	2,227	0	0	0	0	0	127,780
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,071,841		0	0	0	0	0	1,071,841
DIH	542,425		0	0	0	0	0	542,425
DS	14,369		0	0	0	0	0	14,369
SA	9,032,944		0	0	0	0	0	9,032,944
SL	3,320,591		0	0	0	0	0	3,320,591
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	54,094		0	0	0	0	0	54,094
TOTAL 238394 3	16,142,004	2,227	0	0	0	0	0	16,144,231

ITEM NUMBER:238394 5	PROJECT DESCRIPTION:SR 500 (US 441) FROM N OF GRIFFIN RD TO MARTIN LUTHER KING						*NON-SIS*	
DISTRICT:05	COUNTY:LAKE						TYPE OF WORK:SIDEWALK	
ROADWAY ID:11040000	PROJECT LENGTH: 1.022MI						LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	139,987		0	0	0	0	0	139,987
DIH	21,081		0	0	0	0	0	21,081
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	170,114		0	0	0	0	0	170,114
DIH	6,181	1,318	0	0	0	0	0	7,499
DS	4,987		0	0	0	0	0	4,987
TOTAL 238394 5	342,350	1,318	0	0	0	0	0	343,668
TOTAL PROJECT:	16,484,354	3,545	0	0	0	0	0	16,487,899

ITEM NUMBER:238395 5	PROJECT DESCRIPTION:SR 500 (US 441) FROM LAKE ELLA RD TO AVENIDA CENTRAL						*NON-SIS*	
DISTRICT:05	COUNTY:LAKE						TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:11040000	PROJECT LENGTH: 4.157MI						LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,162,512		0	0	0	0	0	3,162,512
DIH	364,074	980	0	0	0	0	0	365,054
DS	229,780		0	0	0	0	0	229,780
EB	1,640,961		0	0	0	0	0	1,640,961
LF	101,108		0	0	0	0	0	101,108
RED	976,818		0	0	0	0	0	976,818
SA	588,528		0	0	0	0	0	588,528
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	13,407,938		0	0	0	0	0	13,407,938
DIH	242,719		0	0	0	0	0	242,719
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,406,200		0	0	0	0	0	2,406,200
LF	1,501,046		0	0	0	0	0	1,501,046

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LAKE-SUMTER MPO

ITEM NUMBER:435859 5		PROJECT DESCRIPTION:SR 50 FROM EAST OF THE SUMTER/LAKE COUNTY LINE TO CR 33					*SIS*	
DISTRICT:05		COUNTY:LAKE					TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:11070000		PROJECT LENGTH: 3.892MI					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	5,269,490		0	0	0	0	0	5,269,490
DIH	205,502	17,043		0	0	0	0	222,545
DS	498,546		0	0	0	0	0	498,546
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	524,000		0	0	0	0	524,000
TOTAL 435859 5	5,973,538	541,043	0	0	0	0	0	6,514,581
TOTAL PROJECT:	5,973,538	541,043	0	0	0	0	0	6,514,581

ITEM NUMBER:437114 1		PROJECT DESCRIPTION:SR 46 FROM EAST OF VISTA VIEW LANE TO EAST OF ROUND LAKE ROAD					*NON-SIS*	
DISTRICT:05		COUNTY:LAKE					TYPE OF WORK:LANDSCAPING	
ROADWAY ID:11130000		PROJECT LENGTH: 1.042MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	12,255		0	0	0	0	0	12,255
DIH	1,412	3,588		0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	347,982		0	0	0	0	0	347,982
DIH	11,216	14,220		0	0	0	0	25,436
TOTAL 437114 1	372,865	17,808	0	0	0	0	0	390,673

ITEM NUMBER:437114 2		PROJECT DESCRIPTION:SR 46 FROM WEST OF US 441 TO EAST OF VISTA VIEW LANE					*NON-SIS*	
DISTRICT:05		COUNTY:LAKE					TYPE OF WORK:LANDSCAPING	
ROADWAY ID:11130000		PROJECT LENGTH: 1.185MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	28,545		0	0	0	0	0	28,545
DIH	816	4,184		0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	544,013	405,379		0	0	0	0	949,392
DIH	466	3,675		0	0	0	0	4,141
DS	0	400,000		0	0	0	0	400,000
TOTAL 437114 2	573,840	813,238	0	0	0	0	0	1,387,078

ITEM NUMBER:437114 5		PROJECT DESCRIPTION:CR 46A FROM SR 46 TO N OF ARUNDEL WAY					*NON-SIS*	
DISTRICT:05		COUNTY:LAKE					TYPE OF WORK:LANDSCAPING	
ROADWAY ID:11580000		PROJECT LENGTH: 4.705MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSN	91,604	2,136		0	0	0	0	93,740

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ITEM NUMBER:422228 1		PROJECT DESCRIPTION:SR 471 AT CR 478					*NON-SIS*	
DISTRICT:05		COUNTY:SUMTER					TYPE OF WORK:INTERSECTION IMPROVEMENT	
ROADWAY ID:18030000		PROJECT LENGTH: .001MI					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	63,198		0	0	0	0	0	63,198
DIH	28,362		1,136	0	0	0	0	29,498
TOTAL 422228 1	91,560		1,136	0	0	0	0	92,696
TOTAL PROJECT:	91,560		1,136	0	0	0	0	92,696

ITEM NUMBER:424524 1		PROJECT DESCRIPTION:SR 50 BR# 180021 OVER ABANDONED RAILROAD BRIDGE REMOVAL					*NON-SIS*	
DISTRICT:05		COUNTY:SUMTER					TYPE OF WORK:BRIDGE DEMOLITION	
ROADWAY ID:18020000		PROJECT LENGTH: .664MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	33,172		0	0	0	0	0	33,172
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BNBR	2,086,510		0	0	0	0	0	2,086,510
DIH	196,935		3,107	0	0	0	0	200,042
DS	278,591		0	0	0	0	0	278,591
TOTAL 424524 1	2,595,208		3,107	0	0	0	0	2,598,315
TOTAL PROJECT:	2,595,208		3,107	0	0	0	0	2,598,315

ITEM NUMBER:424883 1		PROJECT DESCRIPTION:SR 35 US 301 FROM SR48/CR475 (MAIN ST) TO SOUTH OF SE 13TH AVE					*NON-SIS*	
DISTRICT:05		COUNTY:SUMTER					TYPE OF WORK:RESURFACING	
ROADWAY ID:18010000		PROJECT LENGTH: 6.315MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	27,843		0	0	0	0	0	27,843
DS	299,891		0	0	0	0	0	299,891
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	363,158		0	0	0	0	0	363,158
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DC	86		0	0	0	0	0	86
DIH	41,228		4,062	0	0	0	0	45,290
DS	421,263		0	0	0	0	0	421,263
EB	39,205		0	0	0	0	0	39,205
SE	86,453		0	0	0	0	0	86,453
SL	2,165,617		0	0	0	0	0	2,165,617
TOTAL 424883 1	3,444,744		4,062	0	0	0	0	3,448,806
TOTAL PROJECT:	3,444,744		4,062	0	0	0	0	3,448,806

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ITEM NUMBER:438562 2		PROJECT DESCRIPTION:I-75 (SR 93) SUMTER COUNTY NORTHBOUND REST AREA					TYPE OF WORK:REST AREA		*SIS*
DISTRICT:05		COUNTY:SUMTER					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
ROADWAY ID:18130000		PROJECT LENGTH: .439MI							
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	37,392	4,222	0	0	0	0	0	41,614	
DRA	1,079,134	0	0	0	0	0	0	1,079,134	
DS	349,330	0	0	0	0	0	0	349,330	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	0	0	54,150	0	0	0	54,150	
DRA	0	0	0	19,541,979	0	0	0	19,541,979	
DS	0	52,000	0	0	0	0	0	52,000	
TOTAL 438562 2	1,465,856	56,222	0	19,596,129	0	0	0	21,118,207	

ITEM NUMBER:438562 3		PROJECT DESCRIPTION:I-75 (SR 93) SUMTER COUNTY SOUTHBOUND REST AREA					TYPE OF WORK:REST AREA		*SIS*
DISTRICT:05		COUNTY:SUMTER					LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0		
ROADWAY ID:18130000		PROJECT LENGTH: .439MI							
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	46,973	4,303	0	0	0	0	0	51,276	
DRA	1,121,245	0	0	0	0	0	0	1,121,245	
DS	654,371	0	0	0	0	0	0	654,371	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	476,171	0	0	0	0	0	0	476,171	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	15,713	35,587	0	0	0	0	0	51,300	
DRA	16,299,767	0	0	0	0	0	0	16,299,767	
DS	1,497	52,000	0	0	0	0	0	53,497	
TOTAL 438562 3	18,615,737	91,890	0	0	0	0	0	18,707,627	
TOTAL PROJECT:	20,081,593	148,112	0	19,596,129	0	0	0	39,825,834	

ITEM NUMBER:439912 1		PROJECT DESCRIPTION:CR 478 FROM US 301 TO CITY OF CENTER HILL SOUTHERN LIMIT					TYPE OF WORK:SAFETY PROJECT		*NON-SIS*
DISTRICT:05		COUNTY:SUMTER					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0		
ROADWAY ID:18520000		PROJECT LENGTH: 10.350MI							
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BOARD OF SUMTER COUNTY COMMISSI									
HSP	150,980	0	0	0	0	0	0	150,980	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY BOARD OF SUMTER COUNTY COMMISSI									
ACSS	358,999	37,569	0	0	0	0	0	396,568	
HSP	572,346	0	0	0	0	0	0	572,346	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSS	2,825	9,767	0	0	0	0	0	12,592	
TOTAL 439912 1	1,085,150	47,336	0	0	0	0	0	1,132,486	
TOTAL PROJECT:	1,085,150	47,336	0	0	0	0	0	1,132,486	
TOTAL DIST: 05	603,868,662	10,818,286	0	19,596,129	0	0	0	634,283,077	
TOTAL HIGHWAYS	603,868,662	10,818,286	0	19,596,129	0	0	0	634,283,077	

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ITEM NUMBER:435785 1 PROJECT DESCRIPTION:WIDEN TPK- ORANGE/LAKE C/L - MINNEOLA (274-279.2) (4TO8 LNS) *SIS*
 DISTRICT:05 COUNTY:LAKE TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:11470000 PROJECT LENGTH: 5.147MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	8,312	3,417	0	0	0	0	0	11,729
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	13,378,003	5,455	0	0	0	0	0	13,383,458
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	4,877,810	2	0	0	0	0	0	4,877,812
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	282,509	49,999	0	0	0	0	0	332,508
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT PKBD PKYI	128,452,131 52,917	0 0	0 0	0 0	0 0	0 0	0 0	128,452,131 52,917
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	166,580	881,000	0	0	0	0	0	1,047,580
TOTAL 435785 1	147,218,262	939,873	0	0	0	0	0	148,158,135
TOTAL PROJECT:	147,218,262	939,873	0	0	0	0	0	148,158,135

ITEM NUMBER:435786 1 PROJECT DESCRIPTION:WIDEN TPK(SR91)- MINNEOLA INTCHG TO OBRIEN RD (MP279-285.9) (4TO8 LNS) *SIS*
 DISTRICT:05 COUNTY:LAKE TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:11470000 PROJECT LENGTH: 6.752MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	23,356	3,772	0	0	0	0	0	27,128
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	18,494,462	3,427	0	0	0	0	0	18,497,889
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	936,043	3,181,297	0	0	0	0	0	4,117,340
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	0	136,000	0	0	0	0	0	136,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT PKBD PKYI	0 40,736	234,281,148 0	0 0	2,610,000 0	0 0	0 0	0 0	236,891,148 40,736
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT PKYI	0	2,000	3,500,000	0	0	0	0	3,502,000
TOTAL 435786 1	19,494,597	237,607,644	3,500,000	2,610,000	0	0	0	263,212,241

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FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:435786 3 PROJECT DESCRIPTION:WIDEN TPK(SR91) - OBRIEN RD TO US27 (MP 285.9-289.6) (4TO8 LNS) *SIS*								
DISTRICT:05 COUNTY:LAKE TYPE OF WORK:ADD LANES & RECONSTRUCT								
ROADWAY ID:11470000 PROJECT LENGTH: 3.706MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	734	1,500	0	0	0	0	0	2,234
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	7,535,537	0	0	0	7,535,537
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	135,000	0	0	0	135,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	113,983,746	1,690,000	115,673,746
TOTAL 435786 3	734	1,500	0	7,670,537	0	113,983,746	1,690,000	123,346,517
TOTAL PROJECT:	19,495,331	237,609,144	3,500,000	10,280,537	0	113,983,746	1,690,000	386,558,758

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:435787 1 PROJECT DESCRIPTION:WIDEN TPK- US27 TO CR470 INTCHNG (MP289.3 - 297.3)(4TO8LNS)(LAKE CNTY) *SIS*								
DISTRICT:05 COUNTY:LAKE TYPE OF WORK:ADD LANES & RECONSTRUCT								
ROADWAY ID:11470000 PROJECT LENGTH: 8.000MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2								
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,545	0	0	0	0	0	0	1,545
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	89,156	3,752	0	0	0	0	16,153,145	16,246,053
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	4,442,468	4,442,468
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	25,000	25,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	3,960	0	0	0	0	0	0	3,960
TOTAL 435787 1	94,661	3,752	0	0	0	0	20,620,613	20,719,026
TOTAL PROJECT:	94,661	3,752	0	0	0	0	20,620,613	20,719,026

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:435788 2 PROJECT DESCRIPTION:WIDEN TPK FROM CR470 INTCHG TO LAKE/SUMTER C/L(MP297.3-297.9) (4TO8LNS) *SIS*								
DISTRICT:05 COUNTY:LAKE TYPE OF WORK:ADD LANES & RECONSTRUCT								
ROADWAY ID:11470000 PROJECT LENGTH: .549MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,933	1,443	0	0	0	0	925,204	929,580
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	520,910	520,910

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FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:406110 1 PROJECT DESCRIPTION:I-75/TPK INTCHG MODIFICATION (NORTHERN TERMINUS) (MP 309) *SIS* DISTRICT:05 COUNTY:SUMTER TYPE OF WORK:INTERCHANGE IMPROVEMENT ROADWAY ID:18470000 PROJECT LENGTH: .270MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 0								
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	4,614,953	2,740	0	0	0	0	0	4,617,693
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,023	0	0	0	0	0	0	1,023
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,600,000	0	0	0	0	0	0	1,600,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	63,941,002	734	0	0	0	0	0	63,941,736
TOTAL 406110 1	70,156,978	3,474	0	0	0	0	0	70,160,452
TOTAL PROJECT:	70,156,978	3,474	0	0	0	0	0	70,160,452

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:435788 1 PROJECT DESCRIPTION:WIDEN TPK- LAKE/SUMTER C/L TO US301 INTCHG (MP297.9-306.3)(4TO8 LNS) *SIS* DISTRICT:05 COUNTY:SUMTER TYPE OF WORK:ADD LANES & RECONSTRUCT ROADWAY ID:18470000 PROJECT LENGTH: 8.400MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4								
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	370	1,130	0	0	0	0	0	1,500
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	16,129	1,311	0	0	0	0	15,029,605	15,047,045
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	4,986,148	4,986,148
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	50,000	50,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	170,000	170,000
TOTAL 435788 1	16,499	2,441	0	0	0	0	20,235,753	20,254,693
TOTAL PROJECT:	16,499	2,441	0	0	0	0	20,235,753	20,254,693

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
ITEM NUMBER:435789 1 PROJECT DESCRIPTION:WIDEN TPK(SR91) US301 INTCHG TO I-75 INTCHG (MP306.3-308.9)(4TO6LNS) *SIS* DISTRICT:05 COUNTY:SUMTER TYPE OF WORK:ADD LANES & RECONSTRUCT ROADWAY ID:18470000 PROJECT LENGTH: 2.270MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2								
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	188	1,312	0	0	0	0	0	1,500
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	8,077	330	0	0	0	0	3,352,057	3,360,464

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PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PKYI	0	0	0	0	0	0	0	1,693,950	1,693,950
TOTAL 435789 1	8,265	1,642	0	0	0	0	0	5,046,007	5,055,914
TOTAL PROJECT:	8,265	1,642	0	0	0	0	0	5,046,007	5,055,914

ITEM NUMBER:441717 1 PROJECT DESCRIPTION:RECONSTRUCT TPK MAINLINE SUMTER CNTY (MP 297.9 - 308.9) *SIS*
 DISTRICT:05 COUNTY:SUMTER TYPE OF WORK:FLEXIBLE PAVEMENT RECONSTRUCT.
 ROADWAY ID:18470000 PROJECT LENGTH: 10.670MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	256,228	0	0	0	0	0	0	256,228	256,228
PKYR	1,861,832	1,025	0	0	0	0	0	1,862,857	1,862,857
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	8,685	1,000	0	0	0	0	0	9,685	9,685
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	30,000	0	0	0	0	0	0	30,000	30,000
PKYR	0	15,000	0	0	0	0	0	15,000	15,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	89,672	0	0	0	0	0	0	89,672	89,672
PKYR	10,287,458	8,563	0	0	0	0	0	10,296,021	10,296,021
TOTAL 441717 1	12,533,875	25,588	0	0	0	0	0	12,559,463	12,559,463
TOTAL PROJECT:	12,533,875	25,588	0	0	0	0	0	12,559,463	12,559,463

ITEM NUMBER:443990 1 PROJECT DESCRIPTION:BAILEY RD BRIDGE REPLACEMENT OVER TPK (SR91) IN SUMTER CNTY (MP 299.6) *SIS*
 DISTRICT:05 COUNTY:SUMTER TYPE OF WORK:BRIDGE REPLACEMENT
 ROADWAY ID:18470000 PROJECT LENGTH: .004MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	75,456	1,382	0	0	0	0	0	76,838	76,838
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	3,444	0	0	0	0	0	0	3,444	3,444
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE									
PKYI	805	0	0	0	0	0	0	805	805
PKYR	0	50,000	0	0	0	0	0	50,000	50,000
TOTAL 443990 1	79,705	51,382	0	0	0	0	0	131,087	131,087
TOTAL PROJECT:	79,705	51,382	0	0	0	0	0	131,087	131,087
TOTAL DIST: 05	249,606,509	238,640,239	3,500,000	10,280,537	0	113,983,746	49,039,905	665,050,936	665,050,936
TOTAL TURNPIKE	249,606,509	238,640,239	3,500,000	10,280,537	0	113,983,746	49,039,905	665,050,936	665,050,936

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TRANSIT
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ITEM NUMBER:433310 1
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:SUMTER-SEC 5311 RURAL TRANSPORTATION
 COUNTY:SUMTER
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY SUMTER COUNTY TRANSIT								
DU	908,689	668,662	0	0	0	0	0	1,577,351
LF	1,234,866	342,485	0	0	0	0	0	1,577,351
TOTAL 433310 1	2,143,555	1,011,147	0	0	0	0	0	3,154,702
TOTAL PROJECT:	2,143,555	1,011,147	0	0	0	0	0	3,154,702
TOTAL DIST: 05	17,917,819	28,606,134	4,785,873	4,929,450	5,077,334	0	0	61,316,610
TOTAL TRANSIT	17,917,819	28,606,134	4,785,873	4,929,450	5,077,334	0	0	61,316,610
GRAND TOTAL	871,707,591	278,065,659	8,285,873	34,806,116	5,077,334	113,983,746	49,039,905	1,360,966,224

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COUNTY	ITEM NO	DESCRIPTION	WORK MIX	LENGTH	MEASCODE	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
LAKE	243339 1	LEESBURG/OCALA MAINT CONSOLIDATION PHASE I	FIXED CAPITAL OUTLAY	0.000		PRELIMINARY ENGINEERING	DIH	MANAGED BY FDOT	*NON-SIS*	0	1,000	0	0	0	0	0	1,000
							FCO			314,601	0	0	0	0	0	0	314,601
LAKE	238275 2	SR 46 / US 441 FROM W OF US 441 TO E OF VISTA VIEW LANE	ADD LANES & RECONSTRUCT	1.185 MI		CONSTRUCTION	CM	MANAGED BY FDOT	*NON-SIS*	2,623,603	0	0	0	0	0	0	2,623,603
							DDR			1,241,619	72,380	0	0	0	0	0	1,313,999
							DIH			85,232	32,417	0	0	0	0	0	117,649
							DS			599,762	0	0	0	0	0	0	599,762
							GFSL			19,800	0	0	0	0	0	0	19,800
							PKED			18,973,481	0	0	0	0	0	0	18,973,481
							SA			5,395,116	7,505	0	0	0	0	0	5,402,621
							SL			5,000	0	0	0	0	0	0	5,000
							WKBL			451,954	0	0	0	0	0	0	451,954
							WKOC			7,234,093	0	0	0	0	0	0	7,234,093
						ENVIRONMENTAL	PKED			436,932	0	0	0	0	0	0	436,932
						PRELIMINARY ENGINEERING	DDR			4,619,227	0	0	0	0	0	0	4,619,227
							DIH			435,688	3,905	0	0	0	0	0	439,593
							DS			518,520	0	0	0	0	0	0	518,520
							WKBL			28,537	0	0	0	0	0	0	28,537
							WKOC			299,166	0	0	0	0	0	0	299,166
						RAILROAD & UTILITIES	DDR			94,695	0	0	0	0	0	0	94,695
						RIGHT OF WAY	DDR			753,171	0	0	0	0	0	0	753,171
							DIH			372,477	8,817	0	0	0	0	0	381,294
							DS			52,993	0	0	0	0	0	0	52,993
							PKED			2,995,766	0	0	0	0	0	0	2,995,766
							WKBL			6,644,397	0	0	0	0	0	0	6,644,397
							WKOC			2,816,880	0	0	0	0	0	0	2,816,880
LAKE	238275 3	SR 46 FROM E OF VISTA VIEW LANE TO E OF ROUND LAKE ROAD	ADD LANES & RECONSTRUCT	1.042 MI		CONSTRUCTION	DDR	MANAGED BY FDOT	*NON-SIS*	549,907	34,654	0	0	0	0	0	584,561
							DIH			77,835	18,134	0	0	0	0	0	95,969
							DS			20,145	0	0	0	0	0	0	20,145
							WKBL			6,795,885	0	0	0	0	0	0	6,795,885
							WKOC			353,711	0	0	0	0	0	0	353,711
						PRELIMINARY ENGINEERING	DDR			103,926	0	0	0	0	0	0	103,926
							DIH			186,187	0	0	0	0	0	0	186,187
							DS			122,520	0	0	0	0	0	0	122,520
							EB			8,988	0	0	0	0	0	0	8,988
							SA			1,342,080	0	0	0	0	0	0	1,342,080
						RAILROAD & UTILITIES	DDR			153,106	0	0	0	0	0	0	153,106
							WKBL			636,507	0	0	0	0	0	0	636,507
							WKOC			100,773	0	0	0	0	0	0	100,773
						RIGHT OF WAY	DDR			192,741	0	0	0	0	0	0	192,741
							DIH			282,566	12,734	0	0	0	0	0	295,300
							DS			13,686	0	0	0	0	0	0	13,686
							PKED			2,237,167	0	0	0	0	0	0	2,237,167
							WKBL			358,995	0	0	0	0	0	0	358,995
							WKOC			2,435,957	0	0	0	0	0	0	2,435,957
LAKE	238275 7	SR429/46(WEKIVA PKW) FROM W OF OLD MCDONALD RD TO E OF WEKIVA RIVER RD	NEW ROAD CONSTRUCTION	4.924 MI		DESIGN BUILD	ACNP	MANAGED BY FDOT	*SIS*	1,112,616	0	0	0	0	0	0	1,112,616
							ACSA			1,223,445	851,441	0	0	0	0	0	2,074,886
							ACSL			2,004,458	0	0	0	0	0	0	2,004,458
							DDR			3,635,489	180,952	0	0	0	0	0	3,816,441
							DI			5,082,866	0	0	0	0	0	0	5,082,866
							DIH			675,411	2,139,644	0	0	0	0	0	2,815,055
							DIS			20,825,344	0	0	0	0	0	0	20,825,344
							DS			673,445	0	0	0	0	0	0	673,445
							GFSL			688,769	0	0	0	0	0	0	688,769
							NHPP			19,951,279	0	0	0	0	0	0	19,951,279
							PKED			44,264,447	0	0	0	0	0	0	44,264,447
							SA			1,206,239	0	0	0	0	0	0	1,206,239
							SL			403,097	0	0	0	0	0	0	403,097
							STED			80,008,518	0	0	0	0	0	0	80,008,518
							WKBL			20,813,260	0	0	0	0	0	0	20,813,260
							WKOC			54,785,266	0	0	0	0	0	0	54,785,266
						ENVIRONMENTAL	PKED			5,121,938	0	0	0	0	0	0	5,121,938
						PRELIMINARY ENGINEERING	DI			5,212,776	0	0	0	0	0	0	5,212,776
							DIH			903,418	47,583	0	0	0	0	0	951,001
							DS			741,954	0	0	0	0	0	0	741,954
							PKYI			18,452	0	0	0	0	0	0	18,452
							TOBD			437	0	0	0	0	0	0	437
							WKOC			1,706,768	0	0	0	0	0	0	1,706,768
						RAILROAD & UTILITIES	DDR			981,100	0	0	0	0	0	0	981,100
							DI			196,268	0	0	0	0	0	0	196,268
							DS			138,547	0	0	0	0	0	0	138,547
							PKED			1,450,000	0	0	0	0	0	0	1,450,000
							SIWR			8,411,571	0	0	0	0	0	0	8,411,571
							WKOC			7,253,159	0	0	0	0	0	0	7,253,159
						RIGHT OF WAY	DDR			375,309	0	0	0	0	0	0	375,309
							DIH			331,902	0	0	0	0	0	0	331,902
							DS			747,348	0	0	0	0	0	0	747,348
							PKED			554,669	0	0	0	0	0	0	554,669
							SA			853,476	9,891	0	0	0	0	0	863,367
							SL			4,710,972	0	0	0	0	0	0	4,710,972
							WKOC			22,174,824	56,987	0	0	0	0	0	22,231,811
LAKE	238319 1	SR 19 FROM CR 48 TO CR 561	ADD LANES & RECONSTRUCT	4.760 MI		ENVIRONMENTAL	DDR	MANAGED BY FDOT	*NON-SIS*	194,900	0	0	0	0	0	0	194,900
							TALL			0	254,552	0	0	0	0	0	254,552
							TALT			0	42,744	0	0	0	0	0	42,744
						P D & E	DIH			155,136	7,691	0	0	0	0	0	162,827
							SL			998,188	0	0	0	0	0	0	998,188
						PRELIMINARY ENGINEERING	DDR			865,498	0	0	0	0	0	0	865,498
							DIH			203,516	0	0	0	0	0	0	203,516
							DS			70,251	0	0	0	0	0	0	70,251
							SA			17,586	3,539	0	0	0	0	0	21,125
							SL			2,943,445	0	0	0	0	0	0	2,943,445
LAKE	238319 2	SR 19 OVER LITTLE LAKE HARRIS BRIDGE #															

Lake~Sumter MPO 2021 Roll Forward Report

COUNTY	ITEM NO	DESCRIPTION	WORK MIX	LENGTH	MEASCODE	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
							NHBR			148,249	0	0	0	0	0	0	148,249
LAKE	238394 3	SR 500 (US 441) FROM PERKINS ST TO SR 44	ADD LANES & RECONSTRUCT	1.645 MI		ENVIRONMENTAL	SA	MANAGED BY FDOT	*NON-SIS*	8,541	0	0	0	0	0	0	8,541
						PRELIMINARY ENGINEERING	DDR			54,094	0	0	0	0	0	0	54,094
							DIH			1,980,187	0	0	0	0	0	0	1,980,187
						RIGHT OF WAY	DIH			125,553	2,227	0	0	0	0	0	127,780
							DDR			1,071,841	0	0	0	0	0	0	1,071,841
							DIH			542,425	0	0	0	0	0	0	542,425
							DS			14,369	0	0	0	0	0	0	14,369
							SA			9,032,944	0	0	0	0	0	0	9,032,944
							SL			3,320,591	0	0	0	0	0	0	3,320,591
LAKE	238394 5	SR 500 (US 441) FROM N OF GRIFFIN RD TO MARTIN LUTHER KING	SIDEWALK	1.022 MI		CONSTRUCTION	DDR	MANAGED BY FDOT	*NON-SIS*	170,114	0	0	0	0	0	0	170,114
							DIH			6,181	1,318	0	0	0	0	0	7,499
							DS			4,987	0	0	0	0	0	0	4,987
						PRELIMINARY ENGINEERING	DDR			139,987	0	0	0	0	0	0	139,987
							DIH			21,081	0	0	0	0	0	0	21,081
LAKE	238395 5	SR 500 (US 441) FROM LAKE ELLA RD TO AVENIDA CENTRAL	ADD LANES & RECONSTRUCT	4.157 MI		CONSTRUCTION	ACCM	MANAGED BY FDOT	*NON-SIS*	5,353,433	0	0	0	0	0	0	5,353,433
							ACSA			3,154,855	0	0	0	0	0	0	3,154,855
							ACSL			10,216,143	226,004	0	0	0	0	0	10,442,147
							CM			377,695	0	0	0	0	0	0	377,695
							DDR			1,823,193	85,960	0	0	0	0	0	1,909,153
							DS			233,851	18,500	0	0	0	0	0	252,351
							GFGSA			12,782,211	0	0	0	0	0	0	12,782,211
							GFSL			3,038,035	0	0	0	0	0	0	3,038,035
							LF			2,583	19,202	0	0	0	0	0	21,785
							REPE			6,970,105	0	0	0	0	0	0	6,970,105
							SA			162,378	0	0	0	0	0	0	162,378
							SL			3,670,338	0	0	0	0	0	0	3,670,338
						PRELIMINARY ENGINEERING	DDR			3,162,512	0	0	0	0	0	0	3,162,512
							DIH			364,074	980	0	0	0	0	0	365,054
							DS			229,780	0	0	0	0	0	0	229,780
							EB			1,640,961	0	0	0	0	0	0	1,640,961
							LF			101,108	0	0	0	0	0	0	101,108
							RED			976,818	0	0	0	0	0	0	976,818
							SA			588,528	0	0	0	0	0	0	588,528
						RAILROAD & UTILITIES	DDR			2,406,200	0	0	0	0	0	0	2,406,200
							LF			1,501,046	0	0	0	0	0	0	1,501,046
						RIGHT OF WAY	DDR			13,407,938	0	0	0	0	0	0	13,407,938
							DIH			242,719	0	0	0	0	0	0	242,719
LAKE	416724 2	LAKE CO. COUNTYWIDE ADVANCE ROW ACQUISITION	RIGHT OF WAY ACQUISITION	20.304 MI			BNIR	MANAGED BY FDOT	*SIS*	819,036	0	0	0	0	0	0	819,036
							DDR			153,570	0	0	0	0	0	0	153,570
							DIH			79,186	6,191	0	0	0	0	0	85,377
							DS			5,808,074	0	0	0	0	0	0	5,808,074
LAKE	423347 1	SR 50 (COLONIAL DR) FROM E OF LAKE VILLAGE TO E OF GRAND HWY	RESURFACING	2.669 MI		CONSTRUCTION	DDR	MANAGED BY FDOT	*NON-SIS*	1,761,138	0	0	0	0	0	0	1,761,138
						PRELIMINARY ENGINEERING	DIH			25,777	573	0	0	0	0	0	26,350
						CONSTRUCTION	BRRP	MANAGED BY FDOT	*NON-SIS*	72	0	0	0	0	0	0	72
							DIH			40,746	4,208	0	0	0	0	0	44,954
						PRELIMINARY ENGINEERING	BRRP			111,763	0	0	0	0	0	0	111,763
LAKE	429606 2	CR 561 AT CR 455	LIGHTING	0.002 MI		CONSTRUCTION	EB	MANAGED BY SUMTER ELECTRIC COOPERATIVE INC	*NON-SIS*	526	0	0	0	0	0	0	526
							HSP			45,930	380	0	0	0	0	0	46,310
LAKE	436127 1	SR-33 AT CR 561	ADD LEFT TURN LANE(S)	0.453 MI		CONSTRUCTION	DDR	MANAGED BY FDOT	*NON-SIS*	1,353,960	0	0	0	0	0	0	1,353,960
							DIH			13,142	9,803	0	0	0	0	0	22,945
							DS			4,477	0	0	0	0	0	0	4,477
						PRELIMINARY ENGINEERING	DIH			23,874	13,361	0	0	0	0	0	37,235
							DS			381,096	0	0	0	0	0	0	381,096
LAKE	434407 1	SR 25 (US 27) FROM CR 561 TO N OF O'BRIEN RD	RESURFACING	6.027 MI		CONSTRUCTION	DDR	MANAGED BY FDOT	*SIS*	1,953,336	0	0	0	0	0	0	1,953,336
							DIH			5,289	0	0	0	0	0	0	5,289
							DS			419,794	0	0	0	0	0	0	419,794
							SA			6,113,738	3,376	0	0	0	0	0	6,117,114
						PRELIMINARY ENGINEERING	DC			2,720	0	0	0	0	0	0	2,720
							DIH			47,535	761	0	0	0	0	0	48,296
							DS			891,112	0	0	0	0	0	0	891,112
LAKE	435859 5	SR 50 FROM EAST OF THE SUMTER/LAKE COUNTY LINE TO CR 33	ADD LANES & RECONSTRUCT	3.892 MI		ENVIRONMENTAL	DDR	MANAGED BY FDOT	*SIS*	0	524,000	0	0	0	0	0	524,000
						PRELIMINARY ENGINEERING	DDR			5,269,490	0	0	0	0	0	0	5,269,490
							DIH			205,502	17,043	0	0	0	0	0	222,545
							DS			498,546	0	0	0	0	0	0	498,546
LAKE	437114 1	SR 46 FROM EAST OF VISTA VIEW LANE TO EAST OF ROUND LAKE ROAD	LANDSCAPING	1.042 MI		CONSTRUCTION	DDR	MANAGED BY FDOT	*NON-SIS*	347,982	0	0	0	0	0	0	347,982
							DIH			11,216	14,220	0	0	0	0	0	25,436
						PRELIMINARY ENGINEERING	DDR			12,255	0	0	0	0	0	0	12,255
							DIH			1,412	3,588	0	0	0	0	0	5,000
LAKE	437114 2	SR 46 FROM WEST OF US 441 TO EAST OF VISTA VIEW LANE	LANDSCAPING	1.185 MI		CONSTRUCTION	DDR	MANAGED BY FDOT	*NON-SIS*	544,013	405,379	0	0	0	0	0	949,392
							DIH			466	3,675	0	0	0	0	0	4,141
							DS			0	400,000	0	0	0	0	0	400,000
						PRELIMINARY ENGINEERING	DDR	MANAGED BY FDOT	*NON-SIS*	28,545	0	0	0	0	0	0	28,545
							DIH			816	4,184	0	0	0	0	0	5,000
LAKE	437114 5	CR 46A FROM SR 46 TO N OF ARUNDEL WAY	LANDSCAPING	4.705 MI		CONSTRUCTION	ACSA	MANAGED BY FDOT	*NON-SIS*	384,236	0	0	0	0	0	0	384,236
							ACSN			82,441	1,537	0	0	0	0	0	83,978
							DDR			10,000	0	0	0	0	0	0	10,000
							SA			677,047	0	0	0	0	0	0	677,047
							SL			9,220	0	0	0	0	0	0	9,220
							SN			481,103	45,911	0	0	0	0	0	527,014
LAKE	437327 1	SR 25/US 27 FROM OBRIEN ROAD TO ARLINGTON RIDGE	RESURFACING	8.182 MI		PRELIMINARY ENGINEERING	ACSN	MANAGED BY FDOT	*NON-SIS*	91,604	2,136	0	0	0	0	0	93,740
						CONSTRUCTION	DDR			4,995,284	0	0	0	0	0	0	4,995,284
							DIH			6,426	0	0	0	0	0	0	6,426
							DS			2,347,120	0	0	0	0	0	0	2,347,120
							NHRE			372,271	0	0	0	0	0	0	372,271
							SA			857,094	4,899	0	0	0	0	0	861,993
						PRELIMINARY ENGINEERING	DDR			286,433	0	0	0	0	0	0	286,433
				</													

Lake~Sumter MPO 2021 Roll Forward Report

COUNTY	ITEM NO	DESCRIPTION	WORK MIX	LENGTH	MEASCODE	PHASE	WPFUNDCD	RESPONSIBLE AGENCY	SIS	LESS THAN 2022	2022	2023	2024	2025	2026	GREATER THAN 2026	ALL YEARS
LAKE	435788 2	WIDEN TPK FROM CR470 INTCHG TO LAKE/SUMTER C/L(MP297.3-297.9)(4TO8LNS)	ADD LANES & RECONSTRUCT	0.549 MI		RIGHT OF WAY CONSTRUCTION	PKYI	MANAGED BY FDOT	*SIS*	0	0	0	0	0	0	4,442,468	4,442,468
						PRELIMINARY ENGINEERING	PKYI			2,933	1,443	0	0	0	0	1,418	1,418
						RIGHT OF WAY	PKYI			0	0	0	0	0	0	925,204	929,580
LAKE	440294 4	SPOT RESURFACING TURNPIKE MAINLINE NORTH LAKE COUNTY	FLEXIBLE PAVEMENT RECONSTRUCT.	2.500 MI		PRELIMINARY ENGINEERING	PKYR	MANAGED BY FDOT	*SIS*	0	1,500	0	0	0	0	0	1,500
SUMTER	406110 1	I-75/TPK INTCHG MODIFICATION (NORTHERN TERMINUS) (MP 309)	INTERCHANGE IMPROVEMENT	0.270 MI		DESIGN BUILD	PKYI	MANAGED BY FDOT	*SIS*	63,941,002	734	0	0	0	0	0	63,941,736
						ENVIRONMENTAL	PKYI			1,600,000	0	0	0	0	0	0	1,600,000
						PRELIMINARY ENGINEERING	PKYI			4,614,953	2,740	0	0	0	0	0	4,617,693
						RIGHT OF WAY	PKYI			1,023	0	0	0	0	0	0	1,023
SUMTER	435788 1	WIDEN TPK- LAKE/SUMTER C/L TO US301 INTCHG (MP297.9-306.3)(4TO8 LNS)	ADD LANES & RECONSTRUCT	8.400 MI		ENVIRONMENTAL	PKYI	MANAGED BY FDOT	*SIS*	0	0	0	0	0	0	170,000	170,000
						P D & E	PKYI			370	1,130	0	0	0	0	0	1,500
						PRELIMINARY ENGINEERING	PKYI			16,129	1,311	0	0	0	0	15,029,605	15,047,045
						RAILROAD & UTILITIES	PKYI			0	0	0	0	0	0	50,000	50,000
						RIGHT OF WAY	PKYI			0	0	0	0	0	0	4,986,148	4,986,148
SUMTER	435789 1	WIDEN TPK(SR91) US301 INTCHG TO I-75 INTCHG (MP306.3-308.9)(4TO6LNS)	ADD LANES & RECONSTRUCT	2.270 MI		P D & E	PKYI	MANAGED BY FDOT	*SIS*	188	1,312	0	0	0	0	0	1,500
						PRELIMINARY ENGINEERING	PKYI			8,077	330	0	0	0	0	3,352,057	3,360,464
						RIGHT OF WAY	PKYI			0	0	0	0	0	0	1,693,950	1,693,950
SUMTER	441717 1	RECONSTRUCT TPK MAINLINE SUMTER CNTY (MP 297.9 - 308.9)	FLEXIBLE PAVEMENT RECONSTRUCT.	10.670 MI		CONSTRUCTION	PKYI	MANAGED BY FDOT	*SIS*	89,672	0	0	0	0	0	0	89,672
						PRELIMINARY ENGINEERING	PKYR			10,287,458	8,563	0	0	0	0	0	10,296,021
						RAILROAD & UTILITIES	PKYI			256,228	0	0	0	0	0	0	256,228
						RAILROAD & UTILITIES	PKYR			1,861,832	1,025	0	0	0	0	0	1,862,857
						RAILROAD & UTILITIES	PKYI			30,000	0	0	0	0	0	0	30,000
						RAILROAD & UTILITIES	PKYR			0	15,000	0	0	0	0	0	15,000
SUMTER	443990 1	BAILLEY RD BRIDGE REPLACEMENT OVER TPK (SR91) IN SUMTER CNTY (MP 299.6)	BRIDGE REPLACEMENT	0.004 MI		RIGHT OF WAY CONSTRUCTION	PKYI	MANAGED BY FDOT	*SIS*	8,685	1,000	0	0	0	0	0	9,685
						CONSTRUCTION	PKYI			3,444	0	0	0	0	0	0	3,444
						CONSTRUCTION	PKYI			805	0	0	0	0	0	0	805
						CONSTRUCTION	PKYR			0	50,000	0	0	0	0	0	50,000
						PRELIMINARY ENGINEERING	PKYI			75,456	1,382	0	0	0	0	0	76,838



2021 TIP Roll Forward Amendment

Transportation Improvement Program (TIP) Amendment News Release

FDOT provides the Lake~Sumter Metropolitan Planning Organization (MPO) with a database annually in April for developing the MPO's Transportation Improvement Program (TIP). The database is derived from the Florida Department of Transportation (FDOT) Tentative Work Program to be adopted on or before July 1. Year one of the TIP and the work program should always match. However, when the new TIP and Work Program are adopted in July, there are often projects that were supposed to get authorized and encumbered before June 30, for various reasons, but did not. These projects will automatically roll forward in the Work Program but will not roll forward in the TIP. Hence, the TIP must be amended to include these projects and match the Work Program. This is accomplished by what is known as a Roll Forward TIP Amendment. The amendment occurs annually in August.

The Lake~Sumter MPO received the proposed Roll Forward TIP Amendment request from FDOT on July 18, 2021. This is the first amendment to the MPO's newly adopted FY 2021/22-2025/26 TIP. The MPO Board is required to decide on its approval.

Federal Fiscal Years (FFY) 2020 Roll Forward TIP Amendment Overview

The Roll Forward TIP Amendment includes 53 projects worth \$440 million rolling forward into the TIP. These projects are presented at this link:

[2021 Lake~Sumter MPO TIP Roll Forward Amendment](#)

Please review and comment on the proposed amendment to the 2021/22 -2025/26 Transportation Improvement Program amendment.

Email your comments to Michael Woods, Executive Director MWoods@LakeSumterMPO.com

Call 352-315-0170

Lake~Sumter MPO Facebook page [MPO Facebook Page](#)

Mail your comments to:

Lake~Sumter MPO

1300 Citizens Blvd. Suite 175

Leesburg, FL 34748

TABLE 4. *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 LSMPO advisory committee meetings, with chance for public comment at the meeting	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
Plan is published on www.LakeSumterMPO.com	As soon as final copies of document can be uploaded to the website

TIP Amendments:

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

Public input considered in the development and maintenance of the TIP includes the comments and recommendations of LSMPO committees and the public at large as well as input received during the public comment periods. LSMPO 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.

INTERAGENCY COOPERATION AND SUPPORT

LSMPO 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, during the LRTP and TIP development processes, LSMPO will assist Lake County Public Transportation (Lake Xpress) 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:

Emergency TIP Amendments

Most amendments to the TIP receive a review (as outlined in Table 5) before entering the program. Exceptions are made when an emergency amendment must be approved prior to the next Board meeting for the amended project to receive funding. In these cases, the LSMPO Executive Director is authorized to approve the amendment and sign a corresponding resolution on behalf of the board without having to call an emergency meeting of the Board. The Executive Director’s approval of the amendment then must be provided to advisory committees as an information item and ratified at the next regularly scheduled board meeting.

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2021-17

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION AMENDING THE 2021 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 USC 134, and 49 USC 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 (LOPP) are preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility; and

WHEREAS the 2021 LOPP is based upon project selection criteria that consider, in part, transportation needs and priorities identified by the MPO, local governments, and FDOT, the goals, and objectives of 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; the MPO public involvement plan; goals, objectives, and policies of the local government's comprehensive Plan, projects that lend support for economic vitality, community development, business functionality, and the creation or retention of employment opportunities, and

WHEREAS the 2021 LOPP 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 July 1, 2021, 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, has prioritized county transportation projects to address regional county transportation needs within the MPO Area.

WHEREAS the MPO adopted the 2021 LOPP for federal and state funding for transportation projects on June 23, 2021, and transmitted it to FDOT; and

WHEREAS the MPO amended the 2021 LOPP on October 27, 2021, to replace the locally funded Marsh Bend Trail (CR 501) Design Phase Sumter County project with the unfunded Marsh Bend Trail (CR 501) Construction Phase Sumter County project at the cost of \$3,367,700, and

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

- The 2021 LOPP is hereby amended to replace the locally funded Marsh Bend Trail (CR 501) Design Phase Sumter County project with the unfunded Marsh Bend Trail (CR 501) Construction Phase Sumter County project at the cost of \$3,367,700.

- The Chair of the MPO is hereby authorized and directed to submit the amended LOPP to the Florida Department of Transportation

Resolution 2021-17; Lake~Sumter Metropolitan Planning Organization Amending the 2021 List of Priority Projects

PASSED AND ADOPTED this _____ day of _____, 2021.

Lake~Sumter Metropolitan Planning Organization

Josh Blake, Chair

Approved as to Form and Legality:

David Langley, MPO Attorney

October 2021 Amendment

Table 1: Top 20 Priorities (Tier 1)

2021 Rank	2020 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	2	Sumter	FDOT	434912-1	CR 470 from West of SR 471 to Central Parkway (Central and Eastern segments)	Widen to 4 Lanes. - The CR 470 project will realign and widen the corridor from the future US 301 central segment to the beginning of Central Parkway. 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. The central segment will terminate at the beginning of the eastern segment. The project's eastern segment proposes a rural typical with four 12 foot wide lanes, paved shoulders with roadside swales.	Capacity	System Performance	Design FY 2025/26 \$1,848,000		CST
2	3	Lake	FDOT	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. This project 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 2022/23 \$7,975,000	ROW FY 2025/26 \$10,065,000	CST
3	4	Sumter	Sumter County	N/A	Marsh Bend Trail (CR 501) from Corbin Trail to Central Parkway	Roadway Improvements/ITS. This project will improve the roadway between Corbin Trail and Central Parkway. The project proposes installing intelligent transportation systems (ITS), resurfacing, turn lanes, and shoulder improvements, including two 12 foot lanes with eight-foot shoulders and swales. The proposed two-lane section will begin at Central Parkway and extend north to the Corbin Trail improvements. Revised traffic impact models identify a two-lane facility as appropriate.	Capacity	System Performance	CST \$3,670,7000	Design FY 2022/23 \$265,900	
4	5	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 21/22 - 23/24 \$3,298,168	
5	6	Sumter	FDOT	430132-1	SR 35 (US 301) from SR 44 to CR 470 (Segments 3,4,5 from SR 44 to CR 525E are Sumter County Priority)	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	ROW FY 2026/27 \$27,000,000	Design FY 2025/26 \$7,200,000	CST \$79,280,000
6	7	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.	Capacity	System Performance	CST FY 2022/23 \$13,794,537		
7	-	Sumter	Sumter County	N/A	Safety Improvements at CR 466 & CR 475N	Roundabout. Improved safety at the intersection of C 466 and C 475N as recommended in FDOT District Five's 2020 Intersection Safety Study.	Safety	Safety, System Performance	Design FY 2023/24 \$212,000		CST \$1,767,000
8	-	Lake	Lake County	N/A	Hartwood Marsh Road from US 27 to Regency Hills Drive	Widen to 4 Lanes. This project entails the widening of Hartwood Marsh Road from US 27 to Regency Hills Dr. from 2 to 4 lanes. This is a capacity improvement providing interregional connection to the City of Clermont and other areas of Lake County with access to SR 50, a regional connector to the Orlando area.	Capacity	System Performance	CST FY 2024/25 \$12,540,000	Design	ROW \$500,000

2021 LSMPO List of Priority Projects (Approved by LSMPO Governing Board on 6/23/2021 - Resolution 2021-11)

2021 Rank	2020 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 Lake/Orange County Line to Wolfbranch Rd.	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 2024/25 \$9,000,000	Design	CST
10	12	Lake	Lake County/ Lady Lake	439665-1	Rolling Acres Road from West Lady Lake Ave. to Griffin Ave.	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 2022/23 \$900,000		Design ROW CST
11	18	Lake	Lake County	441779-1	CR 455 (Hartle Rd) Lost Lake Rd. to Hartwood Marsh Rd.	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	CST FY 2024/25 \$19,800,000	ROW FY 2021/22 \$3,000,000	
12	-	Lake	Lake County	405854-1	Wekiva Trail (Segments 1&5) from Disston Ave. to Sorrento	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 connections to the City of Mount Dora and Tavares.	Bike/Ped	System Performance	ROW FY 2023/24 \$19,000,000	PD&E	Design CST
13	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	ROW FY 2024/25 \$2,600,000	Design FY 2023/24 \$3,000,000	CST \$40,000,000
14	17	Lake	Lake County	N/A	Hooks Street from Hancock Rd to CR 455/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	ROW FY 2022/23 \$5,000,000	Design	
15	-	Lake	Lake County	N/A	Citrus Grove Road Phase II from W. of Scrub Jay Lane to Grassy Lake Rd.	New Alignment/Add Lanes. This project will widen Citrus Grove Road from 2 to 4 lanes from 1200 feet west of Scrub Jay Road to Grassy Lake Road and provide an interregional connection in south Lake County with access to US 27/SR 25 and Florida's Turnpike at the Minneola Interchange.	Capacity	System Performance	CST FY 2024/25 \$5,000,000	Design ROW	
16	14	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 2022/23 \$2,500,000		CST \$3,000,000
17	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 2022/23 \$2,000,000		ROW CST



2021 LSMPO List of Priority Projects (Approved by LSMPO Governing Board on 6/23/2021 - Resolution 2021-11)

2021 Rank	2020 Rank	County/ Location	Sponsor	FM Number	Project Name	Description	Project Type	Performance Measures	Proposed Phase and Cost	Programmed Phase(s)	Other Unfunded Phase(s)*
18	-	Lake	Lake County	N/A	Hammock Ridge Roundabout Hammock Ridge Rd. at Lakeshore Dr.	Roundabout. Improved safety and operations at the intersection of Hammock Ridge Road and Lakeshore Drive to improve safety and operations, as recommended by the 2017 Roadway Safety & Traffic Control Evaluation.	Safety	Safety, System Performance	Design FY 2023/24 \$750,000		CST
19	-	Lake	Lake County	447410-1	Micro Racetrack Road from CR 466A to Lake Ella Rd.	Paved Shoulders. This project is to widen Micro Racetrack Rd. from CR 466A to Lake Ella Rd. with paved shoulders. This is a safety and capacity improvement providing interregional connection to the cities of Lady Lake and Fruitland Park and other areas of Lake County with access to CR 466, CR 466A and US 27, a regional connector to the Orlando area.	Safety	Safety, System Performance	Design FY 2022/23 \$450,000		CST
20	15	Sumter/ Lake	FDOT	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 2022/23 \$51,771,167	ROW FY 20/21-22/23 \$4,436,000 CST FY 21/22 \$28,700,000	CST

* Phase estimated cost provided if available

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	436365-1	Sumter County	Sumter County ITS (Phase 1)	ITS	ITS	System Performance	Design 2018/2019	CST 2022/23	\$714,150
2	N/A	FDOT	US 27 ATMS	Corridor ATMS	ITS	System Performance	N/A	CST 2022/23	\$1,656,000
3	409870-1	FDOT	SR 44 (CR 44B) from US 441 to SR 44	Widen to 4 Lanes	Capacity	System Performance	ROW 2013/2014	CST 2022/23	\$23,701,500
4	N/A	Lake County	Radio Road North Safety Project	Curb/Gutter, Sidewalks, & Signal	Capacity	Safety, System Performance	Design	CST 2022/23	\$2,000,000
5	N/A	Lake County	Radio Road South Safety Project	Curb/Gutter, Sidewalks, & Signal	Capacity	Safety, System Performance	Design	CST 2024/25	\$5,000,000

* Note that Tier 2 cost estimates were provided at the time the project was first included in the LOPP and therefore may not represent a current estimate. All project cost estimates will be updated when moving to Tier 1.

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	Per Project	Lake County	Lake County Sidewalk Projects	New Sidewalks	Bike/Ped	System Performance	Design 2021/2022	ROW 2023/24	\$1,420,000 across 7 projects

* Note that Tier 2 cost estimates were provided at the time the project was first included in the LOPP and therefore may not represent a current estimate. All project cost estimates will be updated when moving to Tier 1.

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	441811-1	Lake County	Hartwood Marsh Rd from Heritage Hills Blvd to Orange County Line	Paved Shoulders	Safety	Safety	N/A	Design 2022/23	\$300,000
2	430975-2	Lake County	Wekiva Trail Segments 1 & 5	Multi-Use Trail	Bike/Ped	System Performance	Planning	Design 2022/23	\$3,500,000
3	436360-1	FDOT	Black Bear Scenic Trail	SUNTrail	Bike/Ped	System Performance	PD&E programmed FY 19/20 but has been deferred	Design 2023/24	\$1,750,000
4	N/A	FDOT/Leesburg	US 27 from SR 44 to US 441	Complete Streets	Safety	Safety, System Performance	Planning 2015/2016	Design 2022/23	TBD
5	N/A	Tavares	Peninsula (Captain Haynes) Roadway Extension	New Roadway	Capacity	System Performance	Planning 2016/2017	Design 2022/23	\$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 2022/23	TBD
7	435787-1	Florida Turnpike Enterprise (SIS)	Widen Turnpike from US 27 to CR 470 Interchange (MP289.3 - 297.3)	Widen to 8 Lanes	Capacity	System Performance	PD&E	Design 2022/23	TBD
8	435788-2	Florida Turnpike Enterprise (SIS)	Widen Turnpike from CR 470 Interchange to Lake/Sumter County Line (MP297.3-297.9)	Widen to 8 Lanes	Capacity	System Performance	PD&E	Design 2022/23	TBD

2021 LSMPO List of Priority Projects (Approved by LSMPO Governing Board on 6/23/2021 - Resolution 2021-11)

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate *
9	435788-1	Florida Turnpike Enterprise (SIS)	Widen Turnpike from Lake/Sumter County Line to US 301 Interchange (MP297.9-306.3)	Widen to 8 Lanes	Capacity	System Performance	PD&E	Design 2022/23	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 2022/23	\$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 2022/23	\$2,158,800
12	N/A	Lake County	CR 561A from CR 561 to N Hancock Rd	Paved Shoulders	Safety	Safety	N/A	Design 2022/23	\$500,000
13	N/A	Lake County	Lakeshore Dr from Hammock Ridge to Lakeshore Dr	New Sidewalk	Bike/Ped	System Performance	N/A	Design 2022/23	\$250,000
14	N/A	Clermont	East Avenue from Grand Hwy to Minnehaha Ave	Complete Streets	Safety	Safety, System Performance	Planning 2018/2019	Design 2022/23	TBD
15	N/A	Wildwood	US 301 from C-466A to C-44A	Complete Streets	Safety	Safety, System Performance	Planning 2018/2019	Design 2022/23	TBD
16	N/A	Lake County	Intelligent Transportation System (ITS)	Initial Deployment	ITS	System Performance	N/A	Design 2022/23	\$60,000
17	N/A	Lake County	Montverde Greenway Trail Extension	Extension to existing trail	Bike/Ped	System Performance	N/A	Design 2022/23	\$350,000

2021 LSMPO List of Priority Projects (Approved by LSMPO Governing Board on 6/23/2021 - Resolution 2021-11)

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	CR 455 from Hartwood Marsh Rd to Schofield Road	Road Extension	Capacity	System Performance	PD&E	Design 2025/26	\$3,000,000
19	N/A	Lake County	Griffin Rd (Carver Middle School)	New Sidewalk	Bike/Ped	System Performance	N/A	Design 2022/23	TBD
20	N/A	Mount Dora	Vista Ridge Drive from Niles Road to Round Lake Road	New Roadway	Capacity	System Performance	N/A	Design 2022/23	\$700,000
21	N/A	Umatilla	Mast Arms at Intersection of SR 19 and Bulldog Way	Signals	Operations	System Performance	N/A	Design 2022/23	\$200,000
22	N/A	Lake County	Gardenia Trail Phase II (MLK Blvd. to Lake Ella Rd.)	Multi-Use Trail	Bike/Ped	System Performance	N/A	Design 2022/23	\$500,000
23	N/A	Lake County	Gardenia Trail Phase III (Lake Ella Rd. to Marion County Rd.)	Multi-Use Trail	Bike/Ped	System Performance	N/A	Design 2023/24	\$600,000
24	N/A	Lake County/ Leesburg	Tav-Lee Trail - Segment 2 (Canal St. to Existing Tav-Lee Trail)	Multi-Use Trail	Bike/Ped	System Performance	N/A	Design 2023/24	\$1,100,000

* Note that Tier 2 cost estimates were provided at the time the project was first included in the LOPP and therefore may not represent a current estimate. All project cost estimates will be updated when moving to Tier 1.

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 2016/2017	PD&E 2022/23	TBD
2	441781-1	Lake County	Hartwood Marsh Rd from Regency Hills Drive to Flat Lake Road	Widen to 4 Lanes	Capacity	System Performance	N/A	PD&E 2023/24	\$900,000
3	441626-1	Umatilla/ Lake County	North Lake Trail	Multi-use Trail	Bike/Ped	System Performance	Planning 2017/18	PD&E 2022/23	\$2,200,000
4	N/A	FDOT (SIS)	US 27 from CR 561 S to SR 91 (Turnpike)	Widen to 6 Lanes	Capacity	System Performance	N/A	PD&E 2022/23	TBD
5	N/A	FDOT	SR 44 from Orange Ave to CR 46A	Widen to 4 Lanes	Capacity	System Performance	N/A	PD&E 2022/23	TBD
6	N/A	FDOT	SR 19 from SR 50 to CR 455	Widen to 4 Lanes	Capacity	System Performance	N/A	PD&E 2022/23	TBD
7	N/A	Lake County	CR 561A from CR 561 to N. Hancock Road	Realignment & Roundabout	Operations	System Performance	Planning	PD&E 2024/25	\$900,000
8	N/A	Clermont	SR 50 Complete Streets	Complete Streets	Operations	Safety, System Performance	N/A	PD&E 2022/23	TBD
9	N/A	Lake County	Innovation Trail	Multi-use Trail	Bike/Ped	System Performance	Completed Planning Study (2020)	PD&E 2022/23	\$900,000
10	N/A	Lake County	Green Mountain Connector (North Hancock Rd. to Green Mountain Scenic Overlook)	Multi-Use Trail	Bike/Ped	System Performance	N/A	PD&E 2023/24	\$400,000

* Note that Tier 2 cost estimates were provided at the time the project was first included in the LOPP and therefore may not represent a current estimate. All project cost estimates will be updated when moving to Tier 1.

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 2022/23	\$205,600
2	N/A	Groveland	Orange St & Broad St (SR 50)	Complete Streets	Planning	System Performance, Safety	N/A	Planning 2022/23	\$77,100
3	N/A	Eustis	Eustis SR 19 Complete Streets	Complete Streets	Planning	System Performance, Safety	N/A	Planning 2022/23	\$234,384
4	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 2022/23	\$80,184
5	N/A	Leesburg	Lake Denham Trail	Multi-use Trail	Planning	System Performance	N/A	Planning 2022/23	\$160,368
6	N/A	Lake County	CR 435 from Orange County Line to SR 46	Complete Streets	Planning	System Performance, Safety	N/A	Planning 2023/24	\$200,000
7	N/A	Lake County	Cagan's Crossing Pedestrian Overpass	Pedestrian Overpass	Planning	System Performance, Safety	N/A	Planning 2024/25	\$100,000
8	N/A	Howey-in-the-Hills	Central Lake Trail	Multi-use Trail	Planning	System Performance, Safety	N/A	Planning 2022/23	\$200,000
9	N/A	Eustis/Tavares/ Lake County	North Lake Trail (Phase 1&2)	Planning	Bike/Ped	System Performance	N/A	Planning 2022/23	\$250,000

* Note that Tier 2 cost estimates were provided at the time the project was first included in the LOPP and therefore may not represent a current estimate. All project cost estimates will be updated when moving to Tier 1.

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	12	Top 20	430975-2	Lake County	Wekiva Trail Segment 1 (Tremain St. to Sorrento)	Multi-Use Trail	Bike/Ped	System Performance	Completed PD&E (2015)	Design/ROW/CST	\$25,000,000
	12	Top 20	405854-1	Tavares/Mount Dora/ Lake County	Wekiva Trail Segment 5 [Tav-Dora Trail] (Disston Ave. to Tremain St.)	Multi-Use Trail	Bike/Ped	System Performance	PD&E	Design/ROW/CST	
2	3	PD&E	441626-1	Umatilla/Lake County	North Lake Trail - Phase 3 (CR 42 to SR 40)	Multi-Use Trail	Bike/Ped	System Performance	Planning 2017/18	PD&E 2023/2024	\$1,800,000
3	17	Design	N/A	Lake County	Montverde Greenway Trail Extension (Ferndale Preserve to Gladys St.)	Multi-Use Trail Extension	Bike/Ped	System Performance	N/A	Design 2022/23	\$350,000
4	3	Design	436360-1	FDOT	Black Bear Scenic Trail (Levy Hammock Rd. to US 17)	SUN Trail Individual Trail	Bike/Ped	System Performance	PD&E 2019/2020	Design 2023/2024	\$1,750,000
5	5	Planning	N/A	Leesburg	Lake Denham Trail	Multi-Use Trail	Bike/Ped	System Performance	N/A	Planning 2022/2023	\$160,368
6	9	PD&E	N/A	Lake County	Innovation Trail (Lincoln Park - Mount Dora to SR 46/CR 437 Intersection)	Multi-Use Trail	Planning	System Performance	Completed Planning Study (2020)	PD&E 2022/23	\$900,000
7	8	Planning	N/A	Howey-in-the-Hills	Central Lake Trail	Multi-Use Trail	Planning	System Performance	N/A	Planning 2022/23	\$200,000

2021 LSMPO List of Priority Projects (Approved by LSMPO Governing Board on 6/23/2021 - Resolution 2021-11)

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*
8	9	Planning	N/A	Eustis/Tavares/Lake County	North Lake Trail - Phase 1 & 2	Planning	Bike/Ped	System Performance	N/A	Planning 2022/23	\$250,000
9	22	Design	N/A	Lake County	Gardenia Trail Phase II (MLK Blvd. to Lake Ella Rd.)	Multi-Use Trail	Bike/Ped	System Performance	N/A	Design 2022/23	\$500,000
10	23	Design	N/A	Lake County	Gardenia Trail Phase III (Lake Ella Rd. to Marion County Rd.)	Multi-Use Trail	Bike/Ped	System Performance	N/A	Design 2023/24	\$600,000
11	10	PD&E	N/A	Lake County	Green Mountain Connector (North Hancock Rd. to Green Mountain Scenic Overlook)	Multi-Use Trail	Bike/Ped	System Performance	N/A	PD&E 2023/24	\$400,000
12	24	Design	N/A	Lake County	Tav-Lee Trail - Segment 2 (Canal St. to Existing Tav-Lee Trail)	Multi-Use Trail	Bike/Ped	System Performance	N/A	Design 2023/24	\$1,100,000
SUN Trail											
4	3	Design	436360-1	FDOT	Black Bear Scenic Trail (Levy Hammock Rd. to US 17)	SUN Trail Individual Trail	Bike/Ped	System Performance	PD&E 2019/2020	Design 2023/2024	\$1,750,000
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 3C and Phase 4	SUN Trail Regional System	Bike/Ped	System Performance			

* Note that Tier 2 cost estimates were provided at the time the project was first included in the LOPP and therefore may not represent a current estimate. All project cost estimates will be updated when moving to Tier 1.

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 Circulator (Rt. 6)	Operations	System Performance	TBD
5	N/A	Lake County	Double Frequency Routes 1-6	Operations	System Performance	TBD
6	N/A	Lake County	LakeXpress North-South Connection (Four Corners to Leesburg)	Operations	System Performance	TBD

Table 9: Small County Outreach Program (SCOP) Projects

Rank	FM Number	Sponsor/ Location	Project Name	Description	Project Type	Performance Measure(s)	Programmed Phase(s)	Unfunded Phase(s)	Cost Estimate*
1	447385-1	Sumter County	CR 470 Pavement Rehabilitation (Outlet River Bridge to CR 485)	Pavement Reclamation, Milling, and Resurfacing	Capacity	System Preservation	CST 2024/25	CST 2022/23	\$2,485,200
2	447409-1	Sumter County	Sumter County Bridge Rehabilitation from CR 478A Gant Lake Canal Bridge to CR 728 Big Prairie Canal	Bridge	Operations	System Preservation	Design, CST	Design 2022/23	\$192,061



U.S. Department
of Transportation

**Federal Highway
Administration**

**Eastern Federal Lands Highway Division
22001 Loudoun County Parkway
Building E2, Suite 200
Ashburn, VA 20147
Phone 703-404-6201
Fax 703-404-6217
In Reply Refer to: HFPP-15**

**Federal Land Management Agencies
Department of Transportation
Regional, County & Local Governments
Tribal Governments**

August 12, 2021

Eastern Federal Lands Access Program Call for Projects Alert- Florida

Greetings:

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) will be accepting Federal Lands Access Program (FLAP) applications in order to develop a multi-year program of projects for Federal Fiscal Years (FY) 2023 through FY 2026. All final project approvals will be contingent upon the availability of funds in the year for which they are being requested.

The Call for Projects application period opens September 15, 2021 and runs through December 15, 2021. Please explore our FLAP website located at <https://highways.dot.gov/federal-lands/programs-access> and follow the links to the state webpage to download the application, review the state's associated scoring criteria, FAQ's and tips for preparing a good application. Applications should be submitted via email to EFL.planning@dot.gov by the end of the day (11:59 PM) on December 15, 2021 to be considered. If required, applications via mail, Fedex, UPS etc. or fax will also be accepted.

An *estimated* total of \$11.6M will be available for programming in your State.

What is the purpose of the Federal Lands Access Program?

The purpose of the FLAP is to provide safe and adequate transportation access to and through Federal Lands for visitors, recreationists, and resource users. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Where can projects be located?

Proposed projects or studies must be associated with a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which the transportation facility's title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or other local government entity.

What types of applications will be considered?

Applications will be accepted for the following:

Capital Improvements- These proposals include rehabilitation, restoration, construction, and reconstruction of

roads, bridges, multiuse trails, and other long-term transportation system asset improvements. This includes improvements such as safety improvements, widening, realignments, surfacing, culverts, signing, guardrail, walls and associated roadway appurtenances.

Enhancements- These proposals are road and trail related improvements such as interpretative signing, kiosks, viewpoints, adjacent vehicular parking areas, roadside rest areas (including sanitary and water facilities), provisions for pedestrians and bicycles, acquisition of scenic easement and scenic or historic sites, trailheads, trails, and improvements that improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.

Surface Preservation- These proposals include surface preservation of roads, trails, and adjacent vehicular parking areas. They include chip sealing, crack sealing, and aggregate courses. FLAP funds are not intended for routine maintenance projects (e.g., potholes, mowing, snow removal, same type guardrail replacement, etc.).

Transit- These proposals include construction of transit facilities (e.g. ferry docks, helipads, boat ramps) and limited duration operation/maintenance of transit services and facilities (including vehicles) and the purchase of transit vehicles.

Planning- These proposals include engineering feasibility studies, corridor management planning, bicycle/pedestrian planning and alternative transportation system planning that will provide valuable information for future FLAP proposals.

Research- These proposals include evaluating solutions that enhance access, safety or sustainability. They address issues such as wildlife-vehicle collision avoidance measures, context sensitive roadside safety features, and congestion management strategies.

Safety- Certain types of Highway Safety Improvement Projects (HSIP) are eligible to be funded at 100 percent of the federal share as provided in Title 23 U.S.C. 120(c) <http://www.fhwa.dot.gov/federalaid/141125.cfm>.

Who may apply?

Eligible applicants include State, county, tribal or city government agencies that own or have maintenance responsibility of the transportation facility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf. Project applications must be sponsored and/or supported by the appropriate Federal Land Management Agency (FLMA) unit whose access would be enhanced by the proposed action. This acknowledgement of sponsorship and support must be demonstrated by an application signature and/or letter of support attached to the application from an appropriate representative of the benefitting FLMA unit. Early coordination between the appropriate FLMA and state/county/local/tribal government is encouraged to ensure adequate time for thorough review and input before the submittal due date. All projects must be submitted using the EFLHD Access Program Application form (located on the website).

Are matching funds required?

Generally, a 20% matching share of the project's total estimated cost for completion is required for this program. Other Federal funds (non-Title 23 or Title 49, with the exception of Title 23 Federal Lands Transportation Program or Tribal Transportation funds) may be used as match for the FLAP award amount. Typically, a cash match is preferred by most states. Please note that this is a Title 23 Federal Aid Highway Reimbursable Program and **not** a lump-sum grant program.

How would the projects be delivered?

On the application form you will select from EFLHD, State DOT or Local Public Agency as the preferred delivery organization. EFLHD also welcomes the opportunity to provide "cradle to grave" project delivery services as the lead agency on behalf of the applicant. This approach allows State or local resources to be utilized on their other priorities. State DOTs are eligible to deliver their own projects. Local agencies requesting to deliver their own project must be certified by the State DOT or demonstrate prior experience with the use of federal transportation funds (Title 23) to deliver projects in compliance with Federal Highway Administration regulations. Additional information regarding local agency project delivery roles and responsibilities may be found at the following website:

<http://www.fhwa.dot.gov/federal-aidessentials/stateresources.cfm>

The range of potential EFLHD delivered services includes: Planning/Feasibility Studies, Preliminary and Final Engineering Design, Federal Environmental Compliance, Construction Contract Advertisement, Construction Contract Administration, Construction Engineering & Inspection, and Federal Stewardship and Oversight. However, the lead agency designation and participating agencies' roles and responsibilities will be considered during both the initial application evaluation and the Memorandum of Agreement (MOA) development Phases. Decisions regarding lead and participating agency roles will be based on the type of project, project complexity, and how the work is proposed to be delivered. EFLHD will be responsible for Stewardship and Oversight of all programmed projects to assure compliance with federal requirements.

If the applicant would like to request the option of EFLHD delivery, please contact Lewis Grimm, EFLHD Planning Team Leader at: Lewis.Grimm@dot.gov or at 703-404-6289.

Requests for EFLHD delivery must be submitted no less than 30 days prior to the closing date of the Call for Projects period to allow time for the EFLHD independent government cost estimate for the provision of these requested services to be developed. Applications (minus the estimated project budget values) will still need to be submitted to EFLHD by the applicant prior to the closing date of the Call for Projects.

Highway Safety Improvement Projects (HSIP)

As provided in Title 23 U.S.C. 120(c); Certain types of HSIP projects can be funded at 100 percent. This applies to projects that may include the following: maintaining minimum levels of retro reflectivity of highway signs or pavement markings, shoulder and centerline rumble strips and stripes, traffic control signalization, traffic circles/roundabouts, safety rest areas, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections. <http://www.fhwa.dot.gov/federalaid/141125.cfm>

Eligibility of specific projects, strategies and activities generally are based on:

- consistency with a State's Strategic Highway Safety Plan;
- crash experience, crash potential, crash rate, or other data-supported means;
- compliance with Title 23 requirements; and
- State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all publicroads.

Please coordinate up front with your State DOT HSIP Safety Manager (or similar title) or the FHWA Division Safety Engineer for eligibility approval of your project's scope. Include the signed Safety Approval form with your application (located on the website). Specific HSIP eligibility questions should be directed to the FHWA Division office in your State. A list of FHWA Division offices is available at www.fhwa.dot.gov/about/field.cfm.

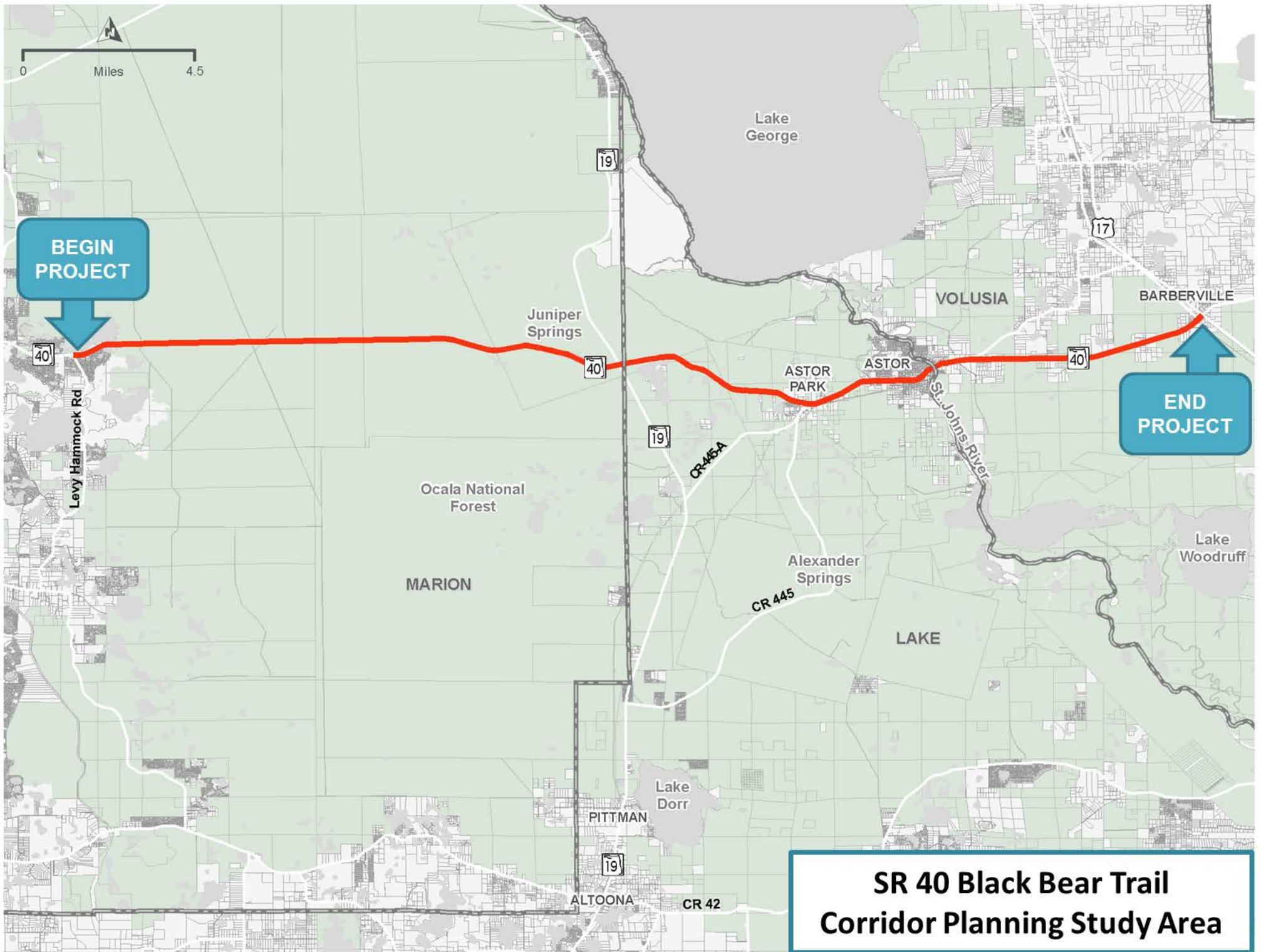
What if I have questions?

You are welcome to contact any of the FLAP Programming Decisions Committee (PDC) members for your state with your questions using the contact information contained in the website. Additionally, questions about project eligibility or the EFLHD application process can be directed to Lewis Grimm or Richelle Ellis, FHWA/EFLHD (contact information shown below). Also please find on the website an EFLHD FAQ document, Scoring Criteria and EFLHD FLAP Tip Sheet with suggested factors to be considered for submitting a good application. We also invite you to view a brief presentation titled "*EFL FLAP Informational Presentation*" located on the FLAP website that may be helpful.

Thank you for your interest in the FLAP program. We look forward to working with you in developing a multiyear program of projects for the period of FY2023 - FY2026.

Lewis G. Grimm, P.E.
Planning Team Leader
EFLHD/FHWA
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Richelle J. Ellis
Access Program Planning Coordinator
EFLHD/FHWA
Tel: (703) 404-6333
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Richelle.Ellis@dot.gov



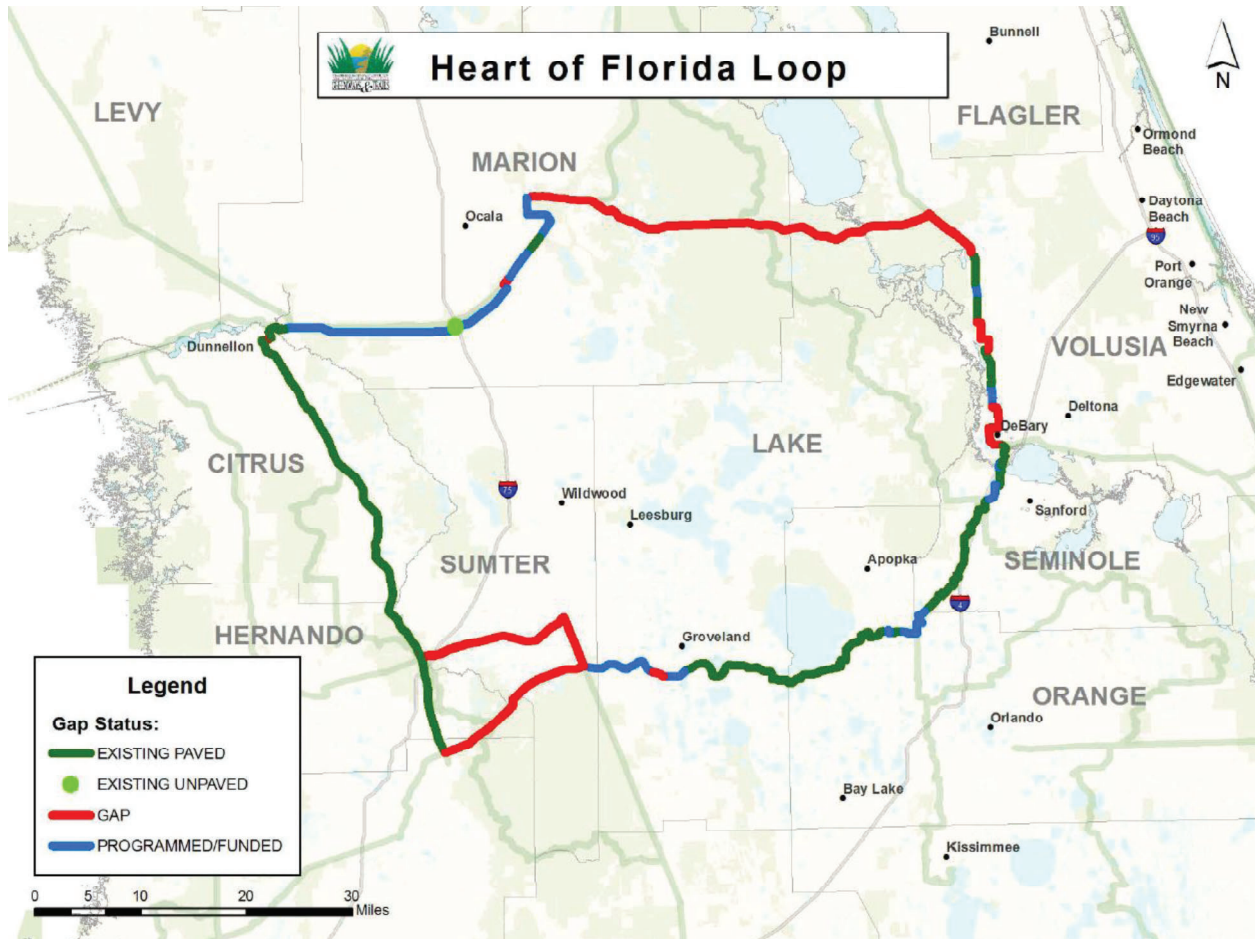
BEGIN PROJECT

END PROJECT

**SR 40 Black Bear Trail
Corridor Planning Study Area**

S.R. 40 BLACK BEAR TRAIL - FPID # 436360-1 CORRIDOR PLANNING STUDY REPORT

Figure 1 | Heart of Florida Loop



Source: Florida Department of Environmental Protection (FDEP) - Office of Greenways and Trails



Federal Lands Access Program FLAP Call for Projects 2021

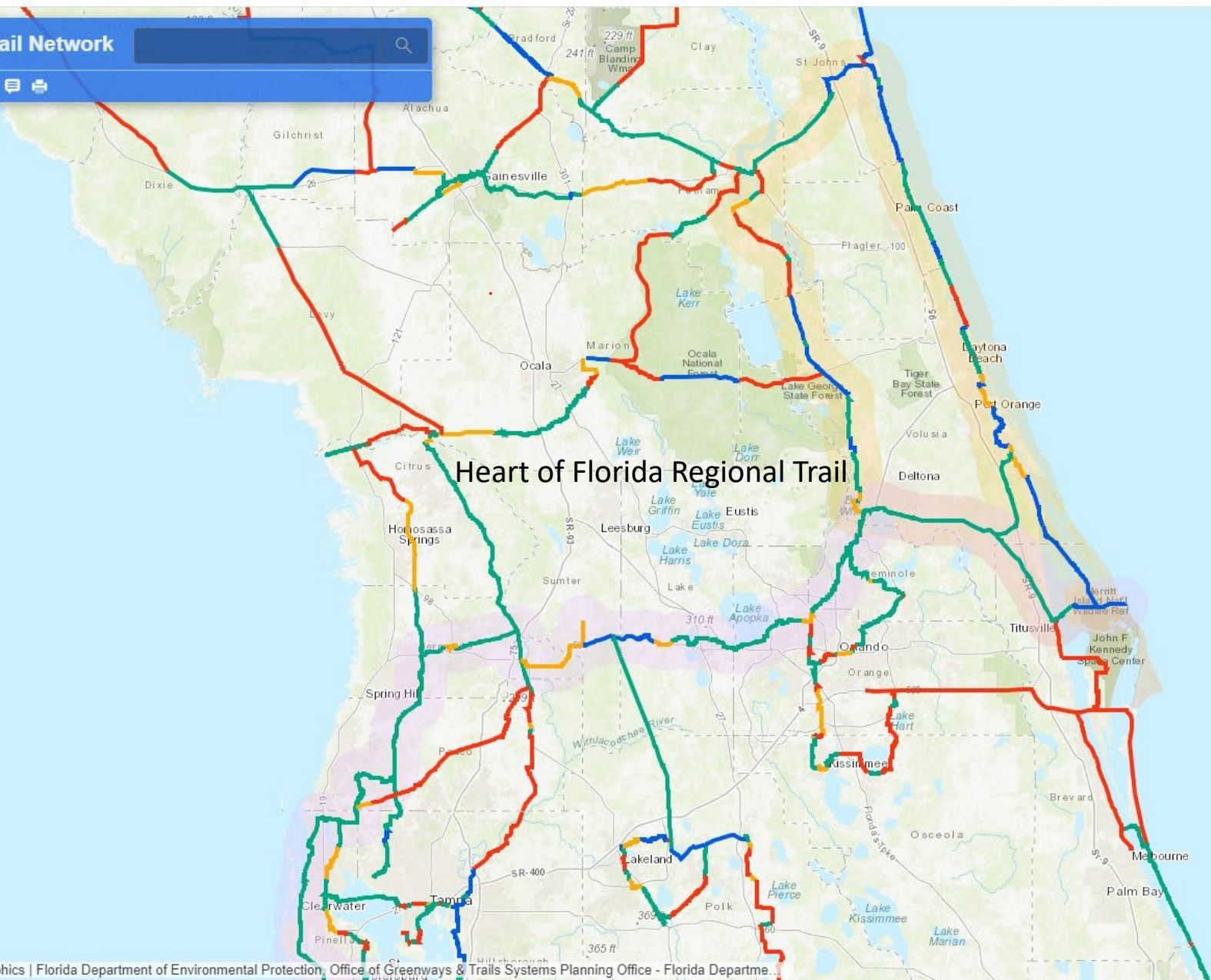
Federal Lands Access Program , October 27, 2021, Michael Woods, Executive Director

FLAP Call for Projects Eligible SUN Trail Projects (D5)

- Florida Black Bear Scenic Trail (SR 40)
- Final Gap in the Regional “Heart of Florida Trail”

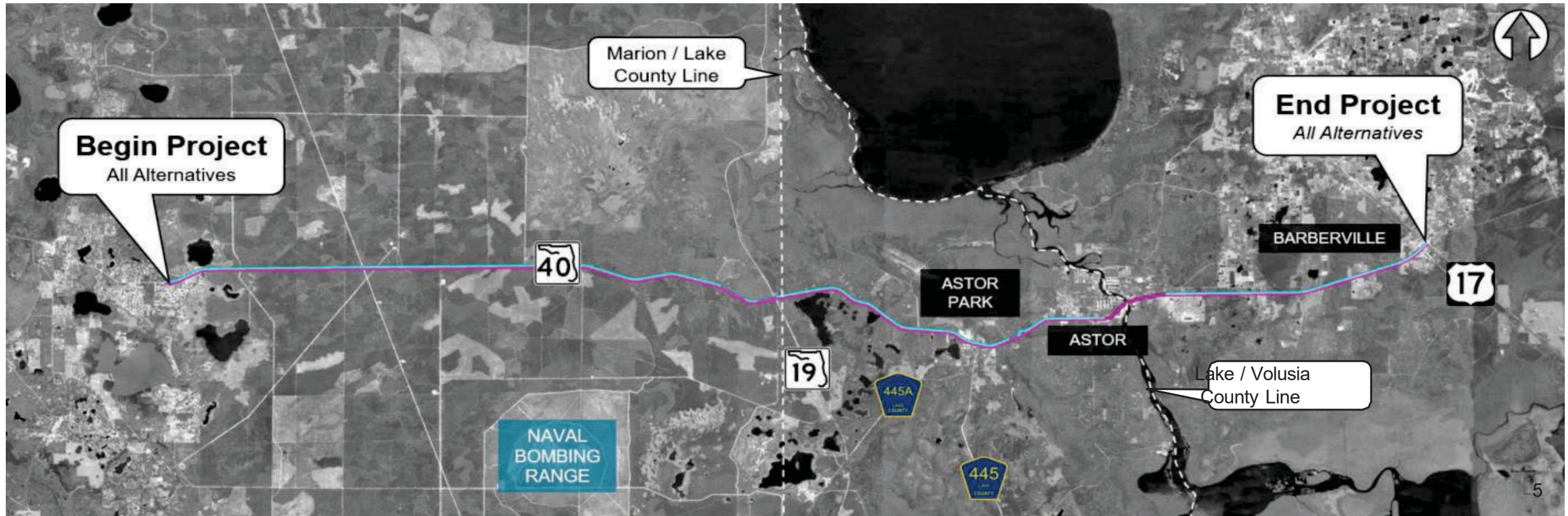
SUN Trail Network

Home, Layers, Tools, Search, Print, Share icons



Study Area

- Levy Hammock Road to U.S. 17 along S.R. 40
- Rural Communities, Ocala National Forest
- Previously Funded in 2019 for \$1,148,661, deferred out of the Work Program



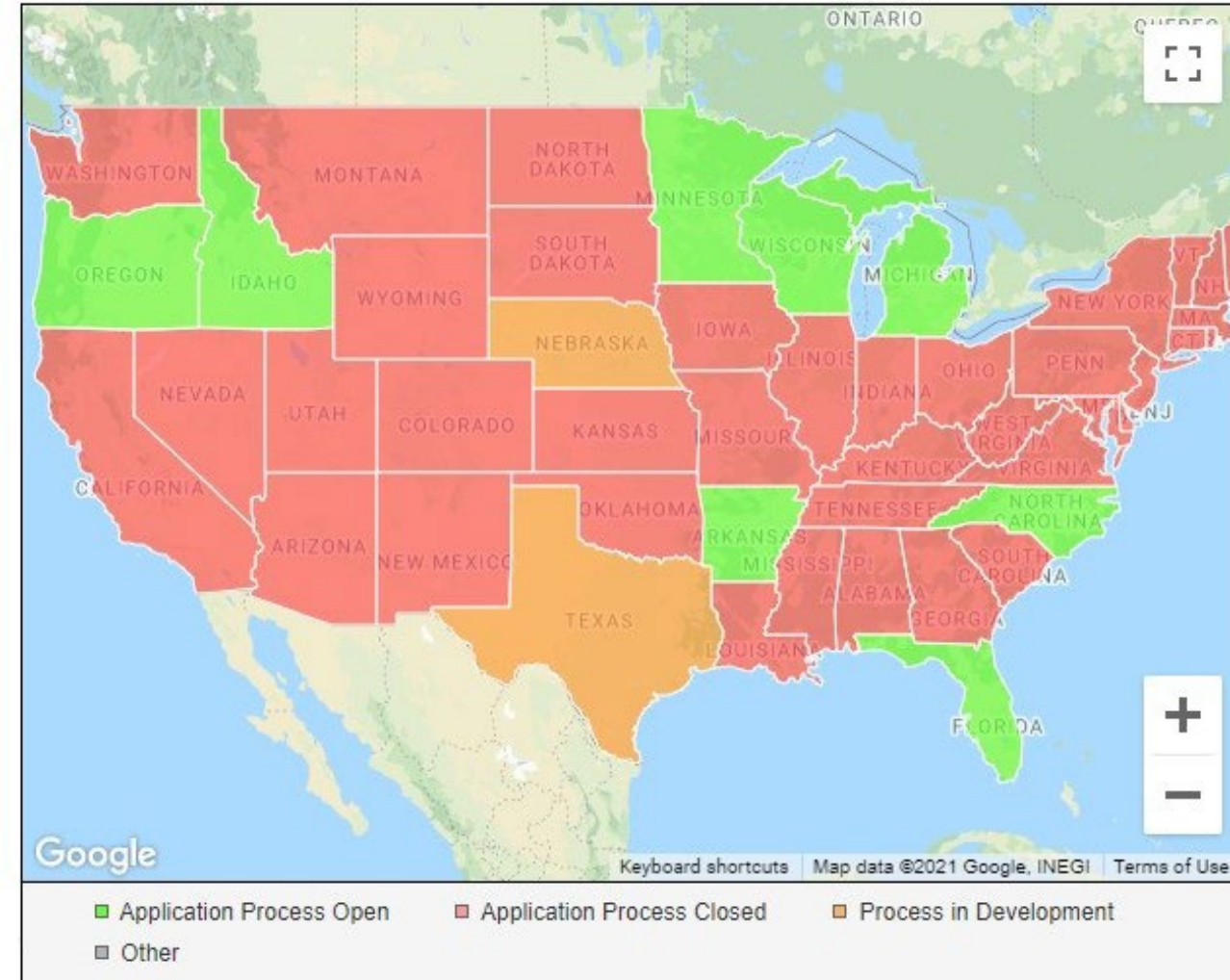
FLAP Call for Projects

- Funding
- Funding allocations are based on the authorized funding amounts cited in the FAST Act. The Access Program authorized amounts under the FAST Act are as follows:
 - \$250,000,000 for fiscal year 2016;
 - \$255,000,000 for fiscal year 2017;
 - \$260,000,000 for fiscal year 2018;
 - \$265,000,000 for fiscal year 2019;
 - \$270,000,000 for fiscal year 2020.
 - **Florida allocation is \$11.6 million**

Status of the Call for Projects

To learn more about the call for projects status, points of contact or to access a link to a State FLAP webpage, click on a state in the map below.

** Figures listed are annual allocation estimates per fiscal year and subject to availability of funds.*



- **What is the purpose of the Federal Lands Access Program?** The purpose of the **FLAP** is to provide safe and adequate transportation access to and through Federal Lands for visitors, recreationists, and resource users. The FLAP supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.
- **Where can projects be located?** Proposed projects or studies must be associated with a **public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands** for which the transportation facility's title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or other local government entity.

Who may apply?

- Eligible applicants include **State, county, tribal or city government agencies** that own or have maintenance responsibility of the transportation facility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf.
- Project applications must be sponsored and/or supported by the appropriate Federal Land Management Agency (FLMA) unit whose access would be enhanced by the proposed action. **This would be the Ocala National Forest (ONF)**



FLAP - Period of Availability and Soft Match Requirements

- **Period of Availability** - The funds made available under the Access Program will be available for obligation in the fiscal year for which the funds are authorized plus three additional fiscal years. (FY 2023/26)
- **"Soft-matches" or "in-kind matches"** (e.g., donations of funds, materials, services, right-of-way acquisition, utility relocation) may be permitted from the project sponsor. A tapered match may be appropriate, where FHWA is doing the preliminary engineering and contract administration. The match requirements and commitments should be documented in the project agreement. **Toll Revenue Credits are eligible as the match.**

How would the projects be delivered?

- **Eastern Federal Lands Highway Division (EFLHD) also welcomes the opportunity to provide “cradle to grave” project delivery services as the lead agency on behalf of the applicant.** This approach allows State or local resources to be utilized on their other priorities. **(Expensive)**
- **State DOTs are eligible to deliver their own projects. (Preferred)**
- **Local agencies requesting to deliver their own project must be certified by the State DOT or demonstrate prior experience with the use of federal transportation funds (Title 23) to deliver projects in compliance with Federal Highway Administration Requirements. (need a County to step up)**

Highway Safety Improvement Projects (HSIP)

- Certain types of HSIP projects can be funded at 100 percent.
- Eligibility of specific projects, strategies and activities generally are based on:
 - » consistency with a State's Strategic Highway Safety Plan;
 - » crash experience, crash potential, crash rate, or other data-supported means;
 - » compliance with Title 23 requirements; and
 - » State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads.

Next Steps

October MPO/TPO Governing Board approval to proceed

Letters of support from local agencies

FLMA Letter of Support (Ocala National Forest)

December 15, 2021, FLAP Application submittal Deadline

Questions?

Thank you. Michael Woods, Executive Director,
Lake~Sumter MPO



S.R. 40 BLACK BEAR TRAIL CORRIDOR PLANNING STUDY REPORT



FPID # 436360-1
April 2019

Florida Department of Transportation
District Five
719 South Woodland Boulevard
DeLand, FL 32720-6834

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1. REPORT PURPOSE

This report documents the analysis of the proposed alternatives and planned future engineering for the State Road 40 (S.R. 40) Black Bear Trail Corridor from Levy Hammock Road to U.S. 17. These alternatives were evaluated by performing a review of existing conditions, researching technical standards, and producing an evaluation matrix. This report provides all analyses for the study area alternatives with next steps for public involvement and future reports.

2. INTRODUCTION

2.1. PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) District Five is conducting a Corridor Planning Study to assess alternative alignments for a multi-use trail along S.R. 40 from Levy Hammock Road to U.S. 17. The 27-mile study area includes Eastern Marion County, Northern Lake County, and Northwest Volusia County. The purposes of the study are to:

- Identify reasonable alternatives to carry forward a preferred trail alignment; and
- Establish a long-term plan to guide the development of the multi-use trail corridor which balances land use and transportation planning.

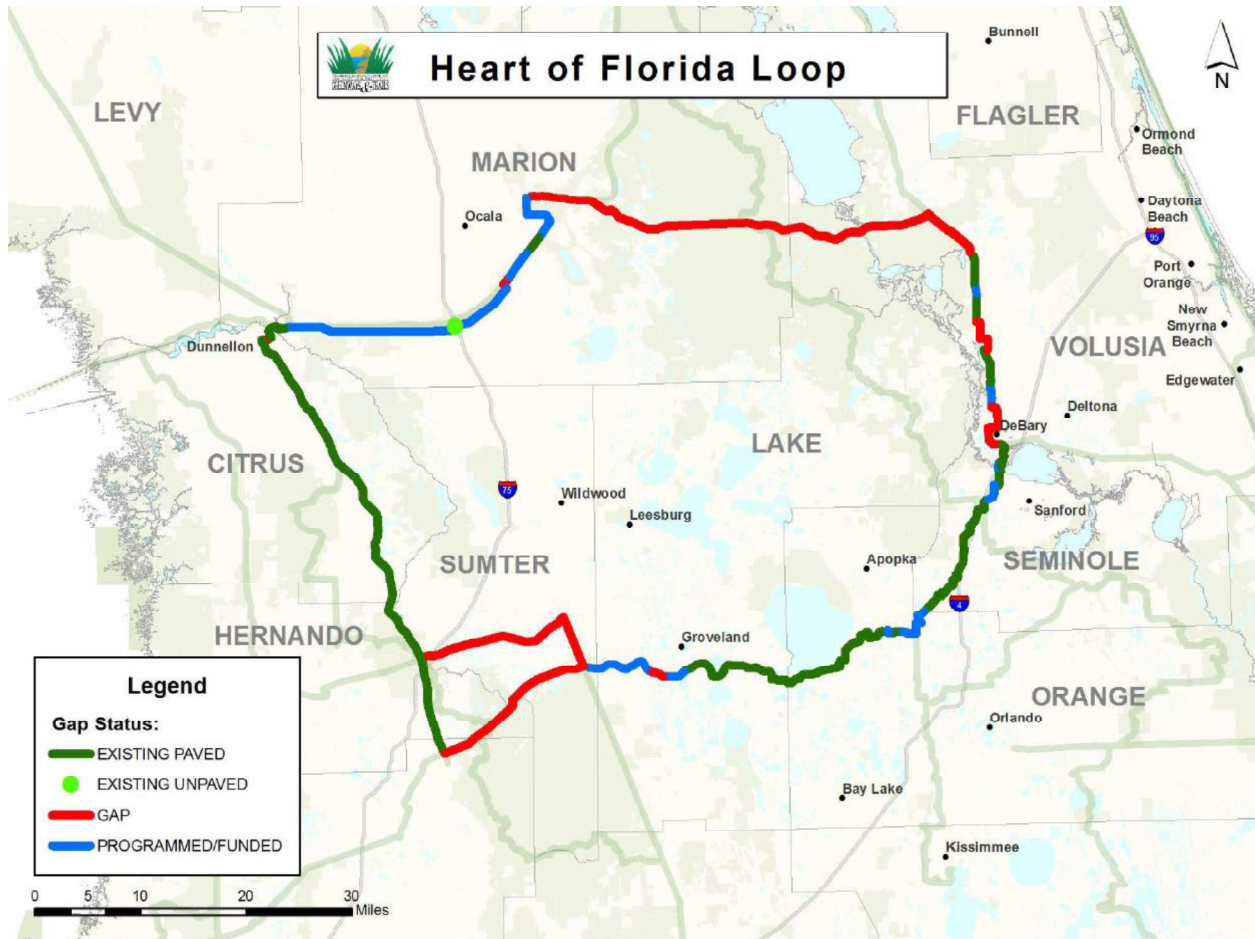
The S.R. 40 Black Bear Trail, also referred to as the Planned Black Bear Scenic Trail, is set to mostly fill the largest gap within the Heart of Florida Loop. As illustrated in Figure 1, the Heart of Florida Loop is a network of trails spanning ten Central Florida counties and encompassing 250 miles, linking existing trails. The trail would link the Ocala National Forest to the Lake George State Forest, through the local communities of Astor Park, Astor, Volusia, and Barberville, and provide connections to other trails in the area, such as the Florida National Scenic Trail. The potential trail corridor would create a new pathway for Florida residents and visitors to experience Central Florida.

2.2. STUDY AREA DESCRIPTION

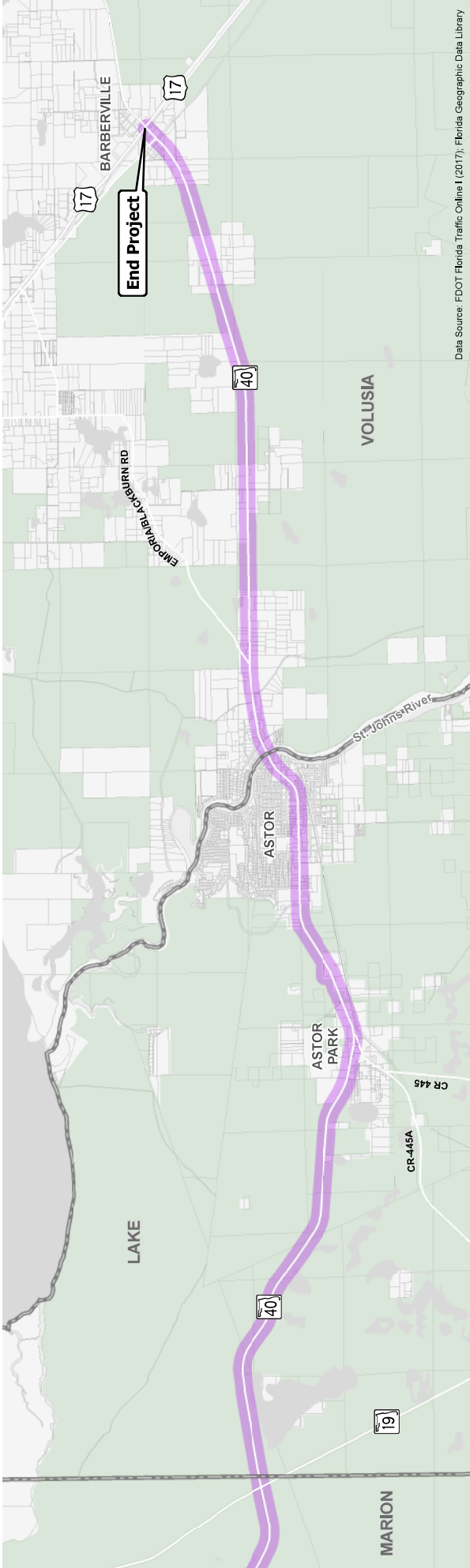
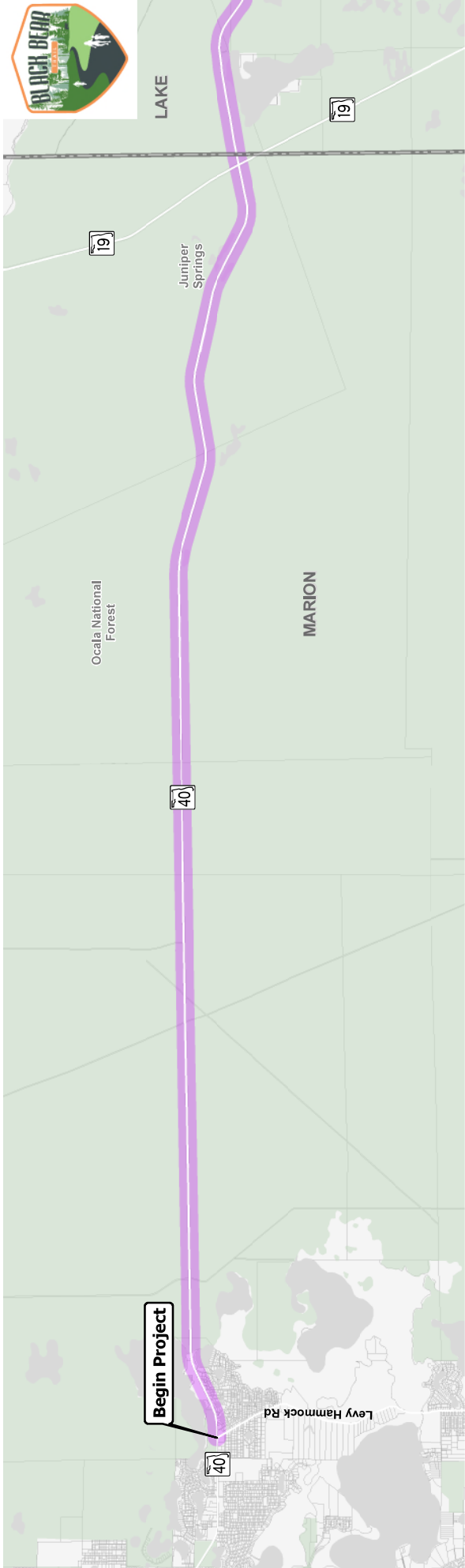
The study area is from Levy Hammock Road to U.S. 17 along S.R. 40. The trail intersects the communities of Silver Springs, Astor, Pierson, and Barberville as well as natural landmarks such as the Ocala National Forest and the St. Johns River. Figure 2 shows the project location.

S.R. 40 BLACK BEAR TRAIL - FPID # 436360-1 CORRIDOR PLANNING STUDY REPORT

Figure 1 | Heart of Florida Loop



Source: Florida Department of Environmental Protection (FDEP) - Office of Greenways and Trails



Data Source: FDOT Florida Traffic Outline I (2017); Florida Geographic Data Library

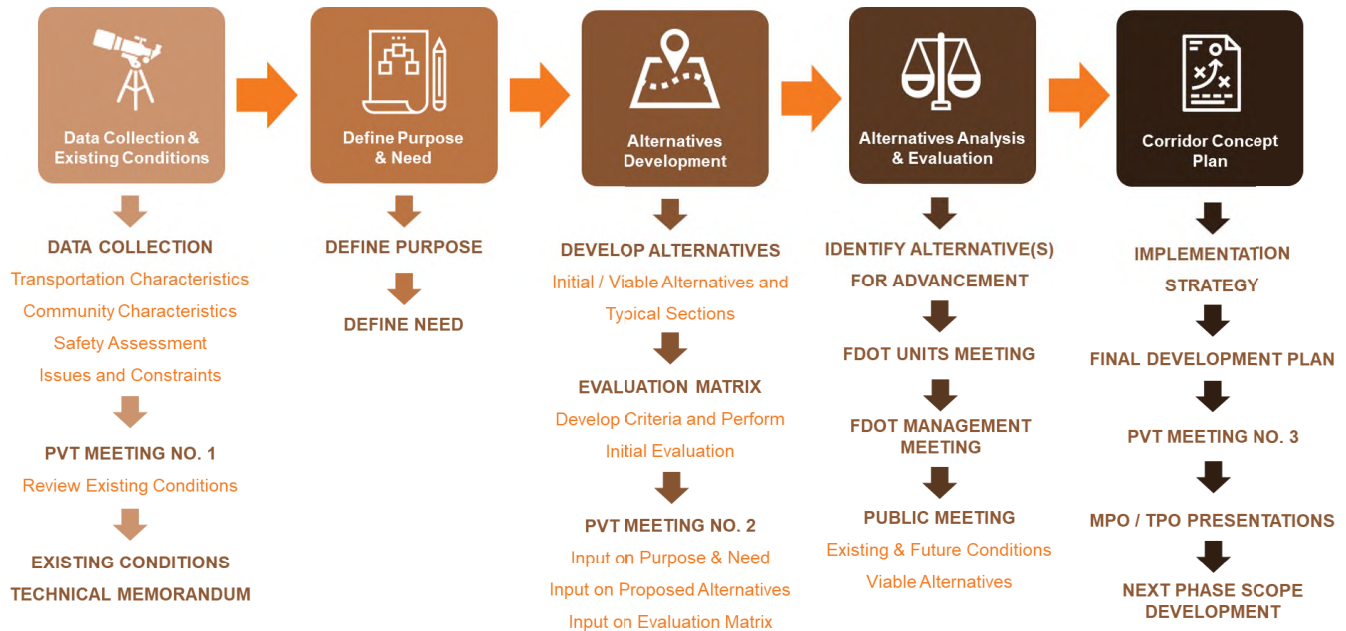
Project Location
SR 40 Black Bear Trail Corridor Planning Study
Figure 2



2.3. STUDY APPROACH

The study approach involved five steps including data collection and review of existing conditions, defining the purpose and need, development of alternatives, alternatives analysis and evaluation, and development of the corridor concept plan. Activities included in each step are shown in Figure 3. The study is currently in the corridor concept plan step which is documented in this report.

Figure 3 | Study Approach



*PVT = Project Visioning Team
Source: HDR Inc.

3. PURPOSE AND NEED

3.1. PURPOSE

The purpose of this project is to provide a safe, comfortable, and accessible paved facility for bicyclists, pedestrians, and other non-motorized users of all ages and abilities between Levy Hammock Road and U.S. 17. The project will also connect gaps within the regional trail network.

3.2. NEED FOR IMPROVEMENT

The needs for this project stem from two primary factors, which include:

- Gaps in regional trail network; and a
- Lack of safe, comfortable, and accessible pedestrian and bicycle facilities.

Gaps in Regional Trail Network

The S.R. 40 Black Bear Trail, also referred to as the Planned Black Bear Scenic Trail, would fill the largest trail network gap in the Heart of Florida Loop. The Heart of Florida Loop is a network of trails encompassing 250 miles of paved trails in ten Central Florida counties. The S.R. 40 Black Bear Trail would also provide connections to several of the Ocala National Forest's hiking, bicycle, equestrian, and motorized use trails along with the Florida National Scenic Trail. The Florida National Scenic Trail is a 1,300 mile, non-motorized recreation trail that spans nearly the entire state of Florida.

Lack of Safe, Comfortable, and Accessible Pedestrian and Bicycle Facilities

Approximately six percent (6%) of the study area households do not own a vehicle. These households are dependent upon bicycle and pedestrian facilities to travel between destinations. There are no dedicated bicycle lanes or sidewalks along S.R. 40 within the study area. Bicyclists and pedestrians currently utilize the paved or unpaved shoulders to travel adjacent to motorized vehicles. S.R. 40 is predominantly a 55 mile per hour (mph) roadway with nine percent (9%) to sixteen percent (16%) truck traffic, and is designated as an Emerging Strategic Intermodal System (SIS) corridor. Of the bicycle and pedestrian facilities that are present on connecting roadways, there are limited Americans with Disabilities Act (ADA) compliant connections between residences, community features, and conservation areas.

4. TRAFFIC

4.1. EXISTING YEAR VOLUMES AND LEVEL OF SERVICE (LOS)

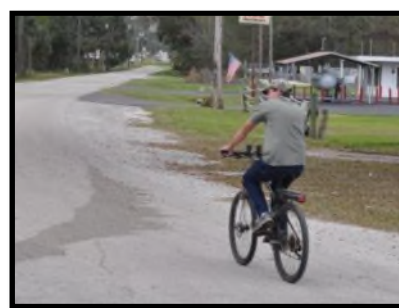
The S.R. 40 corridor is a two lane principal arterial in a rural area. The corridor is also considered by the FDOT as an Emerging SIS Corridor, which designates roadways that are of growing importance to the state economy. Part of this designation comes from the high volume of truck and commercial vehicle traffic on the corridor.

The S.R. 40 corridor traffic characteristics can be broken into various segments by county line, as shown in Figure 4. The first is in Marion County from Levy Hammock Road to S.R. 19, where Average Annual Daily Traffic (AADT) was approximately 4,900 vehicles. This means that on the average day, the road segment experiences that amount of vehicular traffic in both directions of travel combined. The second segment is in Lake County from S.R. 19 to Alco Road. The second segment has AADT counted in two locations. From S.R. 19 to County Road (C.R.) 445A, the AADT slightly decreased to approximately 4,700 vehicles in 2017. From C.R. 445A to Alco Road, the AADT experienced an increase back to 4,900 vehicles. The third segment in Volusia County from Alco Road to U.S. 17 ranges from 8,000 vehicles to 8,500 vehicles.

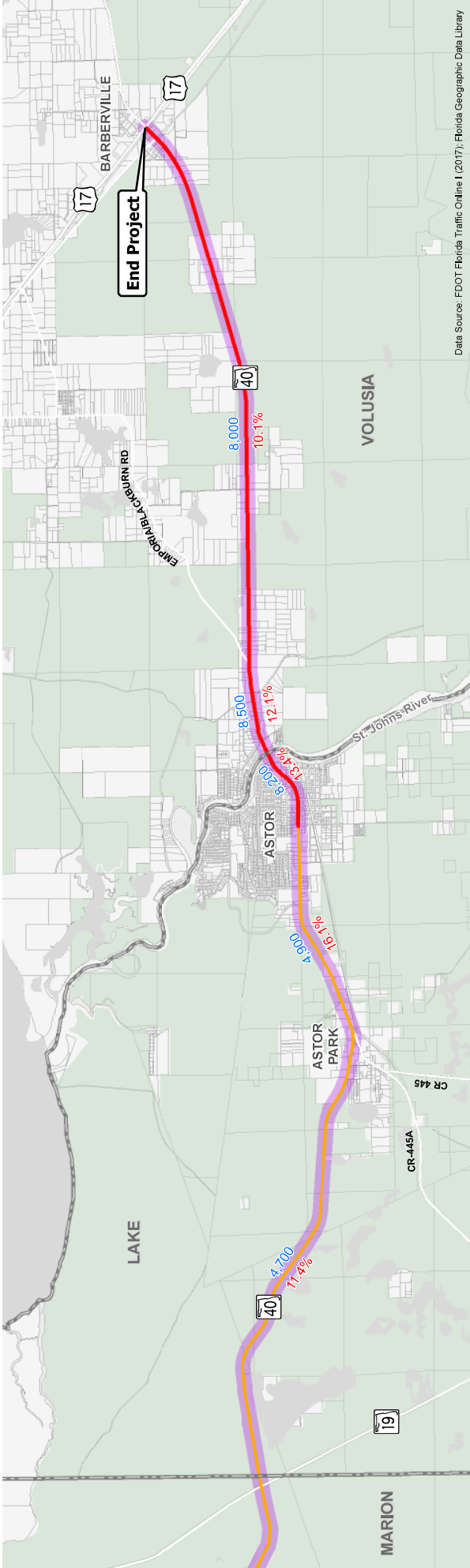
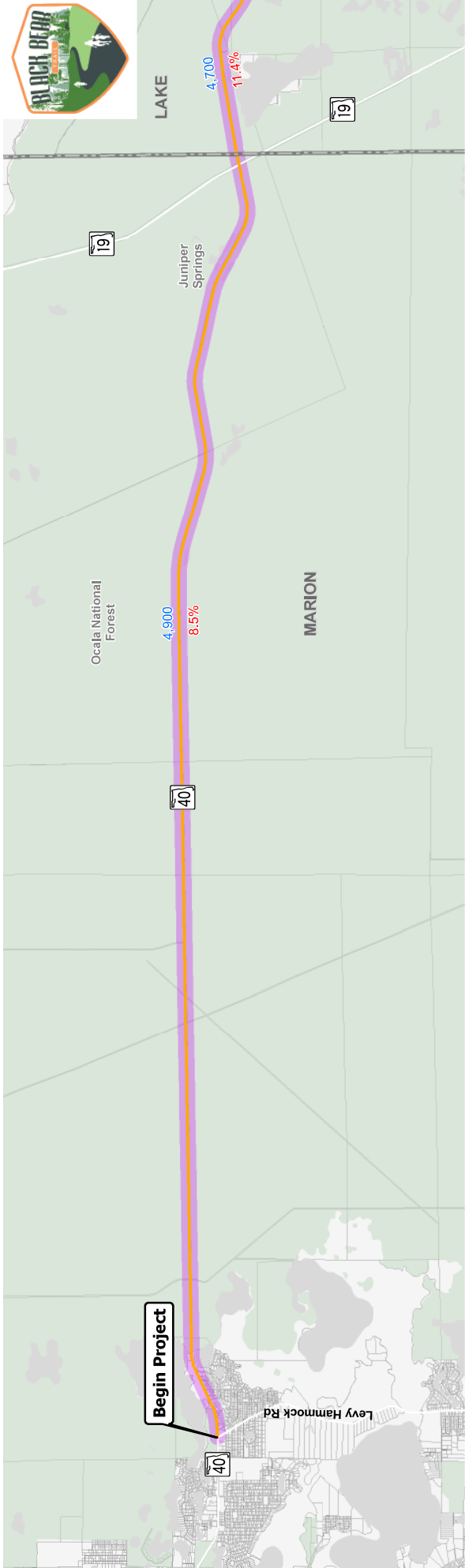
Pedestrian counts on S.R. 40 are available for the intersections with C.R. 3 and U.S. 17 (S.R. 15). The pedestrian counts at C.R. 3 are for a combined eight hours on a Tuesday in August 2013. During this data collection effort, one pedestrian was observed crossing east-west along S.R. 40 and no pedestrians were observed crossing north-south in either direction on C.R. 3. The pedestrian counts at U.S. 17 are for a combined eight hours on a Thursday in March 2016. Four pedestrians were observed crossing north-south along U.S. 17, and three pedestrians were observed crossing along S.R. 40 (east-west). No bicycle counts have been conducted along the corridor. During the field review, some cyclists were observed along S.R. 40, concentrated mostly along local streets in Astor.



Cyclist on S.R. 40



Cyclist on Local Streets in Astor



Data Source: FDOT Florida Traffic Online (2017); Florida Geographic Data Library

Project Location and Annual Average Daily Traffic (AADT) SR 40 Black Bear Trail Corridor Planning Study Figure 4

- Study Corridor(s)**: Purple outline
- Conservation Area**: Green fill
- AAADT Count**:
 - 0 - 1,000: Green line
 - 1,001 - 2,000: Yellow line
 - 2,001 - 5,000: Orange line
 - 5,001 - 10,000: Red line
 - 850: Blue line
- Truck Percentage**:
 - 9.5%: Red line

0 1 Miles

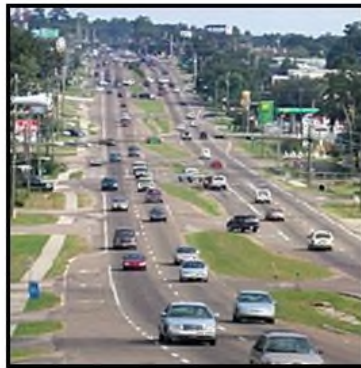


The Level of Service (LOS) measures the travel delay of vehicles and provides a “grade” based on the delay. As shown in Figure 5, an “A” grade represents free flowing traffic, while “F” is considered failing and highly congested. The LOS for S.R. 40 was obtained from the FDOT Roadway Characteristics Inventory (RCI). In 2017, the LOS was LOS B from Levy Hammock Road to S.R. 19. From S.R. 19 to U.S. 17, the roadway operates under LOS C, as illustrated in Figure 6.

Figure 5 | Level of Service Examples



A/B

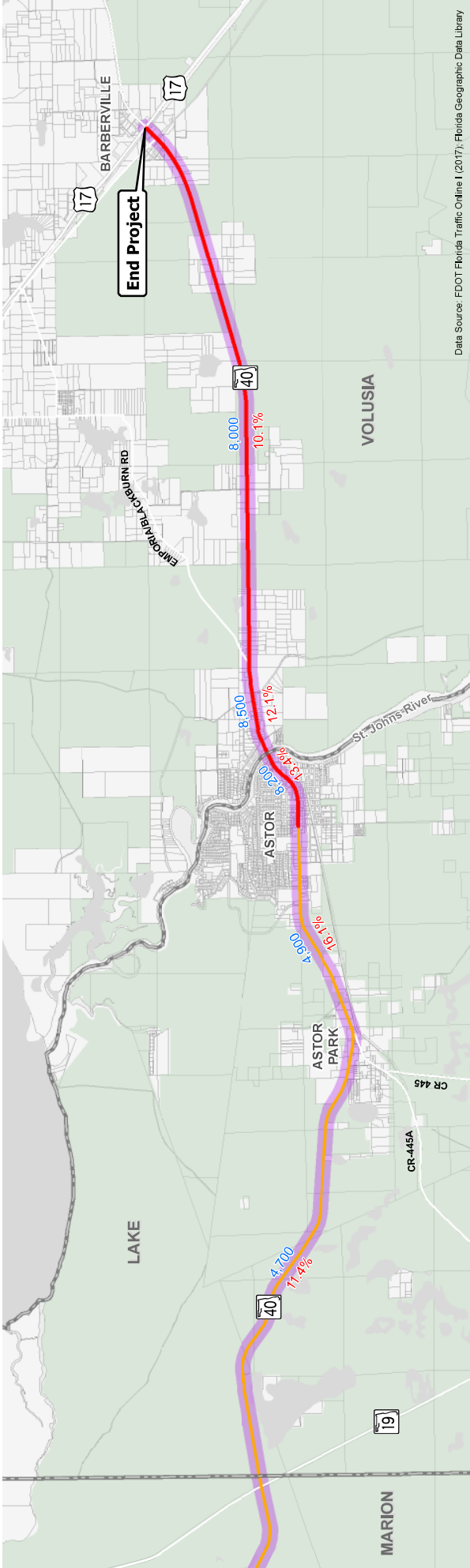
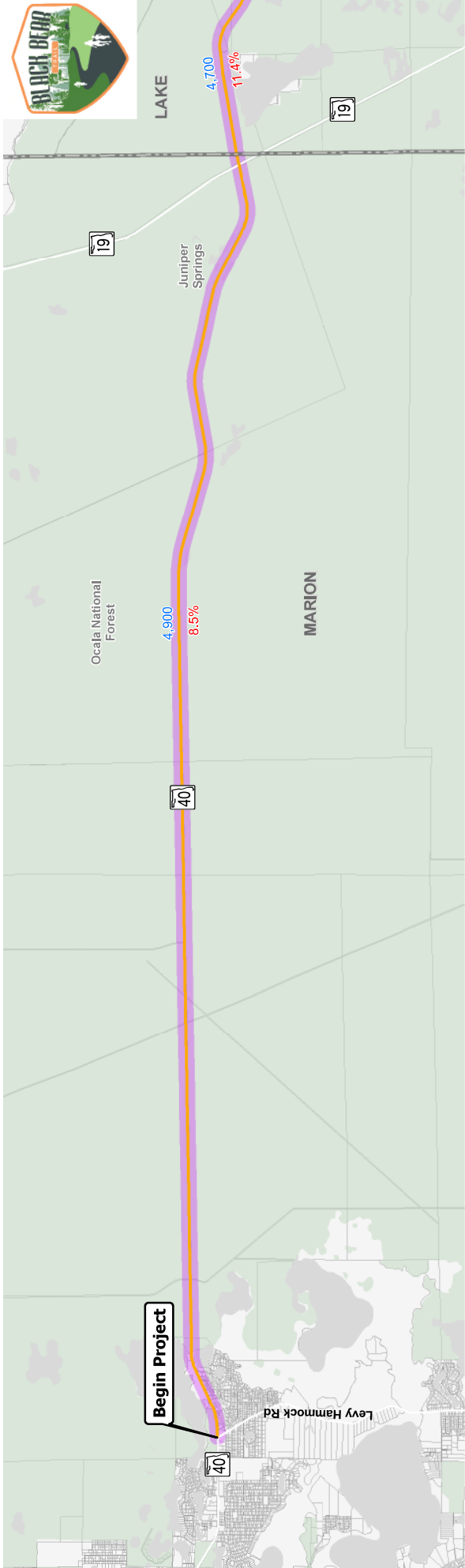


C/D



E/F

Source: HDR Inc.



Project Location and Annual Average Daily Traffic (AADT) SR 40 Black Bear Trail Corridor Planning Study Figure 6

Data Source: FDOT Florida Traffic Online (2017); Florida Geographic Data Library

Legend:

- Study Corridor(s): Purple line
- Conservation Area: Green area
- AAADT Count:
 - 0 - 1,000: Green line
 - 1,001 - 2,000: Yellow line
 - 2,001 - 5,000: Orange line
 - 5,001 - 10,000: Red line
 - 850: Blue line
- Truck Percentage:
 - 9.5%: Red line

Scale: 0 to 1 Miles

FDOT logo

PATH: E:\DATA\FDOT\GIS\DATA\GIS\DATA\PROJECTS\SR40\SR40_Plan\Map - User - 11/11/17.mxd - USER: jhall - DATE: 11/15/18

5. ALTERNATIVE ANALYSIS AND DEVELOPMENT

5.1. NO ACTION ALTERNATIVE

The No Action Alternative would result in no changes being made to the existing S.R. 40 study area. Under the No Action Alternative, S.R. 40 would remain as it exists today, and there would not be any bicycle nor pedestrian facilities developed. Bicyclists and pedestrians would continue to utilize the existing paved or unpaved shoulders of S.R. 40 to travel adjacent to vehicular traffic.

The primary advantage of the No Action Alternative is that there would be no environmental impacts from construction in conservation areas within the U.S. Department of Agriculture (USDA) Forest Service and Florida Forest Service lands. It does not require any capital, or expenditure of state/federal funds, and does not necessitate the acquisition of additional land or mitigation.

The disadvantages of the No Action Alternative are significant when compared to the Build Alternatives.

- Safety concerns with potential conflicts between high-speed vehicular traffic and pedestrians/cyclists traveling within close proximity.
- Lack of safe, comfortable, and accessible pedestrian and bicycle facilities within the area.
- A 27-mile gap within the regional trail network remains unresolved.

The No Action Alternative provides baseline information by which other project alternatives may be compared throughout the alternative selection process, which is further described in Section 5.5. The No Action Alternative will be carried forward throughout the project process, but could be eliminated because it does not fulfill the study's purpose and need.

5.2. TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATION (TSM&O) AND MULTI-MODAL ALTERNATIVES

Transportation Systems Management and Operations (TSM&O) alternatives are comprised of various improvement options and are usually generated to achieve the maximum use and energy efficiency of the existing facility. TSM&O alternatives include activities designed to optimize the performance and utilization of the existing infrastructure through implementation of systems, services, and projects to preserve the capacity and improve security, safety, and reliability of the roadway system.

Each of the proposed trail alternatives, as described in Section 5.5, are focused on providing safe, comfortable, and accessible bicycle and pedestrian facilities between Levy Hammock Road and U.S. 17. The proposed improvements constitute a TSM&O initiative. The proposed improvements also include multi-modal components, as each build alternative analyzes a corridor for bicyclists and pedestrians to travel between destinations within the study area and ties into existing transit routes where present.

5.3. DESIGN CRITERIA

The design of the S.R. 40 Black Bear Trail needs to follow all proper design elements for a trail with consideration given to the local area. Table 1 supplies the design guidance required for trail width, cross slope, grading, clearance, geometric restrictions, and offset from the vehicular travel way. All design standards are sourced from the 2018 FDOT Design Manual (FDM), which sets forth geometric and other design criteria, as well as procedures for FDOT projects.

Table 1 | Design Criteria

DESIGN ELEMENT	CRITERIA	SOURCE	
Widths			
<u>Two-Directional Shared Use Path</u>			
Range	10-14 ft	FDM, Section 224.4	
Standard	12 ft		
<u>Sun Trail Network Facilities</u>			
Less than 12 ft	Chief Planner's Approval Required		
<u>Sun Trail Network Facilities N/A</u>			
Limited R/W	10 ft		
Constrained Conditions	8 ft		
*Consider accommodation of emergency and maintenance vehicles/management of steep grades when selecting width of path. *FHWA's Shared Use Path Level of Service Calculator may be used as a guide in determining appropriate width.			
Cross Slopes			
Maximum Cross Slope (ADA Requirements)	2%		FDM, Section 224.5
Changing Slope Direction of Path	Use 75 ft distance to transition from -2% to 2% OR 2% to -2% *Consider potential for ponding water		
Longitudinal Grades			
Maximum Grade (ADA Requirements)	5%	FDM, Section 224.6	
Ramp	> 5%		
Max Ramp Slope	8.33% with a maximum rise of 30 inches with a level landing at least 60 inches in length		

S.R. 40 BLACK BEAR TRAIL - FPID # 436360-1

CORRIDOR PLANNING STUDY REPORT

Table 1 | Design Criteria

DESIGN ELEMENT	CRITERIA		SOURCE
Ramp Maximum Grade	Grade (%)	Length (ft)	FDM, Table 224.6.1, *Refer to FDM 224.11 for controls on grade changes
	6	800	
	7	400	
	8	300	
	9	200	
	10	100	
	+11	50	
	1) When using a longer grade, consider adding 4 to 6 ft of additional width to path to allow a bicyclist to dismount and walk their bicycle. 2) Clear Distances and sight distances should be adjusted to accommodate longer grades.		
Horizontal Clearance			
Adjacent to both sides of path	4 ft	*including placement of signs	FDM, Section 224.7
Max Slope adjacent to both sides of path	1:6		
Graded Area Width	2 ft		
Restricted Conditions (bridge abutments, sign posts, fencing, railing)	Within 4ft of the edge of pavement; not less than 2 ft		
Vertical Clearance			
Bottom of lowest edge of an overhead obstruction to any portion of path under obstruction	10 ft		FDM, Section 224.8, *FDM 260.6 for bridge structure minimum clearance
Overhead Signs/ Other obstructions under constrained conditions	8 ft		
Accommodation of equestrians/maintenance and emergency vehicles;	12 ft		
Underpasses and tunnels;	*Existing elements that provide a minimum 8 ft vertical clearance are not required to be corrected to the clearances listed above.		
SUN Trail			

Table 1 | Design Criteria

DESIGN ELEMENT	CRITERIA	SOURCE		
Design Speed				
Longitudinal Grade ≤4%	18 mph	FDM, Section 224.9		
Longitudinal Grade > 4%	30 mph			
Minimum Radii				
Horizontal Curves	Design Speed	Cross Slope	Minimum Radius	FDM, Table 224.10.1
	18 mph	2%	74 ft	
	18 mph	-2%	86 ft	
	30 mph	2%	261 ft	
	30 mph	-2%	316 ft	
*For paths with two-way traffic use minimum radius given for cross slope of -2%				
Stopping Sight Distance				
Flat Grades	Design Speed	Grade		FDM, Table 224.10.2
	18 mph	134		
	30 mph	Use 18 mph Values		
	*Stopping Sight Distance based on an object height of 0.0 ft and eye height of 4.5 ft.			
	*More information on calculating minimum stopping sight distances may be found in the <i>AASHTO Guide for the Development of Bicycle Facilities, 2012.</i>			
Vertical Alignment				
When S>L	$L = 2S \frac{900}{A}$		FDM, Section 224.11	
When S<L	$L = \frac{AS^2}{900}$			
<i>L</i> =Min. Length of Vertical Curve (ft.)				
<i>A</i> =Algebraic Grade Difference (%)				
<i>S</i> =Stopping Sight Distance (ft.)				

Table 1 | Design Criteria

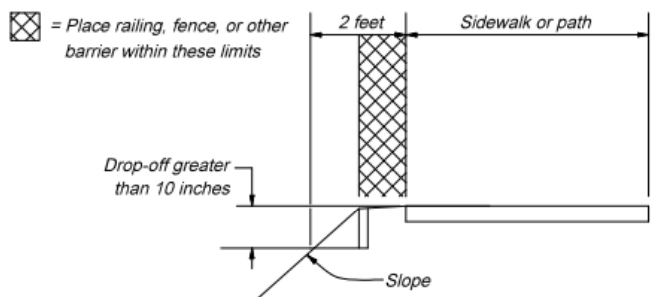
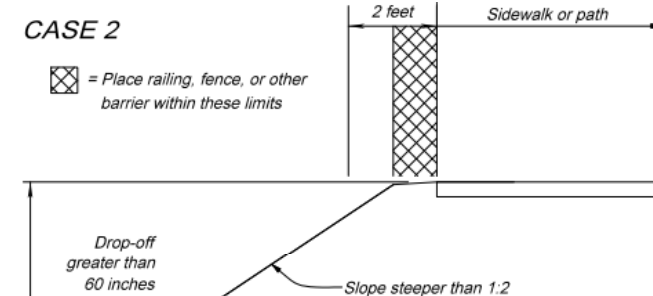
DESIGN ELEMENT	CRITERIA	SOURCE
Separation from Roadway		
Flush Shoulder w/speeds \leq 45 mph	Edge of path at least 5 ft from edge of paved shoulder	FDM, Section 224.12
Curbed Roadways w/speeds \leq 45 mph	Edge of path at least 4 ft from back of curb w/consideration of roadside obstructions (e.g. signs, light poles)	
Roadways w/speeds \geq 50 mph	Edge of path at least 5 ft from shoulder break	
Drop-off Hazards		
Shielding Severity Condition 1	<p>CASE 1</p> <p>☒ = Place railing, fence, or other barrier within these limits</p>  <p style="text-align: center;">A drop-off greater than 10 inches (or a slope resulting in a drop-off greater than 10 inches) that is closer than 2 feet from the edge of path or sidewalk should be considered a hazard and shielded.</p>	FDM, Figure 224.15.1
Shielding Severity Condition 2	<p>CASE 2</p> <p>☒ = Place railing, fence, or other barrier within these limits</p>  <p style="text-align: center;">A slope steeper than 1:2 that begins closer than 2 feet from the edge of path or sidewalk should be considered a hazard and shielded when the total drop-off is greater than 60 inches.</p>	

Table 1 | Design Criteria

DESIGN ELEMENT	CRITERIA	SOURCE
Shielding for Severity Conditions other than Cases 1 or 2	<ol style="list-style-type: none"> 1) The engineer should consult the District Bicycle/Pedestrian Coordinator or Trail Coordinator regarding pedestrian and cyclist traffic and their routes. 2) Installing fencing or railings are two ways to shield the drop-offs. Fencing is generally intended for use in rural areas along paths and trails. Railing is generally intended for urbanized areas, locations attaching to bridge rail or along concrete walkways. Pedestrian/Bicycle Railings (<i>Standard Plans, Index 515 Series</i>) are adequate for shielding all drop-offs but are generally intended for use on drop-offs greater than 60 inches. Pipe Guiderail (<i>Standard Plans, Index 515-070 and 515-080</i>) is adequate for shielding drop-offs which are 60 inches or less. 3) Along continuous sections where the drop-off varies above and below the 60-inch threshold, for uniformity the engineer may consider using only one of the railing types adequate for shielding all drop-offs. 4) Railing or fencing near intersections or driveways could obstruct the driver's line of sight. To reduce the need for railings, as a sidewalk or shared use path approaches an intersection, consider extending cross drains and side drains to minimize drop-offs. 5) The installation of fencing, railing, or pipe guardrail presents a hazard in and of itself. Evaluate whether or not the installation of these devices present a greater risk than the drop-off or other condition it is intended to shield. 	FDM, Section 224.15

Table 1 | Design Criteria

DESIGN ELEMENT	CRITERIA	SOURCE
Drainage	<p>Environmental Resource Permit (ERP) should be obtained if trail construction impacts are not exempt or above the permit thresholds for the water quantity, water quality, and wetlands.</p> <p>Storm water Pollution Prevention Plan (SWPPP) should be developed and submitted.</p>	<p>SJRWMD</p> <p>FDM, Drainage Design Guide</p> <p>National Pollutant Discharge Elimination System (NPDES)</p>

5.4. BUILD ALTERNATIVES

Three alternatives were identified for the multi-use path. The first alternative, Alternative A, begins at the intersection of Levy Hammock Road and S.R. 40 in Marion County on the northern side of S.R. 40 and heads east, following S.R. 40. Alternative A crosses to the southern side of the corridor in one location; the crossing is west of Alco Road in Astor, continuing over the Astor Bridge using the existing sidewalk on the south side, and then crossing back to the northern side of S.R. 40 before reaching Ronda Lane. Alternative A then continues through Volusia County along the north side of S.R. 40, and ends at the intersection of U.S. 17 and S.R. 40 in Barberville.

The second alternative, Alternative B, begins at the intersection of Levy Hammock Road and S.R. 40 in Marion County on the southern side of S.R. 40 and heads east, following S.R. 40. Alternative B crosses the Astor Bridge on the southern side as well, continuing into Volusia County from Lake County. Alternative B ends on the southern side of S.R. 40 at the intersection of U.S. 17 and S.R. 40 in Barberville.

As a result of the study's progression and stakeholder input, a third alternative, Alternative C, was developed. Alternative C begins at the intersection of Levy Hammock Road and S.R. 40, and travels east along the northern side of S.R. 40 until reaching the intersection of S.R. 19. At S.R. 19, Alternative C crosses to the south side of S.R. 40, and continues eastward on the south side of the road until reaching the intersection with U.S. 17.

Appendix A contains an overview presentation with the alternatives overlaid on aerial imagery. Concept plans for each alternative are contained in Appendix B.

5.4.1. TYPICAL SECTION(S)

The build alternatives consist of four typical sections, which are shown in Figure 7 to Figure 11. The typical sections were designed to accommodate constrained and unconstrained right-of-way locations. The sections of S.R. 40 that are not separated from adjacent land by a physical barrier (i.e. fence or wall) are classified as non-constrained areas. Constrained areas are separated from adjacent land by a physical barrier and limit the possibility of easements to accommodate drainage modifications.

Figure 7 | Typical Section 1 – Trail within Existing Right of Way / Easements



Figure 8 | Typical Section 2 – Trail in Separate Easement



Figure 9 | Typical Section 3 – Constrained Areas



Figure 10 | Typical Section 4A – Very Constrained with Shoulder Gutter

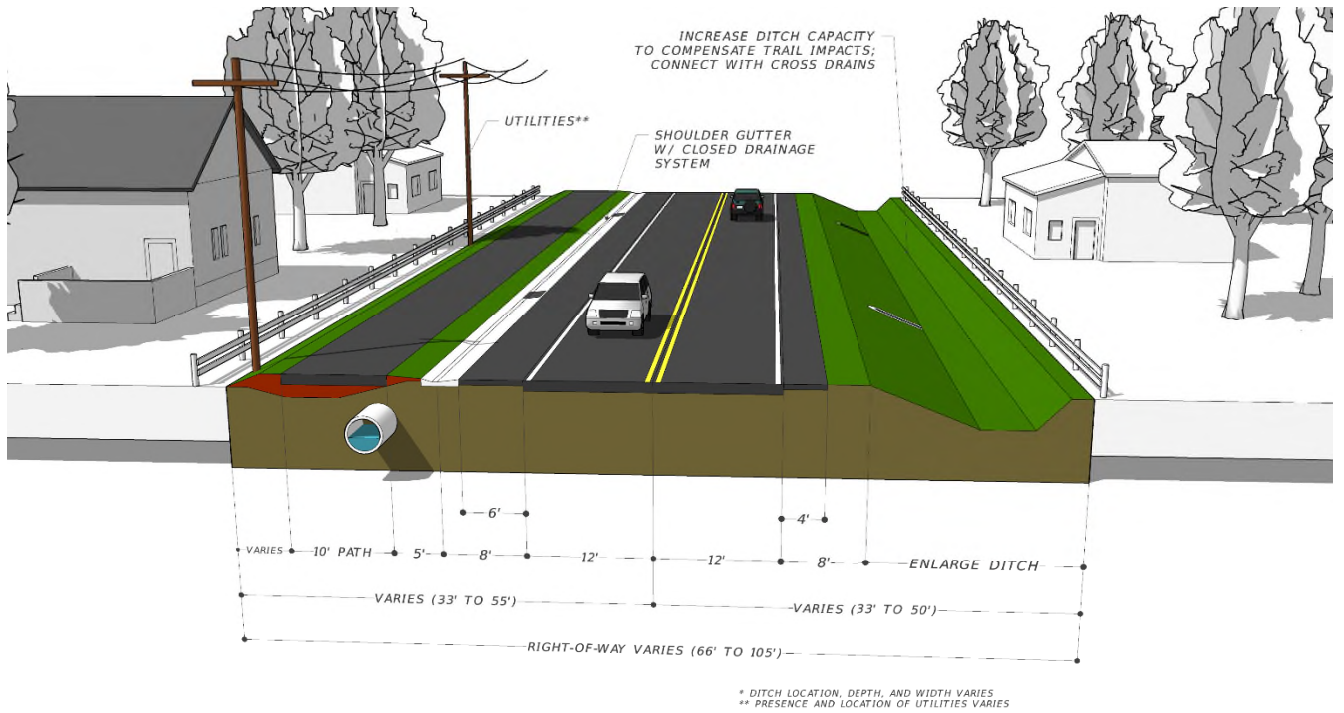
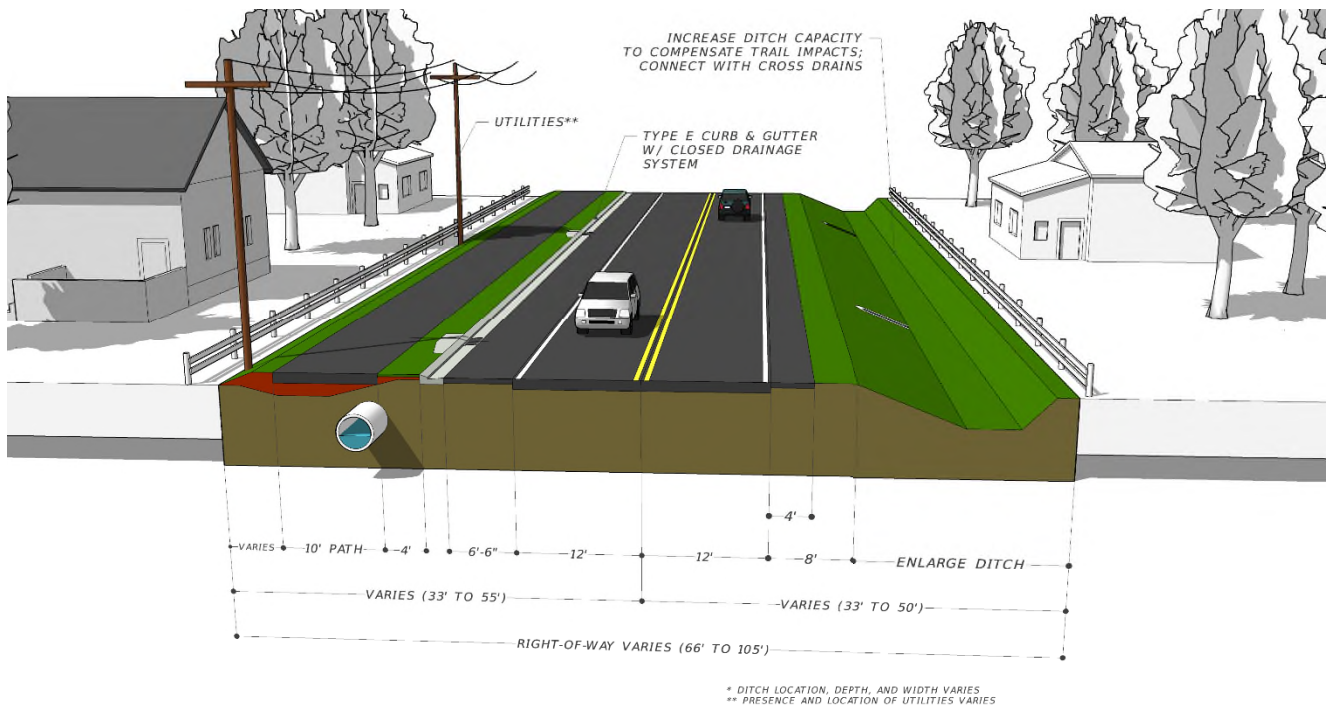


Figure 11 | Typical Section 4B – Very Constrained with Curb and Gutter



5.5. INITIAL ALTERNATIVES COMPARISON AND MATRIX

The themes for the evaluation criteria were developed based on the study's goals and objectives for the S.R. 40 Black Bear Trail Corridor from Levy Hammock Road to U.S. 17. These criteria address socioeconomic characteristics, cultural and natural resources, physical characteristics, trail experience, traffic operations and safety, and project cost estimates to capture the development of the project. In addition, the criterion examines the qualitative factors such as community support and the continual support from maintaining municipalities. The following comparative evaluation examines each criterion and summarizes the assessment conducted for each alternative. The evaluation process used these criteria to determine recommended corridors to be carried forward to the next phase of the project.

5.5.1. SOCIAL & ECONOMIC EVALUATION

5.5.1.1. Consistency with Local Plans

A review of local transportation plans was performed to demonstrate the consistency of this project with regional and local transportation planning efforts. A summary of the project's consistency is provided below, and the full analysis is documented in the S.R. 40 Black Bear Trail Corridor Planning Study: Existing Conditions Report.

The Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails (OGT) supports this project based on the OGT 2018 Priority List. Additional support is found in the Lake~Sumter Metropolitan Planning Organization (Lake~Sumter MPO) Transportation Improvement Program 2017/2018 – 2021/2022 as part of the Bicycle/Pedestrian and Trails section (Lake~Sumter MPO, 2017/2018, p. 6-44). The Ocala/Marion Transportation Planning Organization (Ocala/Marion TPO) supports this project based on information provided in the Transportation Improvement Program 2017/2018 – 2021/2022 (Ocala/Marion TPO, 2017/2018, p. 4-11). Lastly, the River to Sea Transportation Planning Organization (R2CTPO) supports this project based on information provided in the Transportation Improvement Program 2017/2018 – 2021/2022 within the Bicycle, Pedestrian & Enhancement Projects section (R2CTPO, 2017/2018, p. 176).

While the Marion and Volusia County Comprehensive Plans do not specifically identify the S.R. 40 Black Bear Trail, the Lake County Trails Master Plan (2008) identified the S.R. 40 Black Bear Trail as a future project (Lake County, 2008). The Lake County 2030 Comprehensive Plan Planning Horizon 2030 also recommends adding non-invasive amenities to scenic roads, such as sidewalks and bike paths (Lake County, 2008).

5.5.1.2. Maintaining Agencies & Community Support

Support from the maintaining agencies and local communities are integral components to the success of a trail alternative. Each of the three maintaining agencies are in support of the S.R. 40 Black Bear Trail, and are in discussions with both FDOT and the USDA Forest Service to finalize maintenance agreements in the design phase. Their support for each alternative is shown in Table 2. The degrees of support (low/medium/high) were determined based on feedback and discussion from stakeholders and community representatives during the three Project Visioning Team meetings which are further described in Section 6.1 and in the Public Involvement Plan.

The S.R. 40 Black Bear Trail study area has a population of 1,200 people and over 475 households based on the 2016 American Community Survey (ACS) data. Support for the S.R. 40 Black Bear Trail Corridor by the community within the study area is analyzed for each alternative based on degree of support as shown in Table 2.

Table 2 | Maintaining Agencies & Community Support

	Alternative A	Alternative B	Alternative C
Maintaining Municipalities	Medium	High	Medium
Community Support	Medium	High	Medium

5.5.1.3. Property Impacts

The total number of parcels and acreage of impacts within the study area are identified in Table 3 for each alternative. No relocations are anticipated with any of the alternatives. The government-owned parcels are all Federal and State forest land. The private parcel takes occur near C.R. 3 where right-of-way is very constricted. Alternative A impacts two private parcels owned by Underhill Family Holdings LLLP. Alternative B impacts one private parcel owned by Underhill Family Holdings LLLP and one private parcel owned by The Pioneer Center.

The parcel impacts for Alternative B are potentially optional depending upon the typical section selected in each segment; however, using a constrained typical section throughout the corridor is not the preferred method of the project stakeholders.

Table 3 | Potential Property Impact(s)

	Alternative A	Alternative B	Alternative C
Total Parcel Impact(s)	14	18	17
<i>Private</i>	2	2	2
<i>Public / Government-Owned</i>	12	16	15
Total Acres of Impact(s)	21.5	35.2	32.7
<i>Private</i>	0.8	0.5	0.5
<i>Public / Government-Owned</i>	20.7	34.7	32.2

5.5.1.4. Community Facilities

The community services and social resources within the study area are displayed in the *Existing Conditions Report, Figure 27*, available under separate cover. A synopsis of the resources present within 0.25 mile of each alternative is shown in Table 4. The potential connectivity to social and cultural resources is similar for each alternative.

Table 4 | Summary of Social Resources in the Study Area by Alternative

	Alternative A	Alternative B	Alternative C
Schools	0	0	0
Churches / Religious Institutions	3	3	3
Fire and Police	3	3	3
Medical and Emergency Operation Facilities	1	1	1
Other Public Buildings and Facilities	2	2	2
Cemeteries	3	3	3
Parks and Boat Ramps	5	5	5
TOTAL	17	17	17

5.5.2. CULTURAL RESOURCES EVALUATION

5.5.2.1. Historic and Archaeological Resources

Section 106 of the National Historic Preservation Act (NHPA) requires that historic and archaeological resources be considered in project planning for federally funded or permitted projects. Cultural resources or historic properties, which include, “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP)”, have been identified within the study area using the Florida Division of Historic Resources Florida Master Site File. Obtained through the Florida Geographic Data Library (FGDL), these sites are shown in the *Existing Conditions Report, Figure 26* and summarized in the *Existing Conditions Report, Table 9*. A comparison of the number of properties containing known historic or archaeological resources within 200 feet of each trail alternative are summarized in Table 5.

Table 5 | Cultural Resources Alternatives Comparison

	Alternative A	Alternative B	Alternative C
State Historic Preservation Office Structures <i>Number / Eligible or Potentially Eligible for listing in NRHP</i>	19 / 4	16 / 4	15 / 3
State Historic Preservation Office Bridges <i>Number / Eligible or Potentially Eligible for listing in NRHP</i>	0 / 0	0 / 0	0 / 0
State Historic Preservation Office Cemeteries <i>Number / Eligible or Potentially Eligible for listing in NRHP</i>	2 / 2	2 / 2	2 / 2
State Historic Preservation Office Sites <i>Number / Eligible or Potentially Eligible for listing in NRHP</i>	1 / 1	0 / 0	0 / 0
Total <i>Number / Eligible or Potentially Eligible for listing in NRHP</i>	22 / 7	18 / 6	17 / 5

5.5.2.2. Section 4(f) Resources

Section 4(f) refers to a portion of the Department of Transportation Act of 1966, now known as 23 U.S.C. § 138 and 49 U.S.C. § 303, which “governs the use of publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or private historic sites for U.S. DOT transportation projects.” These resources are typically referred to as Section 4(f) resources or properties (*FDOT PD&E Manual 2019*).

The S.R. 40 Black Bear Trail is anticipated to have Section 4(f) impacts, due to the proximity of each of the trail alternatives to Ocala National Forest (USDA Forest Service). Historic sites are also located within a quarter mile of each trail alternative, as noted in Section 5.5.3.1 Historic and Archaeological Resources, which may incur *de minimis* impacts to the properties.

5.5.2.3. Recreation Areas

There are several public parks, boat ramps, and conservation lands located within 0.25 mile of the corridor, as listed below.

- Astor Boat Ramp #1; End of Pearl Street
- Astor Lions Community Park; 54905 Alco Road, Astor, FL 32102
- Butler Street Boat Ramp; Butler Street, Astor, FL 32102
- Lake George State Forest; 5458 U.S. 17, De Leon Springs, FL 32130
- Mill Dam Boat Ramp; FR 59, Silver Springs, FL 34488
- Ocala National Forest; 40929 S.R. 19, Umatilla, FL 32784
- Pearl Street Boat Ramp; Pearl St, Astor, FL 32102
- Wildcat Lake Park and Boat Ramp; S.R. 40, Astor, FL 32102

The S.R. 40 Black Bear Trail provides the opportunity to connect to other trails as is further discussed in Section 5.5.5.

5.5.3. NATURAL RESOURCES EVALUATION

5.5.3.1. Wetlands and Other Surface Waters

Wetlands are protected under Executive Order 11990, “Protection of Wetlands”. Within the study area, several rivers, creeks, and lakes have been located. The presence of surface waters increases the occurrence of wetlands. Desktop analysis of National Wetlands Inventory data and field visits were used to identify wetlands. Potential wetland impacts resulting from each alternative are compared in Table 6.

Table 6 | Wetland Impacts

	Alternative A	Alternative B	Alternative C
Acreage of Potential Wetland Impacts	1.4	0.5	3.0

Direct wetland impacts can be minimized through use of a gravity wall or similar drainage modification, and through use of boardwalks. Indirect impacts include introduction of potential pollutants, increased runoff, a higher probability of ponding, and fluctuating water level elevations as a result of the trail improvements. The severity of each impact should be considered. Any indirect impact should comply and align with any applicable ordinances or proposed conservation or developmental plans set forth by the St. Johns Water Management District, particularly in regards to the Ocklawaha and St. Johns basins.

5.5.3.2. Floodplains

Protection of floodplains is required by Executive Order 11988, "Floodplain Management", USDOT Order 5650.2, "Floodplain Management and Protection," and Federal-Aid Policy Guide 23 CFR 650A. Floodplains were identified using Federal Emergency Management Agency maps and geographic information system (GIS) data. The trail will cross numerous floodplains, particularly the segment between S.R. 19 and the St. Johns River. Most of the floodplains are designated as Zone A, which indicates a 100-year flood elevation is not determined. The floodplains associated with Halfmoon Lake and the St. Johns River are classified as Zone AE with a known flood elevation. A comparison of the floodplain impacts from each trail alternative are summarized in Table 7.

Table 7 | Floodplain Impacts

	Alternative A	Alternative B	Alternative C
Acreeage of Potential Floodplain Impacts	6.1	6.1	6.1

Sections of boardwalk or similar structure can be utilized in locations over floodplains to mitigate impacts.

5.5.3.3. Outstanding Florida Waters / Aquatic Preserves

The study has no involvement with Florida's aquatic preserves. Five water bodies within the study area have been classified by the U.S. Environmental Protection Agency (EPA) as Outstanding Florida Waters:

- Juniper Creek,
- Alexander Springs Creek,
- Lake Dexter,
- Lake Woodruff, and
- Lake Disston.

No impacts to the Outstanding Florida Waters are anticipated with any of the proposed build alternatives.

5.5.3.4. Wild and Scenic Rivers

There are no wild and scenic rivers present in the study area.

5.5.3.5. Wildlife and Habitat

Conservation lands within the Ocala National Forest and Lake George State Forest create a higher potential for occurrence of protected wildlife and plant species in the study area. Lake George, Lake Woodruff, and the St. Johns River are aquatic areas classified as critical habitats for the West Indian Manatee. Information regarding the primary wildlife and plant species are referenced in Table 8 and Table 9. Species were identified utilizing the Florida Geographic Data Library and their protection status was obtained from the Florida Fish & Wildlife Conservation Commission and the EPA. Additionally, consultation areas were identified within the project limits for the following species.

- Lake wales ridge plants (from western project limit to C.R. 445A)
- Red-cockaded woodpecker (entire study area)
- Sand skink (from western project limit to approximately one mile east of the S.R. 19 intersection)
- Florida scrub-jay (entire study area)
- Snail kite (from eastern project limit to approximately 1.5 miles west of S.R. 19 intersection)

Direct impacts to protected species are not known at this time. Habitat fragmentation is categorized as a low risk for all alternatives because the trail would extend an existing barrier rather than developing/clearing a new path through the forest.

Within the study area bald eagles have the potential to occur; several nests are located within the Ocala National Forest and surrounding areas (the *Existing Conditions Report, Figure 24*). These bald eagles are identified as a federally managed species by the Bald and Golden Eagle Protection Act. However, there is no intended direct impact to the nesting sites, as they are within a half-mile buffer of the study area.

Table 8 | Wildlife in Study Area

Wildlife Species Common Name	Scientific Name	Federal or State Listing	Protection Status
Atlantic sale marsh snake	<i>Nerodia clarkii</i>	Federal	Threatened
Bald eagle	<i>Haliaeetus leucocephalus</i>	Federal	Managed
Blue purse-web spider	<i>Sphodros abboti</i>	-	-
Eastern indigo snake	<i>Drymarchon couperi</i>	Both	Threatened
Everglade snail kite	<i>Rostrhamus sociabilis</i>	Both	Endangered
Florida black bear	<i>Ursus americanus floridanus</i>	State	Managed

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Wildlife Species Common Name	Scientific Name	Federal or State Listing	Protection Status
Florida pine snake	<i>Pituophis melanoleucus</i>	State	Threatened
Florida scrub lizard	<i>Sceloporus woodi</i>	-	-
Florida scrub-jay	<i>Aphelocoma coerulescens</i>	Both	Threatened
Gopher tortoise	<i>Gopherus polyphemus</i>	State	Threatened
Green sea turtle	<i>Chelonia mydas</i>	Federal	Threatened
Hawksbill sea turtle	<i>Eretmochelys imbricata</i>	Federal	Endangered
Kemp's ridley sea turtle	<i>Lepidochelys kempii</i>	Federal	Endangered
Leatherback sea turtle	<i>Dermochelys coriacea</i>	Federal	Endangered
Loggerhead sea turtle	<i>Caretta caretta</i>	Federal	Threatened
Long-tailed weasel	<i>Mustela frenata</i>	-	-
Piping plover	<i>Charadrius melodus</i>	Federal	Threatened
Red widow spider	<i>Latrodectus bishopi</i>	-	-
Red-cockaded woodpecker	<i>Picoides borealis</i>	Both	Endangered
Rosemary grasshopper	<i>Schistocerca ceratiola</i>	-	-
Sand pine scrub ataenius beetle	<i>Ataenius saramari</i>	-	-
Sand skink	<i>Neoseps reynoldsi</i>	Federal	Threatened
Short-tailed hawk	<i>Lampropeltis extenuata</i>	-	-
Snail kite	<i>Rostrhamus sociabilis</i>	Both	Endangered
Striped newt	<i>Notophthalmus perstriatus</i>	Federal	Managed
Swallow-tailed kite	<i>Elanoides forficatus</i>	-	-
West Indian manatee	<i>Trichechus manatus</i>	Federal	Threatened
Wood stork	<i>Mycteria americana</i>	Both	Threatened

Table 9 | Plant Species in Study Area

Plant Species	Scientific Name	Federal or State Listing	Protection Status
Ashe's savory	<i>Calamintha ashei</i>	-	-
Britton's beargrass	<i>Nolina brittoniana</i>	Federal	Endangered
Florida bonamia	<i>Bonamia grandiflora</i>	Federal	Threatened
Lewton's polygala	<i>Polygala lewtonii</i>	Federal	Endangered
Longspurred mint	<i>Dicerandra cornutissima</i>	Federal	Endangered

Plant Species	Scientific Name	Federal or State Listing	Protection Status
Okeechobee gourd	<i>Cucurbita okeechobeensis</i>	Federal	Endangered
Papery whitlow-wort	<i>Paronychia chartacea</i>	Federal	Threatened
Pigeon wings	<i>Clitoria ternatea</i>	Federal	Threatened
Pygmy fringe-tree	<i>Chionanthus pygmaeus</i>	Federal	Endangered
Rugel's pawpaw	<i>Deeringothamnus rugelii</i>	Federal	Endangered
Scrub plum	<i>Prunus geniculata</i>	Federal	Endangered
Scrub wild buckwheat	<i>Eriogonum longifolium</i>	Federal	Threatened
Wide-leaf warea	<i>Warea amplexifolia</i>	Federal	Endangered

5.5.3.6. Coastal Zone Consistency / Coastal Barrier Resources

According to, and administrated by the National Oceanic and Atmospheric Administration (NOAA), the National Coastal Zone Management Program is a voluntary partnership between the federal government and coastal states and territories that works to address some of today's more pressing coastal issues. Neither Lake nor Marion Counties are subject to the National Coastal Zone Management program. Volusia County is subject to the National Coastal Zone Management program, but the managed locations are outside of the study area.

5.5.4. PHYSICAL CHARACTERISTICS EVALUATION

5.5.4.1. Air Quality

Lake, Marion, and Volusia Counties are currently designated as being in attainment for the following Clean Air Act National Ambient Air Quality Standards (NAAQS): ozone, nitrogen oxide, particulate matter (2.5 microns in size and ten microns in size), sulfur dioxide, carbon monoxide, and lead.

5.5.4.2. Noise

There are no expected adverse noise impacts to the study area. Noise mitigation efforts are not anticipated.

5.5.4.3. Potential Contamination

EPA data helped to identify contaminated locations within the study area. *Existing Conditions Report S.R. 40, Table 10 and Figure 29* summarizes and identifies locations of 11 known contaminated sites within 500 feet of all alternatives. It was determined that six of these locations are pending or active petroleum cleanup locations through the FDEP. For each alternative, the degree of risk (low/medium/high) was determined based on the known criteria and proximity to potentially contaminated sites. All alternatives were determined to have a low potential for

contamination because they are not expected to have direct impacts to any contaminated facilities.

5.5.4.4. Utilities

Several utility services are located in the study area as summarized in *Table 6* in the *Existing Conditions Report S.R. 40*. The exact number of utilities impacted by each alternative has not yet been determined; however, based on the utilities location along the north versus south side of S.R. 40, it is expected that Alternative A would have a low impact and Alternatives B and C would have a medium impact.

5.5.4.5. Drainage

Proposed drainage conditions will be similar for all alternatives. Drainage modifications are discussed for the two types of right-of-way conditions: constrained and non-constrained.

5.5.4.5.1. Non-Constrained Drainage Modifications

The existing right-of-way in non-constrained areas along the S.R. 40 alignment is sufficiently wide to minimize the need for adjacent easements. When identifying potential easements, the presence of utilities and varying existence of roadside ditches should be considered. With or without easements, considerations should be made in regards to maintaining existing flow patterns.

Strategies for reducing offsite impacts from the trail improvements include the use of gravity wall or establishing a raised vegetative bank at the outer edge of the trail. These barriers will help channel the trail runoff via sheet flow towards the new or existing linear ditch and minimize direct flow offsite. To maintain existing offsite flow patterns towards the roadway, the embankment would become flush with the wetland or existing surface elevation and the offsite sheet flow may continue unimpeded across the trail towards the ditch. Ideally, these flow pattern accommodations should primarily use sheet flow to avoid erosion and ponding issues.

New or modified existing roadside ditches adjacent to the trail should be installed to maintain the overall existing flow pattern. Any existing side drains and cross drains should be extended, and new structures installed in conjunction with ditch modifications. All these modifications should accommodate the additional runoff resulting from the trail surface.

5.5.4.5.2. Constrained Drainage Modifications

Areas with constrained right-of-way may have existing ditches and utilities present along the proposed trail alignment. These existing ditches will be connected to a closed drainage system with cross drains, directing flow to the opposite existing roadside ditch. Existing ditches may require modification to accommodate the increased runoff volume. Alternatively, if the water table permits, use of French drains may be utilized.

5.5.4.5.3. Culvert modifications

In order to accommodate runoff from the paved trail along the S.R. 40 alignment, the crossing culverts under S.R. 40 are anticipated to be extended. In locations where culverts cannot be extended or modified, a new culvert will have to replace the existing culvert at these trail locations. Major culverts are located at Juniper Creek, Jumping Gully, Stone Pond Outfall, and two unnamed branches. The trail will also cross over the St. Johns River in Astor, no modification is anticipated at the bridge crossing.

5.5.4.6. Structures

The S.R. 40 Bridge over the St. Johns River (Bridge No. 110077), built in 1980, is the only existing structure located within the study area. The bridge extends 52 feet in width and consists of two ten-foot travel lanes, ten-foot outside shoulders with traffic railings along both sides of the structure, and a five-foot sidewalk on the right (south) side of the bridge. The NRHP indicated the bridge was exempt from Section 106 evaluation under the 2012 Program Comment for Common Post-1945 Concrete and Steel Bridges. All Alternatives are proposed to cross the S.R. 40 Bridge over the St. Johns River.

5.5.4.7. Hunting Areas

Hunting grounds provide access to trail users and wildlife but have the potential for conflict between the two. It is valuable to understand the interaction between trail users and the compatibility of hunting grounds and how it may interact with the S.R. 40 Black Bear Trail Corridor. Dog hunting (casting and catching from the easement area) is permitted within the Ocala Wildlife Management Area, and occurs along the entirety of S.R. 40, S.R. 19, C.R. 445A, C.R. 445, C.R. 42, and all roads within the Pipeline Unit of the Ocala Wildlife Management Area. The North Central Florida Dog Hunters Association was invited to the public meeting; however, no representatives attended.

The impact of the trail alternatives to existing hunting grounds adjacent to the trail is considered low for each alternative because the trail is visibly separated and not intended to lead users into hunting areas.

5.5.4.8. Forest Operations

Both the Ocala National Forest and Lake George State Forest permit logging on property. The forests may incur additional liability and/or expenses under a build alternative to ensure safe logging operations for the logging teams and trail users.

Lake George State Forest (Florida Forest Service) uses permanent clay roads to access paved haul routes at permanent junctions. Ocala National Forest, with the USDA Forest Service, conducts logging directly adjacent to State and County paved roads and builds temporary clay roads to connect to the paved roads; which may occur at any location along S.R. 40, C.R. 445, C.R. 445A, and S.R. 19 as long as the selected road provides safe ingress and egress.

Logging operations within the Ocala National Forest are anticipated to necessitate trail crossings, and USDA Forest Service noted that the trucks are loaded up to 90,000 lbs. Potential conflicts may arise between logging operations and trail users. Trail guards and/or law enforcement would be needed to prevent these conflicts, which can last up to two weeks at a time.

Trail users may create disruptions to the commercial logging operations (i.e. vandalism of logging equipment). Logging contractors have additional liability, as they are held liable for any potential injuries of visitors within the work area (visitors would include trail users). There are currently nine logging purchasers who work with the Ocala National Forest. The USDA Forest Service recommended including representatives from each of these companies as project stakeholders. Logging companies were invited to the public hearing; however, no representatives attended.

The USDA Forest Service indicated that fire along the trail corridor would create a maximum heat exposure of 3,000 BTU (British Thermal Unit) per square foot. Fire from the controlled burns may run up to the trail edge. Lake County recommended placing concrete curbs (ribbon curb) on the edges of the asphalt to protect the asphalt from melting.

The impact of the trail alternatives to forest operations is expected to be low because the trail will be visible and within the right-of-way.

5.5.5. TRAIL EXPERIENCE

5.5.5.1. Intersections/Midblock Crossings

The potential number of intersections/midblock crossings are identified for each alternative in Table 10. Alternative A proposes two midblock crossings in Astor in order to use the existing sidewalks on the bridge over the St. Johns River. Alternatives B and C do not propose any midblock crossings but have a non-signalized crossing at C.R. 445A. All alternatives have a signalized crossing at S.R. 19. Alternative C has two signalized crossings at S.R. 19 as it transitions from the north side to the south side of S.R. 40.

Table 10 | Intersection and Midblock Crossings

	Alternative A	Alternative B	Alternative C
Crossings at Non-Signalized/Midblock	0 / 2	1 / 0	1 / 0
Crossings at Signalized Intersections	1	1	2
Street/Driveway Crossings	39 / 42	27 / 59	27 / 49

5.5.5.2. Connections to Other Trails

Within the study area there are several well-known existing/planned trails. The trails listed and described in the *Existing Conditions Report S.R. 40, Section 4.16*, have the potential to be a connection to the S.R. 40 Black Bear Trail. The existing/planned trails in the study area include:

- Florida National Scenic Trail,
- Ocala Adventure Trail,
- Nature Trail at Juniper Springs,
- Heart of Florida Loop,
- Ocala National Forest Trail, and
- North Lake Trail.

Appendix F in the *Existing Conditions Report S.R. 40* illustrates detailed trail maps for each listed existing/planned trail.

Table 11 shows the connections to other trails by alternative. All alternatives would be able to connect to the Florida National Scenic Trail. Alternative A can potentially connect to Juniper Springs. Alternative B can potentially connect to North Lake Trail. Alternative C can potentially connect to Juniper Springs and North Lake Trail.

Table 11 | Trail Connections

	Alternative A	Alternative B	Alternative C
Florida National Scenic Trail	Yes	Yes	Yes
Juniper Springs	Yes	No	Yes
North Lake Trail	No	Yes	Yes
Total Trail Connections	2	2	3

5.5.5.3. Nearby Households and Businesses

Any household within a 0.25 mile radius from the S.R. 40 Black Bear Trail is accounted for and used to identify the number of nearby households for each alternative. The potential number of nearby households and businesses observed from the study are the same for each alternative as shown in Table 12.

Table 12 | Nearby Households and Businesses

	Alternative A	Alternative B	Alternative C
Nearby Households within 0.25 miles	476	476	476

5.5.6. TRAFFIC OPERATIONS AND SAFETY

5.5.6.1. Adjacent Roadway Traffic Volume

The S.R. 40 Black Bear Trail Corridor is a two-lane principal arterial in a rural area and is an Emerging SIS Corridor, meaning the roadway is growing in importance to the state economy. The traffic characteristics show a high volume of truck and commercial vehicular traffic on the corridor. The various characteristic segments are broken down in Figure 2 and described in Section 4.1. The adjacent weighted average AADT for each alternative is the same and is shown in Table 13.

Table 13 | Roadway Traffic

	Alternative A	Alternative B	Alternative C
Adjacent Roadway Traffic Volume (AADT) Weighted Average	5750	5750	5750
Levy Hammock Rd to Alco Road	4833	4833	4833
Alco Road to US 17	8233	8233	8233

5.5.6.2. Adjacent Roadway Speed Limit

The posted speed limit along S.R. 40 varies depending on the segment of the roadway. Speeds posted by roadway segment referenced in the *Existing Conditions Report S.R. 40, Figure 9* are used to analyze the adjacent roadway speed limit for each alternative, in miles per hour. The posted speed limit varies depending on the segment of the roadway. The following list denotes the posted speed by roadway segment.

- 55 MPH: Levy Hammock Road to Veterans Drive
- 45 MPH: Veterans Drive to Riley Pridgeon Road
- 55 MPH Riley Pridgeon Road to Lemmon Road
- 45 MPH: Lemmon Road to C.R. 3
- 40 MPH: C.R. 3 to U.S. 17

The adjacent speed limits and weighted speed limits are the same for each alternative and shown in Table 14.

Table 14 | Speed Limit

	Alternative A	Alternative B	Alternative C
Levy Hammock To Veterans Drive, Along SR 40	55 mph	55 mph	55 mph
Veterans Drive To Riley Pridgeon Rd, Along SR 40	45 mph	45 mph	45 mph
Riley Pridgeon Rd To Lemmon Rd, Along SR 40	55 mph	55 mph	55 mph
Lemmon Rd To CR 3, Along SR 40	45 mph	45 mph	45 mph
CR 3 To US 17, Along SR 40	40 mph	40 mph	40 mph

5.5.6.3. Trail Offset from Roadway

An appropriate trail offset from the roadway can prevent crashes on the S.R. 40 Black Bear Trail Corridor Roadway. Trail offset (reported in feet) is identified for each project alternative in Table 15.

Table 15 | Trail Offset

	Alternative A	Alternative B	Alternative C
Trail Offset from Roadway <i>(Average Offset in Feet from Edge of Travel)</i>	34	37	36

5.5.7. COST ESTIMATIONS

The estimated cost for the S.R. 40 Black Bear Trail Corridor is \$37.7 million (in 2018 dollars), which includes costs for construction, design, and CEI as shown in Table 16. Utility relocation, wetland mitigation, and right-of-way costs will be determined during the design phase. The construction cost estimate was prepared using FDOT’s Long Range Estimating (LRE) system and FDOT cost per mile. A copy of the LRE is included in Appendix C. Design and CEI costs were estimated as 15 percent of the construction cost.

Table 16 | Construction Cost Estimates

Item	Cost
Construction	\$29 Million
Design - 15%	\$4.35 Million
CEI - 15%	\$4.35 Million
Total	\$37.7 Million

5.5.8. TRAIL EVALUATION MATRIX

The following Trail Evaluation Matrix summarizes the impacts from the three alternatives outlined in this report. The preferable option for each category is highlighted where there are differences amongst the alternatives.

Table 17 | Trail Alternatives Evaluation Matrix

Evaluation Criteria	Trail Project Alternatives		
	Alternative A	Alternative B	Alternative C
Social & Economic			
Community Support <i>(Low/Medium/High)</i>	Medium	High	Medium
Consistent with Local Plans <i>(Yes/No)</i>	Yes	Yes	Yes
Support from Maintaining Municipalities <i>(Low/Medium/High)</i>	Medium	High	Medium
Connections to Community Facilities <i>(number of features within 0.25 mile radius)</i>	17	17	17
Cultural			
Risk of Impact to Archaeological Sites <i>(Low/Medium/High)</i>	Low	Low	Low
Risk of Impact to Historical Sites <i>(Low/Medium/High)</i>	Low	Low	Low
Natural			
Wetland Impacts <i>(Acreage of Impacts)</i>	1.4	0.5	0.5
Habitat Fragmentation Risk <i>(Low/Medium/High)</i>	Low	Low	Low
Floodplain Impacts <i>(Acreage of Impacts)</i>	6.1	6.1	6.1
Risk to Bald Eagle Nesting Sites <i>(Number of known sites within 1,000 feet)</i>	0	0	0
Risk to Outstanding Florida Waters / Aquatic Preserves <i>(Acreage of Impacts)</i>	Low	Low	Low
Right of Way Impact			
Private Parcels Impacted <i>(Number of Parcels)</i>	2	2	2
Acres of New Right of Way / Easements <i>(Acreage of Impacts)</i>	21.5	35.2	32.7
Number of Property Owners <i>(Government Owned / Privately Owned)</i>	5 / 2	5 / 2	5 / 2
Physical			
Risk to Impact Contamination Sites <i>(Known sites within 500 feet)</i>	11	11	11
Air Quality Risk	Low	Low	Low

S.R. 40 BLACK BEAR TRAIL - FPID # 436360-1

CORRIDOR PLANNING STUDY REPORT

Evaluation Criteria	Trail Project Alternatives		
	Alternative A	Alternative B	Alternative C
<i>(Low/Medium/High)</i>			
Potential Bridge Crossings <i>(Number of New Bridge Structures *assuming utilization of existing St. Johns River Bridge)</i>	0*	0*	0*
Hunting Area Risk <i>(Low/Medium/High)</i>	Low	Low	Low
Level of Utility Impacts <i>(Low/Medium/High)</i>	Low	Medium	Medium
Forest Area Risk <i>(Low/Medium/High)</i>	Low	Low	Low
Level of Drainage Swale Impacts <i>(Low/Medium/High)</i>	Medium	Medium	Medium
Noise <i>(Low/Medium/High)</i>	Low	Low	Low
Trail Experience			
Crossings at Non-Signalized/Midblock Crossing <i>(Number of Crossings)</i>	0 / 2	1 / 0	1 / 0
Crossings at Signalized Intersections	1	1	2
Street/Driveway Crossings <i>(Number of Crossings)</i>	39 / 42	27 / 59	27 / 49
Connections to Other Trails <i>(Number of Connections within 0.25 mile radius)</i>	2	2	2
Nearby Households <i>(Number of Households within 0.5 mile radius)</i>	476	476	476
Population <i>(Total Population within 0.5 mile radius)</i>	1,208	1,208	1,208
Traffic Operations and Safety			
Adjacent Roadway Traffic Volume <i>(Average Annual Daily Traffic in Vehicles per Day)</i>	5,750	5,750	5,750
Adjacent Roadway Posted Speed Range / Weighted Average Speed Limit <i>(AADT, MPH)</i>	45 to 55 / 54	45 to 55 / 54	45 to 55 / 54
Trail Offset from Roadway <i>(Average Offset in Feet from Edge of Travel)</i>	34	37	36
Estimated Cost			
Construction	\$29 Million	\$29 Million	\$29 Million
Total Estimated Cost (includes construction, design, and CEI)	\$37.7 Million	\$37.7 Million	\$37.7 Million

5.6. SELECTED ALTERNATIVE(S)

Based on concept-level design, environmental impact analysis, and stakeholder input, all alternatives will be carried forward to the next phase. Next steps are described in Section 7.0.

5.6.1. PEL QUESTIONNAIRE

Federal Highway Administration's Planning and Environmental Linkage (PEL) Questionnaire is intended to ensure that planning information and decisions are properly documented to be consistent with the National Environmental Policy Act (NEPA). FDOT's Efficient Transportation Decision Making (ETDM) process is considered an equivalent approach to the FHWA's Planning and Environmental Linkage (PEL) Questionnaire. If the project progresses to a Project Development and Environment Study, then FDOT's ETDM will be utilized.

6. PUBLIC INVOLVEMENT

The public engagement process utilized to develop the recommended project alternative was comprised of three primary outreach strategies: 1) Project Visioning Team meetings, 2) Agency and Stakeholder meetings, and 3) Public meetings. As further described below, the level of public engagement methods, as well as detailed meeting summaries, can be found in the S.R. 40 Black Bear Trail Public Involvement Plan.

6.1. PROJECT VISIONING TEAM

To assist the project team in the development and assessment of potential alternatives, a Project Visioning Team (PVT) was assembled. The PVT is comprised of community leaders, business owners, agency representatives, and more. The first PVT meeting was on May 22, 2018, the second was held on September 6, 2018, and the third was held on February 14, 2019. The role of the PVT is to provide input on the trail concepts and developments, recommend alternatives to be advanced for further study, and share local knowledge and history. Further information regarding each PVT meeting is below:

6.1.1. PROJECT VISIONING TEAM MEETING #1

The purpose of the first PVT meeting held on May 22, 2018 was to provide an overview of the Black Bear Trail Project Development and Environment (PD&E) process and to obtain information regarding their ideas for a preferred alternative and insight on what the project team should consider in design. Discussions on existing geometric conditions included right-of-way variations, drainage elements, and utility locations helped the project team better understand the issues facing the construction of the corridor. The maintenance of the proposed trail was also discussed. PVT members disclosed that the Ocala National Forest was open to the idea of obtaining a permit within their jurisdiction with some requirements of the trail being met. All three of the counties involved, Marion County, Lake County, and Volusia County, expressed openness to discussions on trail maintenance as well. Further topics covered during the first PVT meeting included clarification on the procedure for developing the trail alignment, and any potential obstacles faced with developing alternatives given the available existing data and local knowledge shared.

6.1.2. PROJECT VISIONING TEAM MEETING #2

The purpose of the second PVT meeting held on September 6, 2018 was to provide refined alternatives with corresponding evaluations. PVT members discussed the evaluation criteria and supplemented the study team's research with local knowledge, particularly of hunting, logging, controlled burns, and concerns over mid-block crossings. Members also discussed more specific impacts to different cultural resources, and expressed opinions on the different alternatives and their connections to other local features. The final project logo was also revealed.

6.1.3. PROJECT VISIONING TEAM MEETING #3

The purpose of the third PVT meeting held on February 14, 2019 was to solicit comments on the study to prepare for the PD&E phase. FDOT staff shared the outcomes from the public meeting and alternatives evaluation. PVT members discussed specific issues related to trail connections with local resources, maintenance, drainage, landscaping, and crossings. Members indicated that

there are more advantages to locating the trail on the south side (Alternative B). Members also discussed next steps for the project.

6.2. AGENCY / STAKEHOLDER MEETINGS

Several agency and stakeholder meetings were also held throughout the course of the study. The meetings with each agency are outlined by date in Table 18. Detailed summaries of each are included as attachments to the S.R. 40 Black Bear Trail Public Involvement Plan.

Table 18 | Agency & Stakeholder Meeting Occurrences

Date	Organization
3/19/2018	St Johns River Utility
3/19/2018	U.S. Forest Service
5/9/2018	Florida Forest Service
3/13/2019	River to Sea Transportation Planning Organization (TPO) Bicycle and Pedestrian Advisory Committee
3/25/2019	U.S. Forest Service
3/25/2019	Florida Forest Service
3/27/2019	River to Sea TPO Governing Board
4/10/2019	Lake~Sumter Metropolitan Planning Organization (MPO) Community Advisory Board
4/10/2019	Lake~Sumter MPO Technical Advisory Committee
4/24/2019	Lake~Sumter MPO Governing Board

6.3. PUBLIC MEETING

The public meeting was held on January 24, 2019. Notification for the public meeting was mailed to over 2,200 properties within the Black Bear Trail project corridor as well as e-mailed to interested citizens and stakeholders. Notification was also provided to applicable governmental agencies and elected and appointed officials, as outlined within the Public Involvement Plan, available under separate cover. On January 3, 2019, the public meeting advertisement was published in the *Ocala Star-Banner*, *North Lake Outpost*, and *Daytona Beach News-Journal*. Additionally, to assure extensive outreach to low-income areas, public notifications were posted or made available at the following locations.

Lake George State Forest

5458 US Highway 17
De Leon Springs, FL 32130

US Post Office

1680 Railroad Avenue
Barberville, FL 32180

Pioneer Settlement for the Creative Arts

1776 Lightfoot Lane
Barberville, FL 32105

US Post Office

24433 State Road 40
Astor, FL 32102

Astor Chamber of Commerce & St. Johns River Utility

23939 State Road 40
Astor, FL 32102

US Post Office

15997 State Road 40
Silver Springs, FL 34488

Over 90 interested parties attended the public meeting. The public meeting was organized as an open house with a continuous looping PowerPoint presentation in a separate room. The purpose of the meeting was to present information regarding the two potential alternatives; an evaluation of these alternatives; and a preliminary evaluation of left vs. right side widening impacts for the entire project corridor.

7. NEXT STEPS

The S.R. 40 Black Bear Trail Project will move forward into a PD&E study in 2019 following the completion of this corridor planning study. Any impacts to the Ocala National Forest would trigger the need for NEPA studies, which would need to be scoped and developed in coordination with the Ocala National Forest Staff.

Governing Board Agenda Tabs

Date | Time: October 27, 2021 | 2 PM

TAB 3 DISCUSSION ITEMS

A. 2022 List of Priority Projects (LOPP) – Call for Projects.

The Annual Call for Projects to be considered for inclusion in the 2022 LOPP.

2022 List of Priority Projects Presentation

2022 LOPP Guidance

2021 List of Priority Projects



2022 List of Priority Projects (LOPP)

Rank	Project	Proposed Phase	Cost Estimate
1	CR 470 from West of SR 471 to Central Parkway (Central and Eastern segments)	Design - FY 2025/26	\$1,848,000
2	SR 50/SR 22 from CR 565 (Villa City) to CR 565A (Mooresboro) South Lake Trail Phase 1 from 2nd to Silver Eagle Rd.	ROW - FY 2022/23	\$7,075,000
3	Marsh Bend Trail (CR 302) from Central Trail to Central Parkway	Design - FY 2022/23	\$265,900
4	SR 500 (US 441) from SR 44 to N of SR 44	CST - FY 2022/23	\$13,797,537
5	SR 350 (US 1) from SR 470 to SR 470	ROW - FY 2022/23	\$27,000,000
6	SR 500 (US 441) from Perkins Street to SR 44	CST - FY 2022/23	\$13,797,537
7	Safety Improvements at CR 466 & CR 475N	Design - FY 2023/24	\$212,000
8	Hartwood Marsh Road from US 27 to Regency Hills Drive	CST - FY 2024/25	\$12,540,000
9	Round Lake Road Extension from Lake/Orange County Line to Wolfbranch Rd.	ROW - FY 2024/25	\$900,000
10	Rolling Acres Road from West Lake to West Lake	ROW - FY 2022/23	\$9,000,000
11	CR 455 (Hilde Rd) Lost Lake Rd. to Hartwood Marsh Rd.	CST - FY 2024/25	\$19,800,000
12	Wekiva Trail (Segments 1&5) from Disston Ave. to Sorrento	ROW - FY 2023/24	\$19,000,000
13	Wellness Way from US 27 to SR 429	ROW - FY 2025/26	\$2,600,000
14	Hooks Street from US 27 to SR 475	ROW - FY 2022/23	\$5,000,000
15	Citrus Grove Road Phase II from W. of Scenic Joy Lane to Grassy Lake Rd.	CST - FY 2024/25	\$5,000,000
16	CR 437 Realignment	ROW - FY 2022/23	\$2,500,000
17	SR 46 (Sorrento Ave) from Orange St to Hojin St	Design - FY 2022/23	\$2,000,000
18	Hammock Ridge Roundabout Hammock Ridge Rd. at Lakeshore Dr.	Design - FY 2023/24	\$750,000
19	Micro Racetrack Road from CR 466A to Lake Ella Rd.	Design - FY 2022/23	\$450,000
20	SR 50 from Hernando/Sumter CL to CR 33	ROW - FY 2022/23	\$51,771,167

Lake~Sumter MPO

Governing Board
October 27, 2021

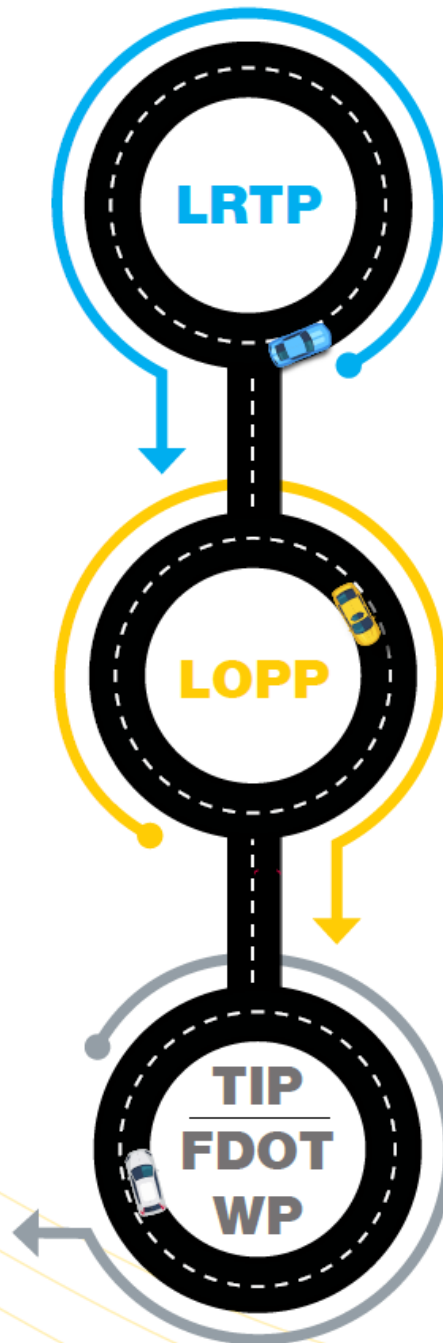
2020 LOPP Success

14 Projects

received more than

\$38 Million

in state and federal funding



**Long Range
Transportation
Plan**

**List of
Priority
Projects**

**Transportation
Improvement
Program**



Foundation for Success

Lake-Sumter MPO
Metropolitan Planning Organization

Lake-Sumter MPO
2022 List of Priority Projects

The annual List of Priority Projects (LOPP) is a critical step in the process of planning, programming and implementing the highest priority transportation projects within the Lake-Sumter Metropolitan Planning Organization (LSMPO) planning area. The LOPP is the bridge between the Long-Range Transportation Plan and the annual selection of projects to program for funding in FDOT's Five-Year Work Program and LSMPO's Transportation Improvement Program (TIP).

- » Projects in the LOPP are the highest priority unfunded needs in the MPO area.
- » Each MPO is required to annually develop a LOPP and submit it to FDOT, along with the necessary project information.
- » The 2022 LOPP will be used by FDOT to determine projects that might be added to the FY 2023/24 – 2027/28 Tentative Five-Year Work Program. It will similarly guide LSMPO's development of the TIP for the same period.

The LOPP Structure

The LSMPO LOPP is divided into two categories. Tier 1 consists of the Top 20 highest priority projects. Tier 2 includes other LSMPO priorities, categorized by phase, that have not yet advanced into Tier 1. Additionally, the LOPP includes special purpose lists for modal projects and, as needed, project lists for certain funding programs. The LOPP structure is:

- » **Tier 1**
 - Top 20 Priorities
- » **Tier 2**
 - Construction Project (CST) Priorities
 - Right-of-Way Acquisition (ROW) Priorities
 - Design Project Priorities
 - Project Development & Environment Study (PD&E) Priorities
 - Planning Study Priorities
- » **Special Purpose – Modal**
 - Trail Priorities – Combined list of all trail priorities in Tier 1 and Tier 2. Includes a separate ranking of trail projects as a group.
 - Transit Priorities
- » **Special Purpose – Funding Program Project Lists**
 - As warranted, lists of projects by certain funding programs will be included (see the Project Screening Form for more information)

1 ■

- Complete and Accurate Project Information
- Projects Prioritized by Sponsor
- Projects Aligned with Plans
- Local Funding Committed
- Other Funding Defined
- Responsive



2021 List of Priority Projects

Top 20

Program Stability
The LSMPO Top 20 are the highest priority (Tier 1) unfunded projects in the LOPP as approved by the LSMPO Governing Board. Projects remain in the Top 20 until they move forward to be programmed for funding in the Work Program and TIP. As projects are programmed and spaces open in the Top 20, projects move up from Tier 2. This continuous and consistent process provides greater predictability for local sponsors, improves coordination with FDOT, and increases priority project success.

- View the complete 2021 LOPP Report
- View an interactive map of 2021 LOPP projects

2020 LOPP Success
14 Projects received more than \$38 Million in state and federal funding

Rank	Project	Proposed Phase	Cost Estimate
1	CR 470 from West of SR 471 to Central Parkway (Central and Eastern segments)	Design - FY 2025/26	\$1,848,000
2	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	ROW - FY 2022/23	\$7,975,000
3	Marsh Bend Trail (CR 501) from Corbin Trail to Central Parkway	Design - FY 2022/23	\$265,900
4	SR 500 (US 441) from SR 44 to N of SR 46	CST - FY 2022/23	\$22,233,040
5	SR 35 (US 301) from SR 44 to CR 470	ROW - FY 2022/23	\$27,000,000
6	SR 500 (US 441) from Perkins Street to SR 44	CST - FY 2022/23	\$13,794,537
7	Safety Improvements at CR 466 & CR 475N	Design - FY 2023/24	\$212,000
8	Hartwood Marsh Road from US 27 to Regency Hills Drive	CST - FY 2024/25	\$12,540,000
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10	Rolling Acres Road from West Lady Lake Ave. to Griffin Ave.	PD&E - FY 2022/23	\$9,000,000
11	CR 455 (Hartle Rd) Lost Lake Rd. to Hartwood Marsh Rd.	CST - FY 2024/25	\$19,800,000
12	Wekiva Trail (Segments 1&5) from Disston Ave. to Sorrento	ROW - FY 2023/24	\$19,000,000
13	Wellness Way from US 27 to SR 429	ROW - FY 2025/26	\$2,600,000
14	Hooks Street from Hancock Rd to CR 455/Hartle Rd	ROW - FY 2022/23	\$5,000,000
15	Citrus Grove Road Phase II from W. of Scrub Jay Lane to Grassy Lake Rd.	CST - FY 2024/25	\$5,000,000
16	CR 437 Realignment	ROW - FY 2022/23	\$2,500,000
17	SR 46 (Sorrento Ave) from Orange St to Hojin St	Design - FY 2022/23	\$2,000,000
18	Hammock Ridge Roundabout Hammock Ridge Rd. at Lakeshore Dr.	Design - FY 2023/24	\$750,000
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20	SR 50 from Hernando/Sumter CL to CR 33	ROW - FY 2022/23	\$51,771,167



2022 LOPP Program Updates

- **Link current Congestion Management Process (CMP) segment data to LOPP projects**
- **Add Federal Transportation Performance Measures (TPM) to the CMP**

Federal and state legislation require consideration of CMP and TPMs in LOPP Prioritization Process



2022 LOPP – Schedule Overview

Call for Projects	November 2021 - January 2022
Technical Assistance Meetings with Sponsors	February 2022
Project Information Review	February 2022
Project Prioritization	March 2022
Draft LOPP to Board/Committees	April 2022
Final LOPP to Board/Committees	June 2022
Submission to FDOT	By June 30, 2022



Questions?

The annual List of Priority Projects (LOPP) is a critical step in the process of planning, programming and implementing the highest priority transportation projects within the Lake~Sumter Metropolitan Planning Organization (LSMPO) planning area. The LOPP is the bridge between the Long-Range Transportation Plan and the annual selection of projects to program for funding in FDOT's Five-Year Work Program and LSMPO's Transportation Improvement Program (TIP).

- » Projects in the LOPP are the highest priority unfunded needs in the MPO area.
- » Each MPO is required to annually develop a LOPP and submit it to FDOT, along with the necessary project information.
- » The 2022 LOPP will be used by FDOT to determine projects that might be added to the FY 2023/24 – 2027/28 Tentative Five-Year Work Program. It will similarly guide LSMPO's development of the TIP for the same period.

The LOPP Structure

The LSMPO LOPP is divided into two categories. Tier 1 consists of the Top 20 highest priority projects. Tier 2 includes other LSMPO priorities, categorized by phase, that have not yet advanced into Tier 1. Additionally, the LOPP includes special purpose lists for modal projects and, as needed, project lists for certain funding programs. The LOPP structure is:

- » **Tier 1**
 - Top 20 Priorities
- » **Tier 2**
 - Construction Project (CST) Priorities
 - Right-of-Way Acquisition (ROW) Priorities
 - Design Project Priorities
 - Project Development & Environment Study (PD&E) Priorities
 - Planning Study Priorities
- » **Special Purpose – Modal**
 - Trail Priorities – Combined list of all trail priorities in Tier 1 and Tier 2. Includes a separate ranking of trail projects as a group.
 - Transit Priorities
- » **Special Purpose – Funding Program Project Lists**
 - As warranted, lists of projects by certain funding programs will be included (see the Project Screening Form for more information)

The LOPP Process

The LOPP is a continuous annual process with the highest priority unfunded projects advancing, phase by phase.

- » A new project will typically be added to the LOPP in Tier 2 unless special circumstances warrant it being added directly to Tier 1. As a Tier 2 project advances forward in priority, its successive phases will move into Tier 1 and ultimately into the Work Program and TIP. For example, if a project's design phase from Tier 1 moves into the Work Program/TIP for funding, the construction phase of that project can advance from Tier 2 into Tier 1.
- » After a Tier 1 project has been fully funded in the Work Program/TIP through construction, it is no longer on the LOPP, opening a space for another project to enter Tier 1.
- » A project in the LOPP can be ranked higher and advance more quickly if matching funding from the local government is available.

Program Stability

From year to year, the highest priority projects in the LOPP will typically remain at the top of the list until they move forward to be programmed for funding in the Work Program and TIP. This consistency over the long-term provides greater predictability for local sponsors, improves coordination with FDOT, and increases priority project success.

Foundation for Project Success

Partnerships are fundamental to the success of transportation project planning and implementation. Your agency is a critical partner in the effort to provide transportation in the LSMPO Planning Area that meets the needs of residents, visitors and businesses. It is important to coordinate closely and communicate regularly with LSMPO, FDOT, and, for municipalities, the respective county government.

For the LOPP, your agency plays a pivotal in ensuring project success through the following:

1. **Complete and Accurate Information** – Ensure that a complete and updated FDOT Project Information Application is on-file or submitted for each project. LSMPO will use a project screening process to aid you in making this determination (see Submitting Projects below).
2. **Project Prioritization** – If your agency is submitting multiple projects, be prepared to provide the approved priority rank for each project when the LOPP is being developed. For example, the top priority should be ranked 1, the next priority should be ranked 2, etc. Local agency ranking is critical because it is a leading factor in determining a project's priority in the LOPP.
3. **Planning Alignment** – Ensure that any project submitted is consistent with your agency's Local Government Comprehensive Plan and the LSMPO Long Range Transportation Plan. It is also important that project information is the same throughout planning documents, so be attentive to providing consistent description, termini, cost estimates, etc.
4. **Local Support** – Clearly define and state any matching funds that your local agency will commit to the project.
5. **Other Funding** – If your agency intends to pursue a particular grant or funding program for the project, please be sure to indicate this on the Project Screening Form.
6. **Responsiveness** – Respond in a timely manner to any information requests from LSMPO or FDOT to ensure the greatest success for your project.

Submitting Projects

An FDOT Project Information Application (PIA) needs to be completed or on-file for all projects being submitted for funding consideration. If a Tier 1 (Top 20) project has a PIA that was completed for the most recent LOPP, it may only be necessary to update key information rather than completing an entirely new application. For example, estimated project costs and project schedule should be revised accordingly.

To begin the process for the 2022 LOPP... submit a Project Screening Form for each of the highest priority projects that your agency would like to include in the LOPP. Even if a project is in the current LOPP, please submit a Project Screening Form to assist the MPO in determining if a new PIA should be completed or the current one needs to be updated. The goal of the Project Screening Form is to provide an efficient approach to filter projects and direct local agency effort to the development of only the necessary applications and information.

The Project Screening Form is targeted to providing information such as the following:

- » Project name
- » Project type
- » Project description and limits
- » Requested phase and estimated cost
- » Confirmation that the project is consistent with the local agency's comprehensive plan and LSMPO's Long Range Transportation Plan
- » Position of the project in the current LOPP
 - Tier 1 (Top 20) project
 - Tier 2 project
 - Not in the current LOPP
- » Potential grant and funding sources being pursued to develop the project

LSMPO will review the submitted Project Screening Forms to identify which projects will require new PIAs and request those new applications from the local agency. The submitted PIAs will then be reviewed through a Project Sufficiency Checklist. The PIA requires more extensive information such as project purpose and need, detailed project cost and schedule information, and related documents and studies, so that FDOT can evaluate the project effectively.

Please note that projects receiving federal funding will often be administered as Local Agency Program (LAP) projects. If so, the project will need to meet statewide and District 5 LAP requirements. Visit <https://www.fdot.gov/programmanagement/lp/lap/d5-lap> for more information. Regardless of funding source, accurate project information will be critical to ensure that the project can move forward with FDOT. Use the Project Sufficiency Checklist to scrutinize the project detail you are providing. This will firmly position the project for future project intake meetings and help avoid last minute information requests by FDOT to meet requirements.

LOPP Prioritization

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 (s. 339.175(8), Florida Statutes). LSMPO will conduct a review and prioritization of submitted projects to ensure that they advance these goals and consider the following:

- » Transportation priorities identified by LSMPO, local governments and FDOT
- » LSMPO’s Long Range Transportation Plan (LRTP)
- » The applicable Local Government Comprehensive Plan
- » FDOT’s Strategic Intermodal System Plan (s. 339.64, F.S.)
- » Transportation Regional Incentive Program (TRIP) priorities (s. 339.2819(4), F.S.)
- » Recommendations from the Congestion Management Process
- » LSMPO’s Public Participation Plan
- » Support for economic vitality, community development, business functionality, and creation or retention of employment opportunities

2022 LOPP – Schedule at a Glance

Call for Projects	November 2021 - January 2022
Technical Assistance Meetings with Sponsors	February 2022
Project Information Review	February 2022
Project Prioritization	March 2022
Draft LOPP to Board/Committees	April 2022
Final LOPP to Board/Committees	June 2022
Submission to FDOT	By June 30, 2022

For Questions

Michael Woods, Executive Director

✉ mwoods@lakesumpo.com

☎ (352) 315-0170

2021 List of Priority Projects

Top 20

The annual List of Priority Projects (LOPP) is a critical step in the process of planning, programming and implementing the highest priority transportation projects within the [Lake-Sumter Metropolitan Planning Organization \(LSMPO\)](#) planning area.

The LOPP is the bridge between the Long-Range Transportation Plan (LRTP) and the annual selection of projects to program for funding in FDOT's Five-Year Work Program (WP) and LSMPO's Transportation Improvement Program (TIP).

Program Stability

The LSMPO Top 20 are the highest priority (Tier 1) unfunded projects in the LOPP, as approved by the LSMPO Governing Board. Projects remain in the Top 20 until they move forward to be programmed for funding in the Work Program and TIP. As projects are programmed and spaces open in the Top 20, projects move up from Tier 2. This continuous and consistent process provides greater predictability for local sponsors, improves coordination with FDOT, and increases priority project success.

- [View the complete 2021 LOPP Report](#)
- [View an interactive map of 2021 LOPP projects](#)

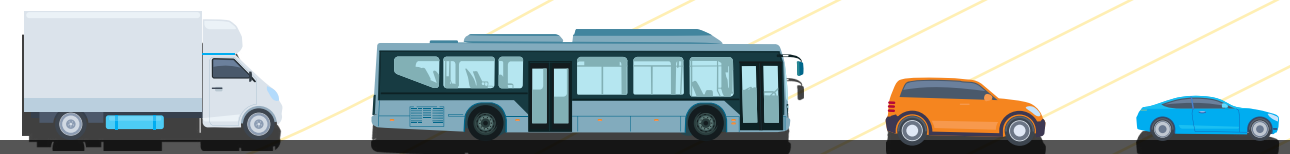


2020 LOPP Success

14 Projects
received more than
\$38 Million
in state and federal funding



Rank	Project	Proposed Phase	Cost Estimate
1	CR 470 from West of SR 471 to Central Parkway (Central and Eastern segments)	Design - FY 2025/26	\$1,848,000
2	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	ROW - FY 2022/23	\$7,975,000
3	Marsh Bend Trail (CR 501) from Corbin Trail to Central Parkway	Design - FY 2022/23	\$265,900
4	SR 500 (US 441) from SR 44 to N of SR 46	CST - FY 2022/23	\$22,233,040
5	SR 35 (US 301) from SR 44 to CR 470	ROW - FY 2022/23	\$27,000,000
6	SR 500 (US 441) from Perkins Street to SR 44	CST - FY 2022/23	\$13,794,537
7	Safety Improvements at CR 466 & CR 475N	Design - FY 2023/24	\$212,000
8	Hartwood Marsh Road from US 27 to Regency Hills Drive	CST - FY 2024/25	\$12,540,000
9	Round Lake Road Extension from Lake/Orange County Line to Wolfbranch Rd.	ROW - FY 2024/25	\$900,000
10	Rolling Acres Road from West Lady Lake Ave. to Griffin Ave.	PD&E - FY 2022/23	\$9,000,000
11	CR 455 (Hartle Rd) Lost Lake Rd. to Hartwood Marsh Rd.	CST - FY 2024/25	\$19,800,000
12	Wekiva Trail (Segments 1&5) from Disston Ave. to Sorrento	ROW - FY 2023/24	\$19,000,000
13	Wellness Way from US 27 to SR 429	ROW - FY 2025/26	\$2,600,000
14	Hooks Street from Hancock Rd to CR 455/Hartle Rd	ROW - FY 2022/23	\$5,000,000
15	Citrus Grove Road Phase II from W. of Scrub Jay Lane to Grassy Lake Rd.	CST - FY 2024/25	\$5,000,000
16	CR 437 Realignment	ROW - FY 2022/23	\$2,500,000
17	SR 46 (Sorrento Ave) from Orange St to Hojin St	Design - FY 2022/23	\$2,000,000
18	Hammock Ridge Roundabout Hammock Ridge Rd. at Lakeshore Dr.	Design - FY 2023/24	\$750,000
19	Micro Racetrack Road from CR 466A to Lake Ella Rd.	Design - FY 2022/23	\$450,000
20	SR 50 from Hernando/Sumter CL to CR 33	ROW - FY 2022/23	\$51,771,167



Governing Board Agenda Tabs

Date | Time: October 27, 2021 | 2 PM

TAB 4 REPORTS, PRESENTATIONS, STUDIES

A. FDOT Reports

a. *FDOT District 5 Safety Office, Loreen Bobo*

b. ***FDOT D5 Five-Year Work Program Public Hearing***

The Florida Department of Transportation (FDOT) will be holding their Work Program Public Hearing for FYs 2022/23 to 2026/27 from October 25-29, 2021. The purpose of the tentative work program is to provide direction on where and when to build transportation system improvements. This online hearing will be open and available 24 hours a day for citizens to view and comment on project information at www.fdot.gov/WPPH/District5. An in-person open house will be held on Thursday, October 28, 2021, from 5:00 – 6:30 p.m. at the FDOT District 5 office in DeLand (719 South Woodland Boulevard - Cypress A & B Conference Rooms)

c. *FDOT Mobility Week, October 29 through November 5*

Mobility Week - Schedule of Events

Northshore Bike Ride Map October 30, 2021 @8:00am

Northshore Picture #1, Northshore Picture #2

c. ***FDOT Project Status Report***

B. Florida Turnpike Enterprise Reports (FTE)

a. ***FTE Tentative Work Program***

b. ***FTE Project Status Report***

C. Central Florida Expressway Report (CFX)

D. **Lake County Transit Report**

E. **Sumter County Transit Report**

F. MPO Project Update:

1. *November 8 – presentation to Leesburg City Commission; will cover Defining Success phase and initial alternatives*
2. *Early to mid-December (Dec. 6-16, TBD) – Project Visioning Team (PVT) Meeting #2 will cover proposed alternatives*
3. *February 2, 2022 (tentative, backup date 2/9/22) – in-person Public Meeting at Venetian Center, covering Defining Success / Guiding Principles, feedback received to date, Alternatives Assessment, and getting feedback on the preferred alternative*

b. ***Webster SR 471 Complete Streets Study***

1. ***Community Workshop Presentation***
2. ***SR 471 Improvements Elements Board***



Lake Apopka North Shore

Wildlife Caution
Please respect Florida's wildlife and use caution while visiting district lands. These are wild animals. For your safety, do not approach or feed any wild animal.

	Parking area		Yellow blaze trail
	Information kiosk		Red blaze trail
	Restrooms		White blaze trail (Clay Island trail loop)
	Picnic shelter		Lake Apopka Loop Trail
	Observation tower		Wildlife drive
	Field station		Interior road
	Canoe launch		Property boundary
	Boat launch		Wetland
	Audio tour point		

Wildlife drive

- Speed limit: 10 miles per hour
- Maximum vehicle length: 25 feet
- No trailers allowed.
- Follow directional signs. Drive is one way.
- Stop only at pullover areas.

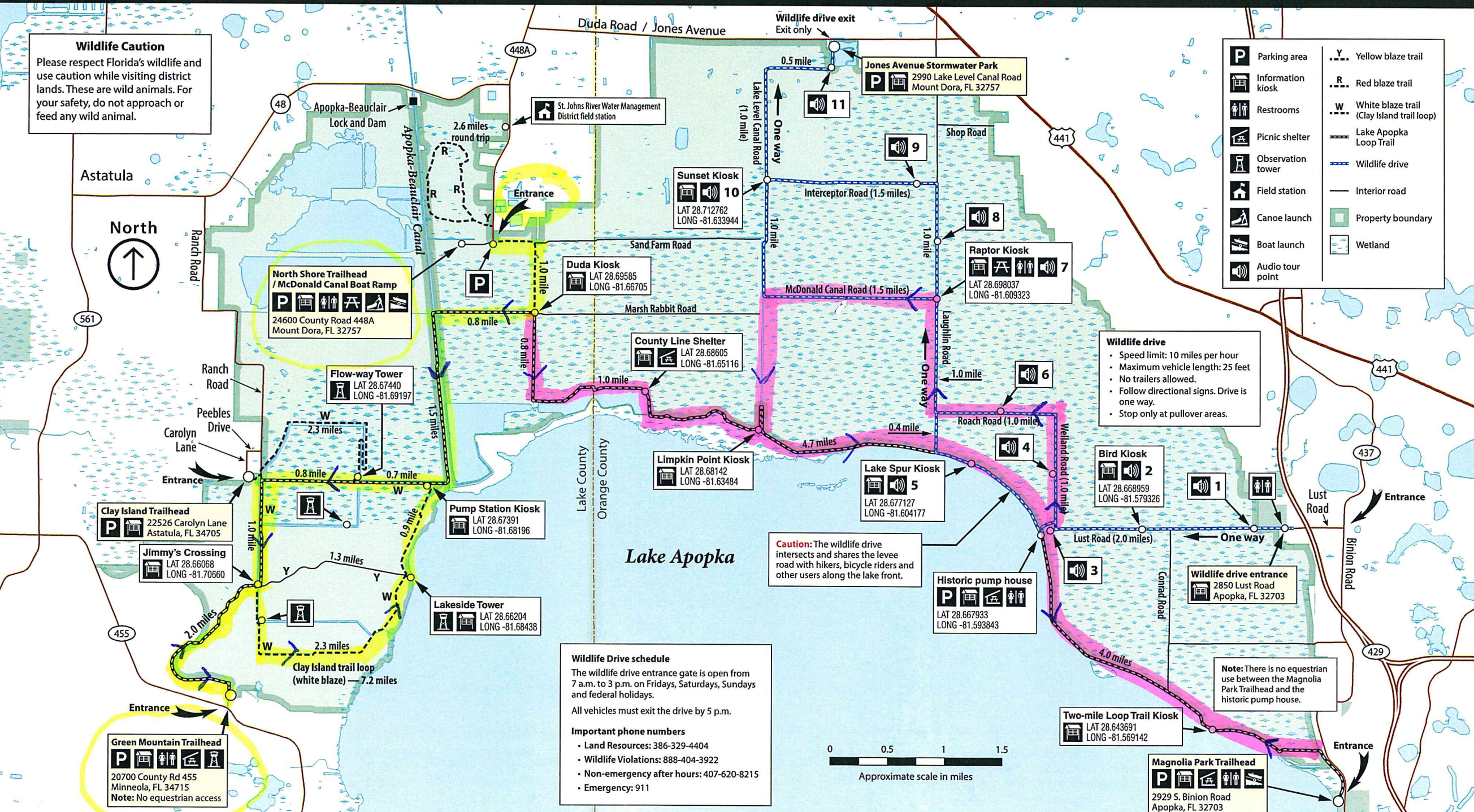
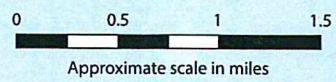
Caution: The wildlife drive intersects and shares the levee road with hikers, bicycle riders and other users along the lake front.

Note: There is no equestrian use between the Magnolia Park Trailhead and the historic pump house.

Wildlife Drive schedule
The wildlife drive entrance gate is open from 7 a.m. to 3 p.m. on Fridays, Saturdays, Sundays and federal holidays.
All vehicles must exit the drive by 5 p.m.

Important phone numbers

- Land Resources: 386-329-4404
- Wildlife Violations: 888-404-3922
- Non-emergency after hours: 407-620-8215
- Emergency: 911



**Lake/Sumter Counties Project Status Update
as of September 30, 2021**

The following is a brief status update on major FDOT road construction projects in Lake and Sumter counties. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

UPCOMING PROJECTS

435859-3 Widening of State Road 50 from Hernando/Sumter County line to east of CR 478A.

Contractor: TBD

Estimated Start: Dec. 2021

Estimated Completion: Fall 2023

Cost: \$25.5 million

443546-1 US 441(SR 25/SR 500) Milling & Resurfacing from Griffin Road to MLK Blvd.

Contract: T5723

Contractor: C.W. Roberts Contracting, Inc.

Estimated Start: October 2021

Estimated Completion: Summer 2022

Cost: \$3.5 million

443507- 1 SR 44 Milling & Resurfacing from south of Lakeshore Blvd. to north of Lakeshore Blvd.

Contract: T5722

Contractor: Atlantic Civil Construction.

Estimated Start: October 2021

Estimated Completion: TBD

Cost: 1.6 million

CURRENT PROJECTS

439138-1 Resurfacing of State Road 19/Bay Street in Eustis from west of Norton Avenue to Lake Saunders Drive

- Contract: E5Z92
- Contractor: D.A.B. Constructors, Inc.
- Start: Spring 2020
- Estimated Completion: Fall 2021
- Update: The paving, drainage and sidewalk work is substantially complete, but at this time, contractor DAB Constructors of Inglis has stopped work and will no longer continue to work on this project. The contractor assigned to this project has gone out of

business. CNA Surety the company that insures this project has hired CWR construction to complete the remainder of the work. Since CWR has been assigned to this project they have been working on punch list items and all construction will be completed by the end of this week or early next week.

238395-5 U.S. 441 widening from Lake Ella Road to Avenida Central in Lady Lake; includes elimination of U.S. 441 bridge over County Road 25 and creation of traditional intersection at that location.

- Contract: T5650
- Contractor: Southland Construction, Inc.
- Start: Summer 2020
- Estimated Completion: Late 2023
- Update: The contractor continues to construct a temporary road parallel to U.S. 441 that will carry northbound and southbound traffic when the highway is closed for the demolition of the County Road 25 overpass and construction of an intersection at CR 25 and U.S. 441. Drainage and road widening work continues along the length of the project. Traffic has been shifted to a new pattern at the northern end of the project and will continue until the beginning of December. Starting Oct. 4, 2021, a segment of County Road 25 will be closed beneath the U.S 441 bridge in Lady Lake, FL. Detours will be in effect for the duration of the project.

441014-1 Resurfacing State Road 44 from west of Interstate 75 to the Citrus County line in Sumter County.

- Contract: T5708
- Contractor: Anderson Columbia Inc.
- Start: Spring 2021
- Estimated Completion: Late 2021
- Update: Currently the last contract day is November 27th. With the possible added weather days and holidays, the project administrator says that by mid-December the project should be completed. Twenty-one mailboxes that were substandard or did not meet USPS regulations were replaced by the contractor. Crossover medians have been completed and paving operations are still ongoing throughout the limits of the project.

441135-1 and 441135-2 Resurfacing southbound lanes of State Road 19 from Golden Gem Drive in Umatilla to County Road 452 in Eustis. Also modify medians along the length of the project.

- Contract: T5709
- Contractor: P&S Paving Inc.
- Start: Spring 2021
- Estimated Completion: Spring 2022
- Update: The contractor continues to pour sidewalk along the length of the project and is actively reconstructing the median openings to improve driver safety. The contractor

has been working south to north on drainage features and installing sidewalks, while simultaneously working on the medians. The contractor recently started conducting inside lane closures during weekdays 7 a.m. to 5 p.m. both northbound and southbound.

438562-3 Reconstructing the southbound rest area along Interstate 75 in Sumter County.

- Contractor: David Nelson Construction
- Start: Spring 2021
- Estimated Completion: Fall 2022
- Update: The rest area has been demolished and the contractor is laying the groundwork to rebuild the welcome center and restrooms, expand the parking area and add outdoor amenities. The rest area will remain closed to the public until work is completed toward the end of 2022.

441137-1 Resurfacing State Road 44 (South Street) from Bottle Brush Court to U.S. 27 (South 14th Street), including necessary roadside enhancements. The project also will make sidewalk and curb ramp improvements to meet Americans with Disabilities Act (ADA) standards.

- Contract: E55A4
- Contractor: Hubbard Construction Company
- Start: Summer 2021
- Estimated Completion: Early 2022
- Update: Work commenced on Aug. 2, with replacement of sidewalk ramps with ADA-compliant ramps along the length of the project. Paving and signal operations will occur at night, since the contractor needs to be off the road by the time buses start rolling in on weekday mornings. Due to milling and resurfacing operations full lane closure have been put in place 8 p.m. to 6 a.m. Sunday to Friday.



Florida's Turnpike Enterprise Tentative Five-Year Work Program - FY 2023 through FY 2027 Summary of Projects FDOT District Five



DISTRICT FIVE PROJECT OVERVIEW

In FY 2021 and FY 2022, Florida's Turnpike Enterprise funded construction of various major transportation infrastructure improvements in District Five, totaling over \$519 million. Notable projects include:

Project Type		Facility	Location	FPN
	Add Lanes	Turnpike Mainline / SR 91	Winter Garden / Clermont / SR 50 to O'Brien Road (MP 272.9 to MP 285.8)	435784-1 435785-1 435786-1
 	Partnership / Interchange	Western Beltway / SR 429	I-4 (MP 0)	444329-1
	Resurfacing	Turnpike Mainline / SR 91	SR 408 (MP 265), SR 429 (MP 267A), Ocoee / SR 50 (MP 267B) Interchanges	439457-2,-4
	Resurfacing	Turnpike Mainline / SR 91	MP 190.5-198.5	440700-1,-2
	Resurfacing	Turnpike Mainline / SR 91	MP 265.3 to MP 269.4	439457-5,-6
	Resurfacing	Turnpike Mainline / SR 91	MP 289.3 to MP 308.9	440295-1,-2 441717-1,-2
	Resurfacing	Western Beltway / SR 429	MP 1 to MP 11	440289-1,-2 440290-1,-2
	Resurfacing	Seminole Expressway / SR 417	MP 44.5 to MP 49.9	440292-1,-2
	Interchange	Turnpike Mainline / SR 91	SR 429 (MP 267A)	439457-7

Florida's Turnpike Enterprise continues to make significant project investments in District Five. In FY 2023 through FY 2027, Turnpike projects with construction funding total over **\$1.3 billion** within Lake, Orange, Osceola, Seminole, and Brevard Counties.

The following summarizes project phase information that is referenced in subsequent project tables.

Phase		Funding Code
ENV	Environmental	C2, C8
PE	Preliminary Engineering	31, 32
ROW	Right of Way	41, 43, 45, 4B
RRU	Railroad and Utilities	56, 57
CST	Construction	52, 53, 54, 58, 61, 62
DSB	Design Build	52, 53, 54, 58, 61, 62



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Five



Summary of Major Project Funding by Project Type

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2023 through FY 2027) that are located in District Five.

Project Type	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
Add Lanes & Reconstruction	\$51,576,000	\$515,469,000	\$13,432,000	\$195,845,000	\$0	\$776,322,000
New Interchange	\$10,761,000	\$95,413,000	\$12,227,000	\$2,110,000	\$49,067,000	\$169,578,000
Interchange Improvements	\$6,020,000	\$8,050,000	\$1,350,000	\$13,918,000	\$229,691,000	\$259,029,000
Resurfacing	\$23,797,000	\$21,598,000	\$26,203,000	\$0	\$0	\$71,598,000
Other	\$0	\$24,489,000	\$0	\$17,669,000	\$0	\$42,158,000
Total	\$92,154,000	\$665,019,000	\$53,212,000	\$229,542,000	\$278,758,000	\$1,318,685,000

Summary of Major Projects by County

The major Turnpike project expenditures by county in the Tentative Five-Year Work Program are shown in the following table.

County	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
Lake	\$1,600,000	\$4,303,000	\$3,262,000	\$111,656,000	\$0	\$120,821,000
Orange	\$16,781,000	\$103,917,000	\$18,251,000	\$16,028,000	\$278,758,000	\$433,735,000
Osceola	\$73,373,000	\$371,135,000	\$19,284,000	\$101,858,000	\$0	\$565,650,000
Seminole	\$400,000	\$161,175,000	\$12,415,000	\$0	\$0	\$173,990,000
Orange / Brevard	\$0	\$24,489,000	\$0	\$0	\$0	\$24,489,000
Total	\$92,154,000	\$665,019,000	\$53,212,000	\$229,542,000	\$278,758,000	\$1,318,685,000



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five



Lake County Projects



Widen the Turnpike Mainline / SR 91 from O'Brien Road (MP 285.9) to US 27 / SR 19 (North) (MP 289.6)
FPN: 435786-2,-3

The project widens a segment of the Turnpike Mainline / SR 91 from O'Brien Road to US 27 / SR 19 (North). The widening will increase the number of travel lanes from four to eight. Work includes pavement widening, milling and resurfacing, maintenance of traffic plan, new stormwater treatment facilities, new bridge structures (O'Brien Road and US 27 / SR 19 (North)), new ramp tolling sites, signing, pavement marking improvements, signals, lighting, communications, right-of-way acquisition, and interchange improvements at US 27 / SR 19 (North) (MP 289).

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ROW	\$0	\$4,303,000	\$3,262,000	\$0	\$0	\$7,565,000
RRU	\$135,000	\$0	\$0	\$0	\$0	\$135,000
CST	\$1,465,000	\$0	\$0	\$111,656,000	\$0	\$113,121,000
Total	\$1,600,000	\$4,303,000	\$3,262,000	\$111,656,000	\$0	\$120,821,000

Orange County Projects



Construct New Interchange on the Turnpike Mainline / SR 91 at Taft Vineland Road (MP 253)
FPN: 444980-1

The project constructs a new interchange on the Turnpike Mainline / SR 91 at Taft Vineland Road. Access will be provided to/from the south. The Turnpike Mainline / SR 91 northbound exit ramp will intersect Taft Vineland Road at Bachman Road. The intersection will be widened to include an additional left turn lane from eastbound Taft Vineland Road onto northbound Bachman Road. Access to/from the north will be constructed as part of the Orlando South Ultimate Interchange (FPN: 438547-2) project. The project also includes partial reconstruction of Taft Vineland Road approaching the Turnpike Mainline / SR 91 overpass, to tie into the proposed improvements being implemented by Orange County. The new interchange will improve access to the industrial areas along Taft Vineland Road and reduce traffic congestion on US 17/92/441.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$0	\$0	\$360,000	\$0	\$0	\$360,000
PE	\$200,000	\$2,356,000	\$0	\$0	\$0	\$2,556,000
ROW	\$5,600,000	\$10,700,000	\$6,392,000	\$0	\$0	\$22,692,000
RRU	\$0	\$5,250,000	\$1,875,000	\$0	\$0	\$7,125,000
CST	\$0	\$0	\$0	\$0	\$49,067,000	\$49,067,000
Total	\$5,800,000	\$18,306,000	\$8,627,000	\$0	\$49,067,000	\$81,800,000

- Interchange Project
- New Road Construction Project
- Other Turnpike Project
- Partnership Project
- Resurfacing Project
- All-Electronic Tolling (AET)
- Add Lanes Project



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five



Construct New Interchange on the Turnpike Mainline / SR 91 at Sand Lake Road / SR 482 (MP 257) FPN: 433663-1

The project constructs a new full interchange on the Turnpike Mainline / SR 91 at Sand Lake Road / SR 482. The proposed interchange will enhance connectivity, provide long-term mobility options, address existing and future traffic needs, and enhance access for emergency responders and during hurricane evacuations. Work includes the reconstruction of the Sand Lake Road / SR 482 bridges spanning over the Turnpike Mainline / SR 91, turn lane improvements at the Sand Lake Road / SR 482 and Presidents Drive intersection, and new sidewalks along both sides of Sand Lake Road / SR 482 from John Young Parkway / CR 423 to Presidents Drive.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$0	\$100,000	\$0	\$0	\$0	\$100,000
ROW	\$1,961,000	\$0	\$0	\$0	\$0	\$1,961,000
RRU	\$3,000,000	\$0	\$3,600,000	\$0	\$0	\$6,600,000
CST	\$0	\$77,007,000	\$0	\$2,110,000	\$0	\$79,117,000
Total	\$4,961,000	\$77,107,000	\$3,600,000	\$2,110,000	\$0	\$87,778,000



Interchange Improvements on the Turnpike Mainline / SR 91 at the Beachline West Expressway / SR 528 and US 17/92/441 (MP 254) (Orlando South Ultimate Interchange – Phase 1) FPN: 438547-2

The project reconstructs the interchange at Turnpike Mainline / SR 91, Beachline West Expressway / SR 528, and US 17/92/441. It provides a direct connection between the Turnpike Mainline / SR 91 at the Beachline West Expressway / SR 528 and improves ramp connectivity to US 17/92/441. The project will enhance connectivity, provide long-term mobility options, address future traffic needs, and enhance access for emergency responders and during hurricane evacuations.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$0	\$0	\$0	\$540,000	\$0	\$540,000
ROW	\$5,520,000	\$6,650,000	\$1,350,000	\$0	\$0	\$13,520,000
RRU	\$500,000	\$0	\$0	\$5,000,000	\$0	\$5,500,000
CST	\$0	\$0	\$0	\$0	\$229,691,000	\$229,691,000
Total	\$6,020,000	\$6,650,000	\$1,350,000	\$5,540,000	\$229,691,000	\$249,251,000



Interchange Project



New Road Construction Project



Other Turnpike Project



Partnership Project



Resurfacing Project



All-Electronic Tolling (AET)



Add Lanes Project



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five



Interchange Improvements on the Beachline West Expressway / SR 528 at John Young Parkway / CR 423 (MP 3A/B)
FPN: 449465-1

The project improves the interchange at John Young Parkway / CR 423 by modifying the eastbound off-ramp configuration. It also implements an additional southbound auxiliary lane along John Young Parkway / CR 423 between the ramp terminal and Central Florida Parkway. The proposed improvements will provide much needed operational and safety improvements along southbound John Young Parkway / CR 423 from eastbound Beachline West Expressway / SR 528.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
PE	\$0	\$1,400,000	\$0	\$0	\$0	\$1,400,000
CST	\$0	\$0	\$0	\$8,378,000	\$0	\$8,378,000
Total	\$0	\$1,400,000	\$0	\$8,378,000	\$0	\$9,778,000



Resurface the Southern Connector / SR 417 from MP 4 to MP 6
FPN: 445884-1,-2

The project resurfaces a segment of the Southern Connector / SR 417 from MP 4 to MP 6. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
PE	\$0	\$454,000	\$0	\$0	\$0	\$454,000
CST	\$0	\$0	\$4,674,000	\$0	\$0	\$4,674,000
Total	\$0	\$454,000	\$4,674,000	\$0	\$0	\$5,128,000



Interchange Project



New Road Construction Project



Other Turnpike Project



Partnership Project



Resurfacing Project



All-Electronic Tolling (AET)



Add Lanes Project



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five



Orange / Brevard County Projects



Intelligent Transportation Systems (ITS) Improvements on the Beachline East Expressway / SR 528 from MP 31 to MP 45.7
FPN: 442876-1

The proposed improvements consist of replacing the existing Intelligent Transportation System (ITS) along the Beachline East Expressway / SR 528 from SR 520 to Industry Road / Clearlake Road / SR 524. A new roadway lighting system will also be installed at the Industry Road / Clearlake Road / SR 524 interchange. The project spans both Orange and Brevard counties, and includes installation of fiber optic backbone, conduit, pull boxes, splice vaults, cabinets, switches, Microwave Detection System (MVDS), Dynamic Message Signs (DMS), Roadway Weather System (RWIS), and Closed Circuit Television (CCTV).

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
CST	\$0	\$24,489,000	\$0	\$0	\$0	\$24,489,000
Total	\$0	\$24,489,000	\$0	\$0	\$0	\$24,489,000

Osceola County Projects



Widen the Turnpike Mainline / SR 91 from Partin Settlement Road (MP 243.5) to North of Osceola Parkway (MP 249)
FPN: 436194-1

The project widens a segment of the Turnpike Mainline / SR 91 from Partin Settlement Road to north of Osceola Parkway. The project will increase the number of travel lanes from four to eight. Work includes pavement widening, reconstruction, milling and resurfacing, bridge improvements / replacements, roadside safety enhancements, and interchange improvements at Osceola Parkway (MP 249).

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$2,080,000	\$0	\$0	\$0	\$0	\$2,080,000
PE	\$500,000	\$0	\$0	\$0	\$0	\$500,000
ROW	\$5,240,000	\$3,003,000	\$0	\$0	\$0	\$8,243,000
RRU	\$500,000	\$0	\$0	\$0	\$0	\$500,000
CST	\$22,687,000	\$189,858,000	\$0	\$5,910,000	\$0	\$218,455,000
Total	\$31,007,000	\$192,861,000	\$0	\$5,910,000	\$0	\$229,778,000

- Interchange Project
- New Road Construction Project
- Other Turnpike Project
- Partnership Project
- Resurfacing Project
- All-Electronic Tolling (AET)
- Add Lanes Project



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five



Widen the Turnpike Mainline / SR 91 from Kissimmee / St Cloud / US 192/441 (South) (MP 242) to Partin Settlement Road (MP 243.5)

FPN: 436194-3

The project widens a segment of the Turnpike Mainline / SR 91 from Kissimmee / St Cloud / US 192/441 (South) to Partin Settlement Road. The project will increase the number of travel lanes from four to eight. Work includes pavement widening, reconstruction, milling and resurfacing, bridge replacement, roadside safety enhancements, and interchange improvements at Kissimmee / St Cloud / US 192/441 (South) (MP 242).

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$0	\$0	\$520,000	\$0	\$0	\$520,000
PE	\$0	\$0	\$150,000	\$0	\$0	\$150,000
RRU	\$0	\$350,000	\$9,500,000	\$0	\$0	\$9,850,000
CST	\$0	\$0	\$0	\$76,089,000	\$0	\$76,089,000
Total	\$0	\$350,000	\$10,170,000	\$76,089,000	\$0	\$86,609,000



Widen the Turnpike Mainline / SR 91 from MP 239 to MP 242 and Construct New Full Interchange at Nolte Road (MP 240)

FPN: 441224-2,-4

The project widens a segment of the Turnpike Mainline / SR 91 from MP 239 to MP 242. The project will increase the number of travel lanes from four to eight with a closed median and provide operational and safety improvements. Work includes construction of a new full access diverging diamond interchange at Nolte Road to replace the existing Kissimmee Park Road interchange. Work also includes extending Nolte Road approximately one-half mile from its existing intersection with Old Canoe Creek Road to create this new interchange, adding dual bridges to span over the Turnpike Mainline / SR 91, as well as improvements along Old Canoe Creek Road to accommodate turning movements.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$0	\$400,000	\$0	\$0	\$0	\$400,000
PE	\$0	\$1,850,000	\$0	\$0	\$0	\$1,850,000
ROW	\$18,569,000	\$0	\$0	\$0	\$0	\$18,569,000
DSB	\$0	\$155,654,000	\$0	\$2,190,000	\$0	\$157,844,000
Total	\$18,569,000	\$157,904,000	\$0	\$2,190,000	\$0	\$178,663,000

- Interchange Project
- New Road Construction Project
- Other Turnpike Project
- Partnership Project
- Resurfacing Project
- All-Electronic Tolling (AET)
- Add Lanes Project



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five



Canoe Creek Service Plaza Parking Improvements (MP 229) FPN: 443879-1

The project expands passenger car and truck parking at the Canoe Creek Service Plaza. The proposed concept will add northbound and southbound passenger car spaces, truck parking spaces, and tandem truck parking spaces. The number of additional parking spaces and other details will be confirmed during the design phase of the project. Work includes concrete pavement design, potential Turnpike Mainline / SR 91 off-ramp realignment, pond reconstruction, roadside ditch reconstruction, and lighting improvements at the plaza.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$0	\$0	\$0	\$50,000	\$0	\$50,000
RRU	\$0	\$0	\$0	\$110,000	\$0	\$110,000
CST	\$0	\$0	\$0	\$17,509,000	\$0	\$17,509,000
Total	\$0	\$0	\$0	\$17,669,000	\$0	\$17,669,000



Resurface the Turnpike Mainline / SR 91 from MP 198.5 to MP 207 FPN: 441719-1,-2

The project resurfaces a segment of the Turnpike Mainline / SR 91 from MP 198.5 to MP 207. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
CST	\$23,796,000	\$0	\$0	\$0	\$0	\$23,796,000
Total	\$23,796,000	\$0	\$0	\$0	\$0	\$23,796,000



Resurface the Turnpike Mainline / SR 91 from MP 227 to MP 235 FPN: 441718-1,-2

The project resurfaces a segment of the Turnpike Mainline / SR 91 from MP 227 to MP 235. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$0	\$50,000	\$0	\$0	\$0	\$50,000
CST	\$1,000	\$19,086,000	\$0	\$0	\$0	\$19,087,000
Total	\$1,000	\$19,136,000	\$0	\$0	\$0	\$19,137,000

- Interchange Project
- New Road Construction Project
- Other Turnpike Project
- Partnership Project
- Resurfacing Project
- All-Electronic Tolling (AET)
- Add Lanes Project



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five



Resurface the Southern Connector / SR 417 from MP 0 to MP 4 FPN: 445883-1,-2

The project resurfaces a segment of the Southern Connector / SR 417 from MP 0 to MP 4. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
PE	\$0	\$884,000	\$0	\$0	\$0	\$884,000
CST	\$0	\$0	\$9,114,000	\$0	\$0	\$9,114,000
Total	\$0	\$884,000	\$9,114,000	\$0	\$0	\$9,998,000

Seminole County Projects



Widen the Seminole Expressway / SR 417 from Aloma Avenue / SR 426 (MP 38) to SR 434 (MP 44) FPN: 417545-1

The project widens a segment of the Seminole Expressway / SR 417 from Aloma Avenue / SR 426 to SR 434. The project will increase the number of travel lanes from four to eight. Work includes pavement widening, milling and resurfacing, operational improvements, noise walls, and interchange improvements at Aloma Avenue / SR 426 (MP 38), Red Bug Lake Road (MP 41), and SR 434 (MP 44).

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
ENV	\$400,000	\$0	\$0	\$0	\$0	\$400,000
PE	\$0	\$1,240,000	\$0	\$0	\$0	\$1,240,000
RRU	\$0	\$251,000	\$0	\$0	\$0	\$251,000
DSB	\$0	\$158,560,000	\$0	\$0	\$0	\$158,560,000
Total	\$400,000	\$160,051,000	\$0	\$0	\$0	\$160,451,000



Resurface the Seminole Expressway / SR 417 from MP 50 to MP 55 FPN: 449687-1,-2

The project resurfaces a segment of the Seminole Expressway / SR 417 from MP 50 to MP 55. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
PE	\$0	\$1,124,000	\$0	\$0	\$0	\$1,124,000
CST	\$0	\$0	\$12,415,000	\$0	\$0	\$12,415,000
Total	\$0	\$1,124,000	\$12,415,000	\$0	\$0	\$13,539,000



Interchange Project



New Road Construction Project



Other Turnpike Project



Partnership Project



Resurfacing Project



All-Electronic Tolling (AET)



Add Lanes Project



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Five



Summary of Minor Project Funding by Project Type

Minor projects may include bridge paintings / rehabilitations, intelligent transportation systems (ITS) upgrades, signing / pavement markings, guardrail / safety improvements, landscaping, and other miscellaneous types. The table below summarizes the funding programmed for minor projects along Turnpike facilities throughout the District.

Project Type	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
Bridge Paintings / Rehab	\$242,000	\$13,021,000	\$0	\$0	\$0	\$13,263,000
ITS Upgrades	\$23,650,000	\$0	\$0	\$0	\$0	\$23,650,000
Signing / Pavement Markings	\$850,000	\$6,744,000	\$0	\$0	\$0	\$7,594,000
Safety Improvements	\$1,137,000	\$0	\$0	\$0	\$0	\$1,137,000
Miscellaneous	\$2,342,000	\$0	\$0	\$0	\$0	\$2,342,000
Total	\$28,221,000	\$19,765,000	\$0	\$0	\$0	\$47,986,000

Summary of All Project Funding with Construction in the Tentative Five-Year Work Program

Projects	Fiscal Year					5 Year Total
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
Minor Projects Total	\$28,221,000	\$19,765,000	\$0	\$0	\$0	\$47,986,000
Major Projects Total	\$92,154,000	\$665,019,000	\$53,212,000	\$229,542,000	\$278,758,000	\$1,318,685,000
Total	\$120,375,000	\$684,784,000	\$53,212,000	\$229,542,000	\$278,758,000	\$1,366,671,000

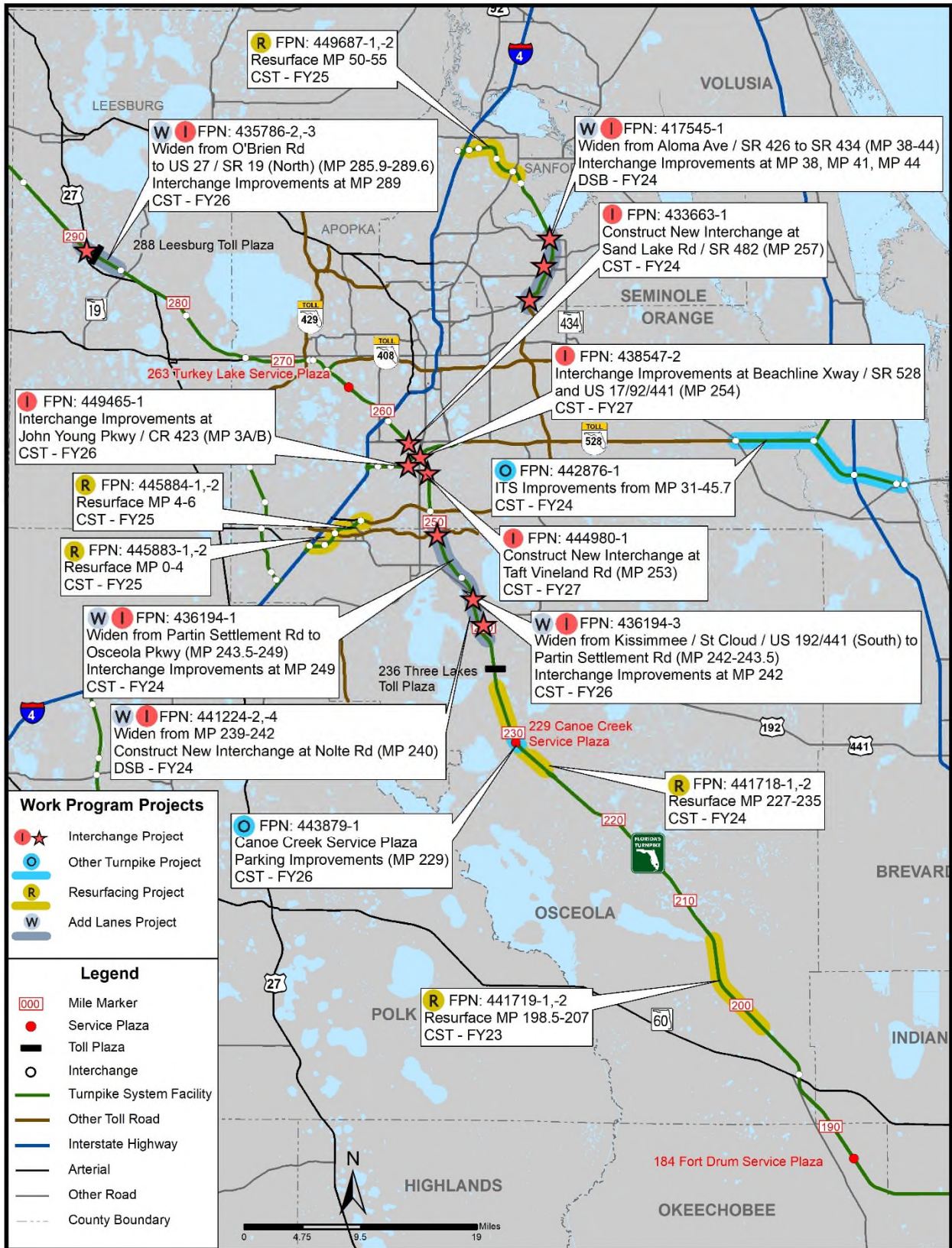


Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2023 through FY 2027

Summary of Projects

FDOT District Five





Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Five



Project Development and Environment (PDE) and / or Preliminary Engineering (PE) Projects

The table below provides a summary of the projects in District Five that have funding for Project Development and Environment (PDE) and / or Preliminary Engineering (PE) phases but are not currently funded for construction in the Tentative Five-Year Work Program (FY 2023 through FY 2027). The projects listed below are not included in the previous funding tables or map.

FPN	County	Project Type		Location / Limits	Phase	FY	Funding
423374-3	Osceola		Add Lanes	Widen Turnpike Mainline / SR 91 from North of Yeehaw Junction / US 441 / SR 60 to Kissimmee Park Road (MP 193 to MP 238.5)	PDE	2026-27	\$4,150,000
444006-1	Orange		Add Lanes	Widen Turnpike Mainline / SR 91 from South of Sand Lake Road / SR 482 to South of SR 408 (MP 257 to MP 263)	PDE	2026-27	\$4,200,000
446582-1	Orange		Interchange	Interchange Improvements on the Turnpike Mainline / SR 91 at Winter Garden / Clermont / SR 50 (MP 272)	PE	2027	\$3,414,000
437952-1	Seminole		Add Lanes	Widen Seminole Expressway / SR 417 from SR 434 to North of Lake Mary Boulevard / CR 427 (MP 44 to MP 49.4)	PE	2025	\$12,903,000



Florida Department of Transportation/Florida's Turnpike Enterprise

RON DESANTIS
GOVERNOR

Turkey Lake Service Plaza | Mile Post 263 | Bldg. #5315
P.O. Box 613069, Ocoee, Florida 34761

KEVIN J. THIBAUT, P.E.
SECRETARY

October 6, 2021

Contact: Siao Si Fine siao.si.fine@dot.state.fl.us
(407) 264-3494

**FLORIDA DEPARTMENT OF TRANSPORTATION, FLORIDA'S TURNPIKE ENTERPRISE
LAKE/SUMTER MPO
CONSTRUCTION UPDATE REPORT**

PROJECT: NORTHERN TURNPIKE MAINLINE/SR 91 WIDENING PROJECT FROM SR 50/CLERMONT TO THE MINNEOLA INTERCHANGE (MILEPOSTS 273 TO 279)

DETAILS: Florida's Turnpike Enterprise is widening Florida's Turnpike/SR 91 from four to eight lanes from SR 50/Clermont to Hancock Road/Minneola in Lake and Orange counties.

DESCRIPTION: This project includes constructing a new Fosgate Road bridge over the Turnpike. The bridges at CR 438 and CR 455 will also be replaced, as well as the Turnpike bridges over Jones Road, Old Highway 50 and Blackstill Lake Road. The West Orange Trail bridge over the Turnpike will be replaced with a prefabricated structure. New electronic tolling gantries and buildings will be installed, and the existing toll booths and canopies at the SR 50/Clermont entrance and exit ramps will be demolished. Safety improvements for this project include a new Intelligent Transportation System (ITS), signage, pavement markings, signalization, lighting, and drainage.

The construction cost of the project is estimated at \$162.3M. The project is anticipated to be completed in mid-2026.

CURRENT ACTIVITIES: The contractor is currently demolishing the CR 438/Oakland Avenue Bridge. Work began on September 26, 2021. The closure is anticipated to last for approximately 12 months as the bridge is reconstructed. Other work within the project limits includes clearing and grubbing operations, temporary pavement installation for the northbound inside shoulder, temporary concrete barrier wall installation, removal of median guardrail, placement of temporary and permanent sheet pile walls, temporary ITS relocation, utility relocations, and the start of pile driving for the CR 438 bridge.

PROJECT CONTACTS:

Stephanie Eisenberg, Community Outreach Specialist
Stephanie.Eisenberg@dot.state.fl.us
(407) 264-3064

CONTRACTOR:

Jr. Davis Construction Company

PROJECT: NORTHERN TURNPIKE MAINLINE/SR 91 RESURFACING AND SAFETY IMPROVEMENTS FROM MILEPOST 297 TO MILEPOST 309

DETAILS: Florida's Turnpike Enterprise is resurfacing Florida's Turnpike/SR 91 from north of CR 470 to Interstate 75, in Sumter County.

DESCRIPTION: This project will resurface the roadway. It also includes the resurfacing of entrance and exit ramps at US 301 (Exit 304), new guardrails, signage, and pavement markings.

CURRENT ACTIVITIES: The contractor is continuing paving operations. Through October, the focus will be on the northbound outside shoulder, the exit ramps at US 301 (Exit 304), southbound inside lane and shoulder, and northbound inside lane and shoulder. Drainage activities include structure and pipe installation, which will continue in early October and will be 95% complete by the end of the month.

The construction cost of the project is estimated at \$11.5M. The project is anticipated to be completed in mid-2022.

PROJECT CONTACT:

Stephanie Eisenberg, Community Outreach Specialist

Stephanie.Eisenberg@dot.state.fl.us

(407) 264-3064

CONTRACTOR:

C.W. Roberts Contracting, Inc.

LANE CLOSURE INFORMATION:

Lane closures will generally take place during off-peak hours to minimize traffic congestion and delays for most drivers. Closures will be announced in advance in the Central and West Central Florida Weekly Lane Closures and Work Zone Advisory. <https://floridasturnpike.com/traveler-resources/construction-updates/>.

Improve Safety, Enhance Mobility, Inspire Innovation
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The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors, but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities

LAKE COUNTY OFFICE OF TRANSIT SERVICES

LAKE-SUMTER MPO REPORT

OCTOBER 27, 2021

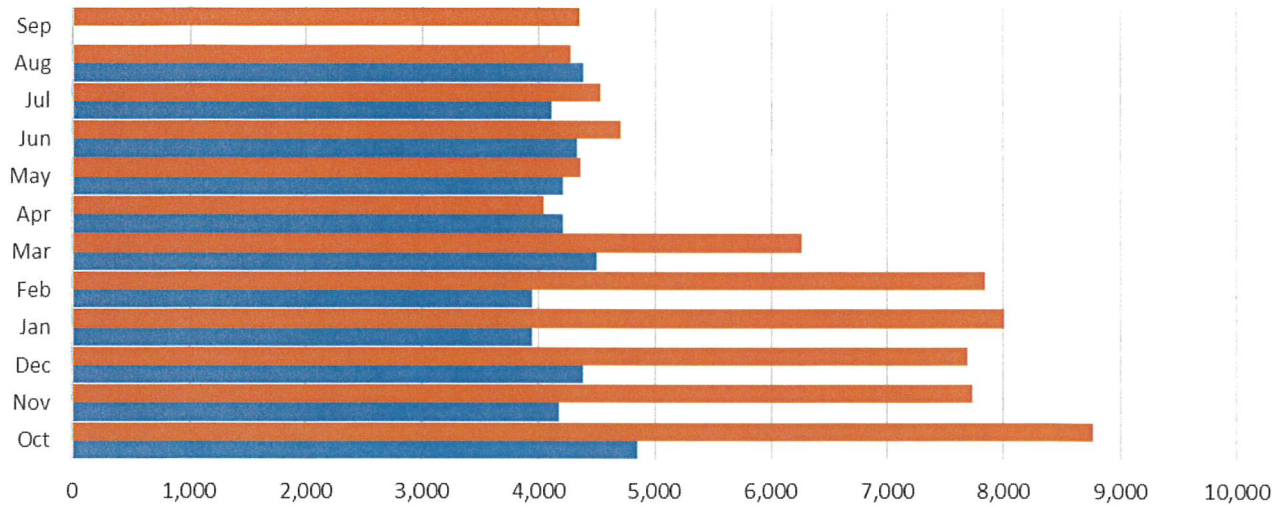


Prepared by:
Lake County Office of Transit Services
2440 U.S. Highway 441/27
Fruitland Park, FL 34731
Phone: 352-323-5733
Website: RideLakeXpress.com



LAKE COUNTY CONNECTION RIDERSHIP FISCAL YEAR COMPARISON

Lake County Connection Ridership Comparison

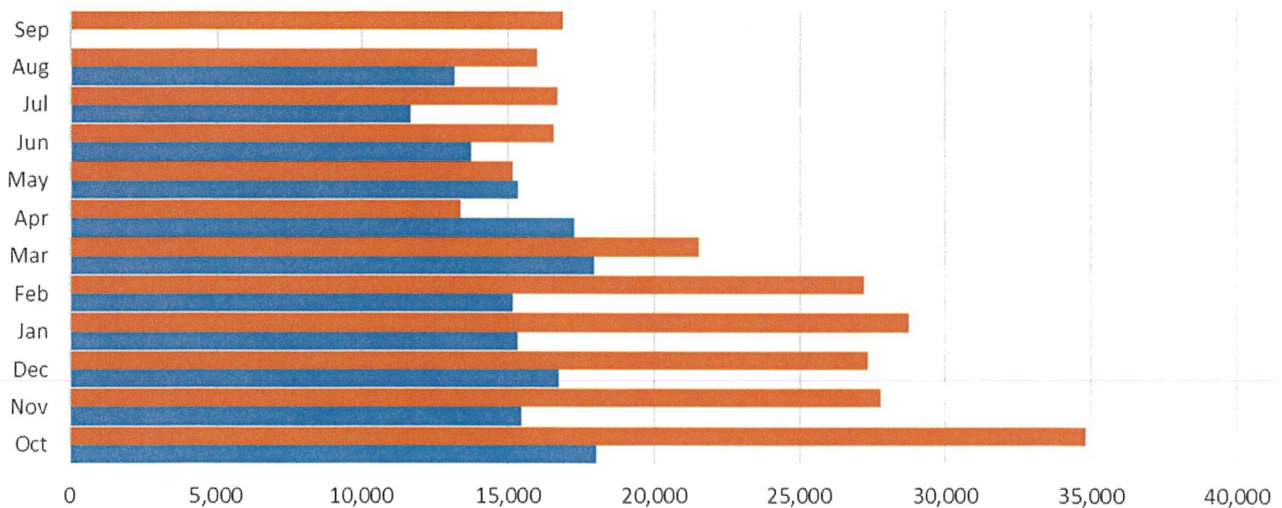


	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FY 20	8,773	7,734	7,688	8,011	7,840	6,271	4,042	4,363	4,708	4,531	4,273	4,346
FY 21	4,850	4,170	4,381	3,945	3,943	4,503	4,208	4,209	4,324	4,109	4,386	

Overall ridership declined 6.48% between August 2020 and August 2021

LAKEXPRESS RIDERSHIP FISCAL YEAR COMPARISON

LakeXpress Ridership Comparison



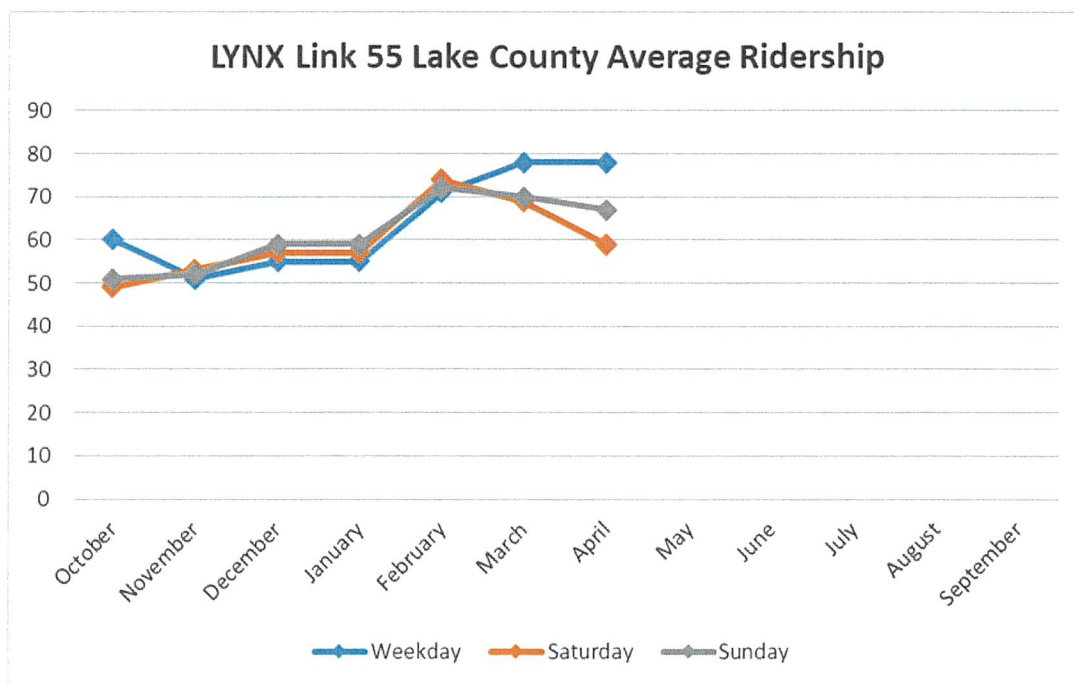
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
FY 20	34,842	27,759	27,318	28,733	27,185	21,553	13,396	15,178	16,546	16,702	16,004	16,892
FY 21	18,053	15,460	16,730	15,360	15,164	17,951	17,257	15,353	13,716	11,679	13,151	

Overall ridership declined 44.67% between August 2020 and August 2021

LAKEXPRESS BUS STOP ACCESSIBILITY PROGRESS

- Phase I (Completed September 30, 2020)
 - 10 Shelters
 - 37 Concrete Pads
- Phase II (Began October 1, 2020)
 - 10-Shelters
 - 40-Pads
 - Clermont, Eustis, Groveland, Leesburg, Mount Dora, Tavares, and throughout unincorporated areas of Lake County

LYNX ROUTE 55 AVERAGE RIDERSHIP FOR LAKE COUNTY

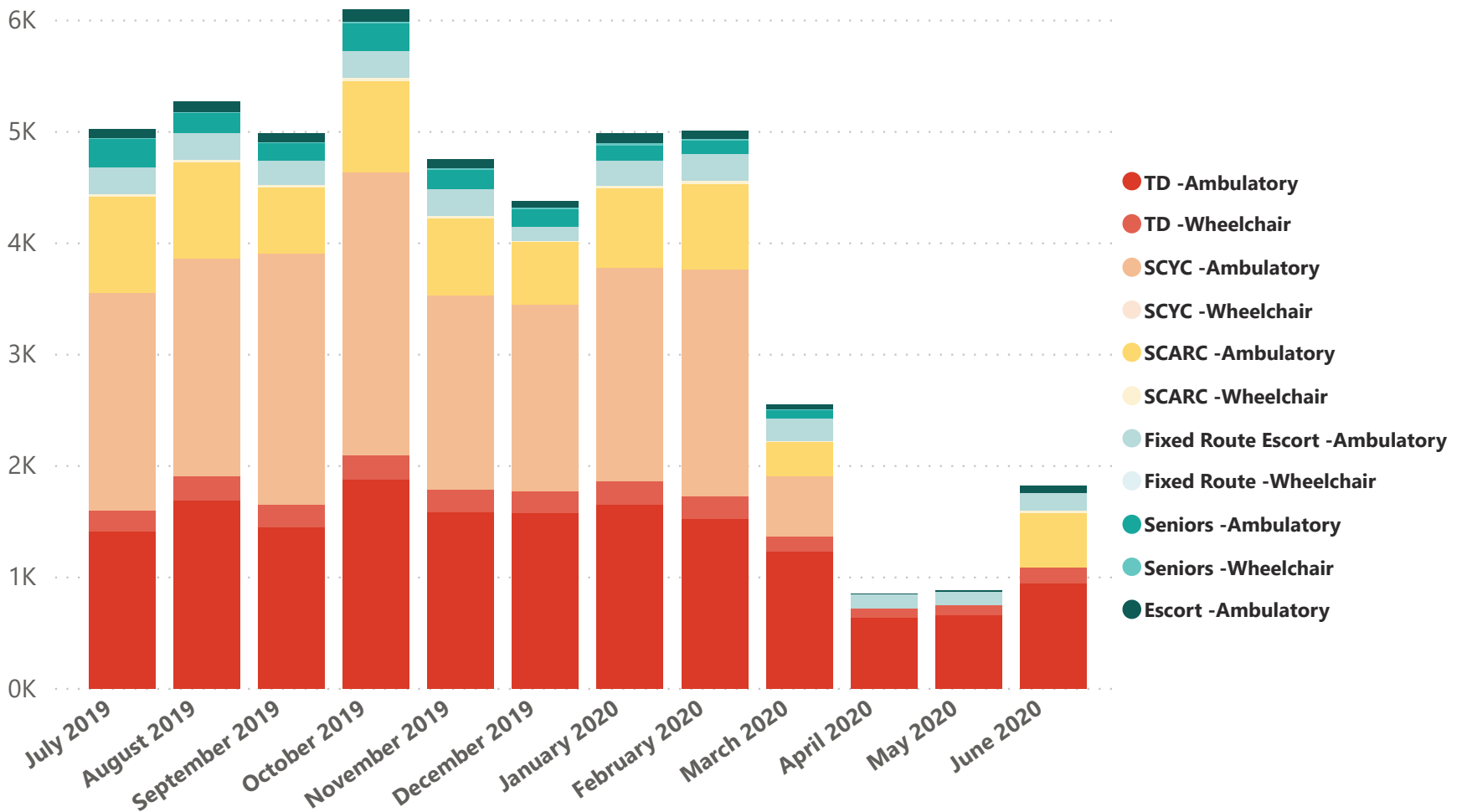


Average ridership between October 2020 and April 2021 is 185 trips

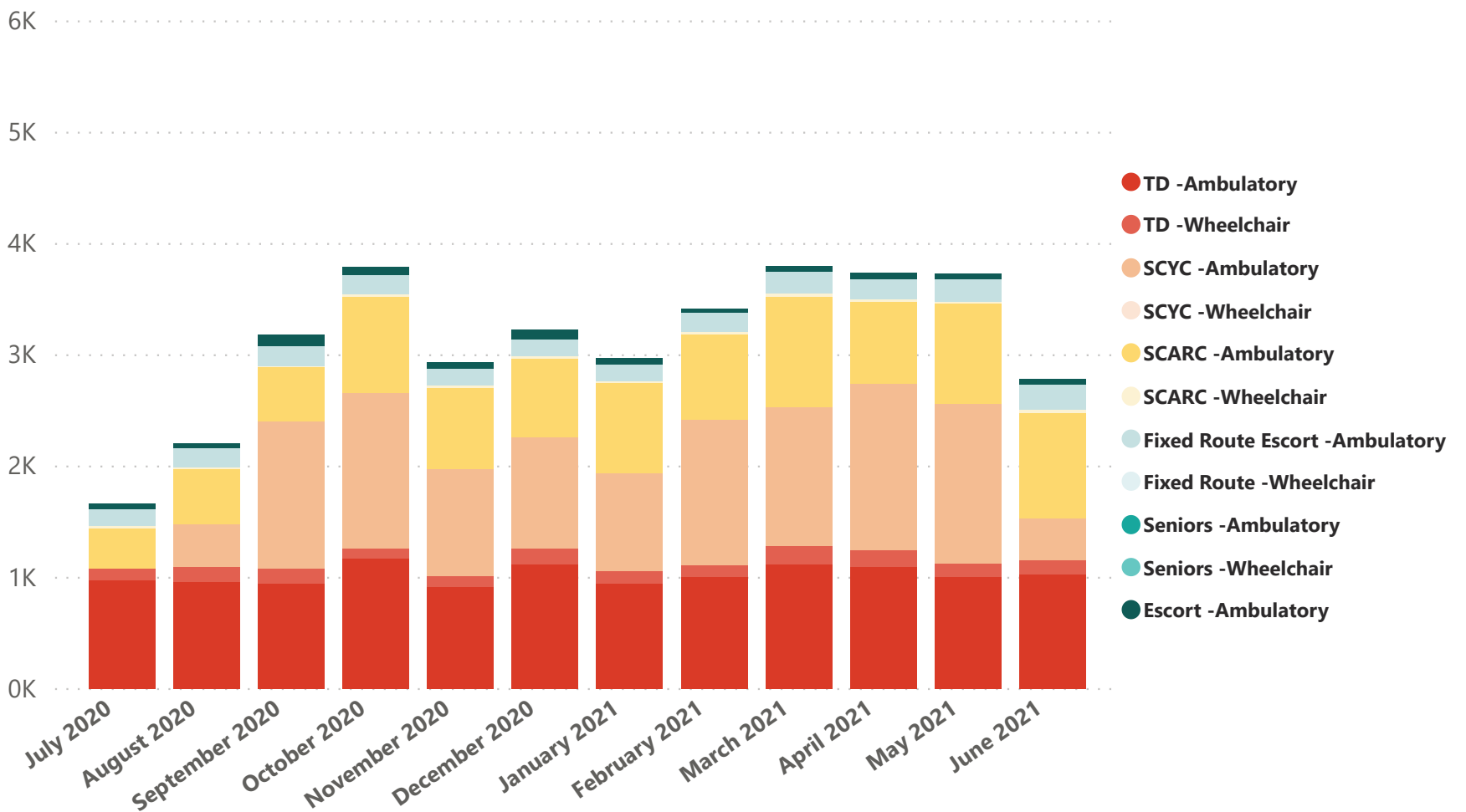
VAN POOL UPDATE

Enterprise remains operating two vans in Lake County while VRide utilizes one van.

Sumter County Trip Data FY 19-21

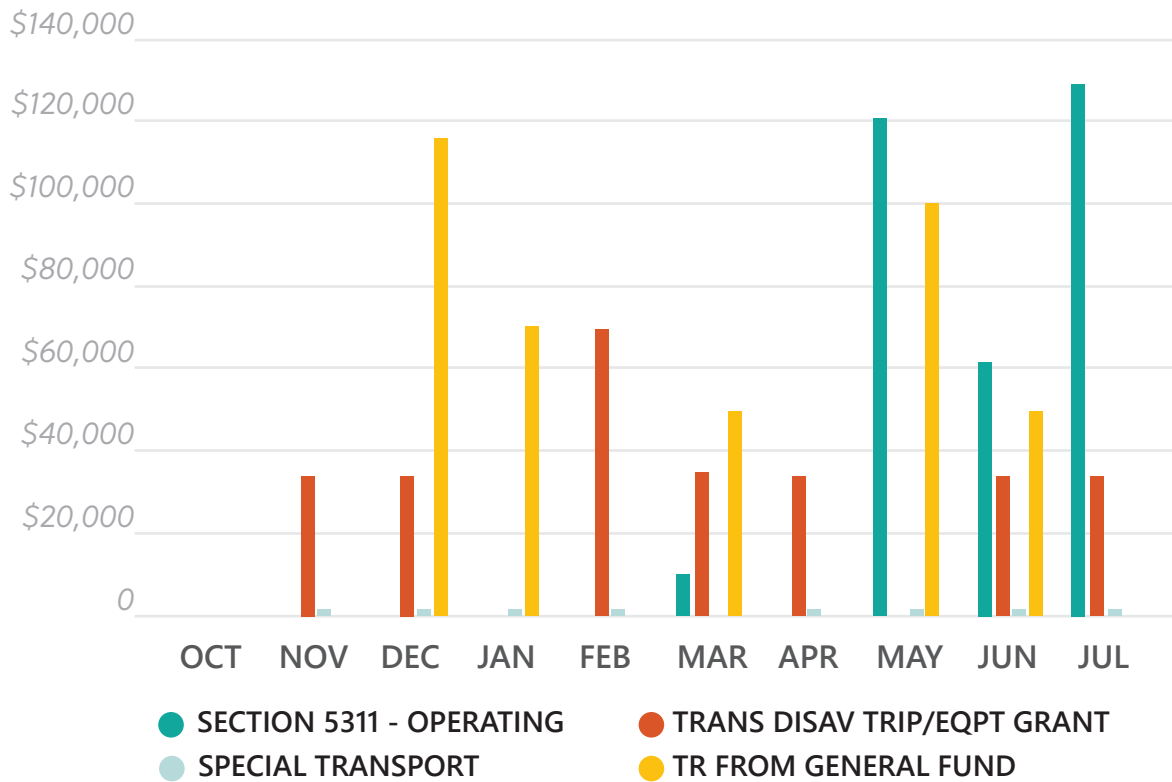


Sumter County Trip Data FY 20-21

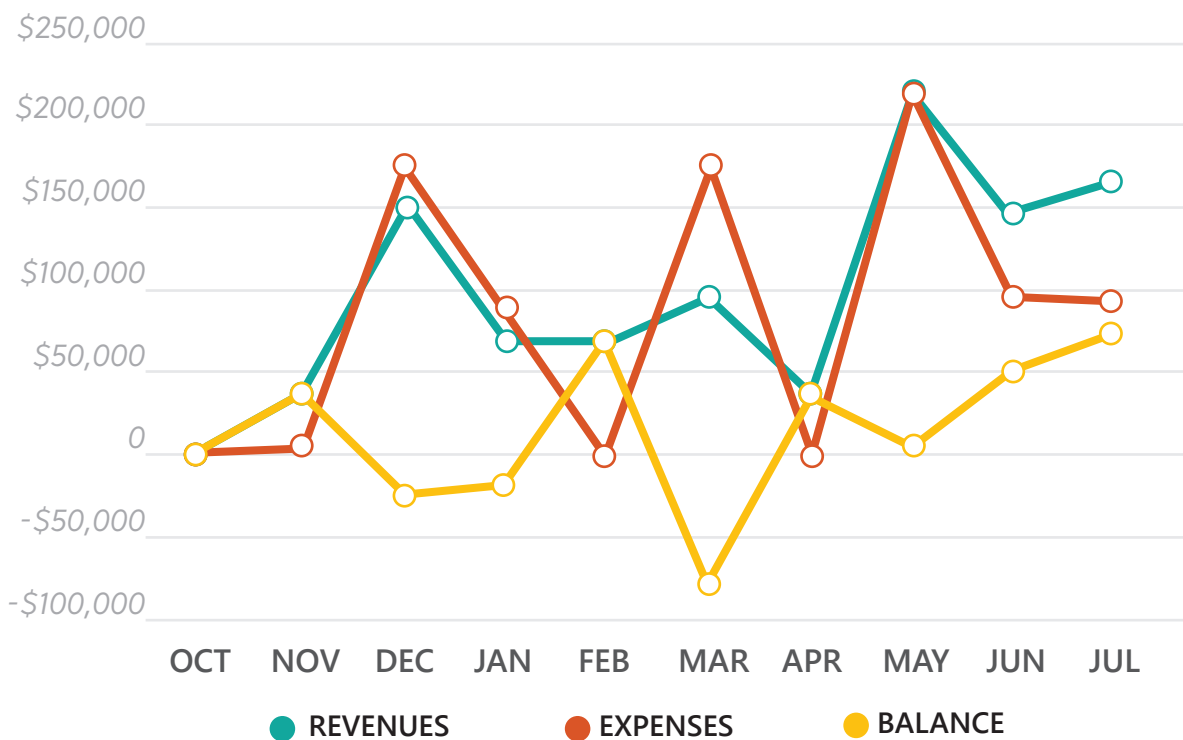


Sumter County FY 20-21

Revenues



Sumter County Transit Fund



ATTACHMENT G:
MPO QUARTERLY REPORT

**Planning Grant Agreement Tasks
Quarterly Progress Report**



Planning Agency	Lake~Sumter MPO	County	Sumter
		Invoice #	G1N86 Q4
Reporting Period	April 1, 2021 - June 30, 2021	Grant #	G1N86

I	PROGRAM MANAGEMENT	PROGRESS
A.	When necessary and in cooperation with the LCB, solicit and recommend a CTC . The selection will be accomplished, to the maximum extent feasible, through public competitive bidding or proposals in accordance with applicable laws and rules. Such recommendation shall be presented to the Commission by Planning Agency staff or their designee as needed. (Tasks 2A)	NA
B.	Develop and maintain a process for the appointment and reappointment of voting and non-voting members to the local coordinating board. (41-2.012, FAC)	The MPO activitely seeks to fill vacant Board positions..
C.	Prepare agendas for local coordinating board meetings consistent with the <i>Local Coordinating Board and Planning Agency Operating Guidelines</i> . (Task 3)	MPO staff prepared the JUne 7, 2021 agenda and supporting material, advertised and hosted the meeting.
D.	Prepare official minutes of local coordinating board meetings regardless of a quorum) and submit a copy along with the quarterly report to the Commission. For committee meetings, prepare minutes in the form of a brief summary of basic points, discussions, decisions, and recommendations to the full board. Keep records of all meetings for at least five years. (Task 3)	Minutes for the February 8, 2021 TDCB meeting were approved and DRAFT minutes for the JUne 7, 2021 TDCB meeting are included in this invoice packet.
E.	Provide at least one public workshop annually by each local coordinating board, and assist the Commission, as requested, in co-sponsoring public workshops. This public workshop must be in addition to the local coordinating board meetings. It may, however, be held in conjunction with the scheduled local coordinating board meeting (immediately following or prior to the local coordinating board meeting). (Task 4)	The Lake~Sumter MPO hosted a Public Workshop/Hearing on June 7, 2021. Meeting agenda and munited are included in this invoice packet
F.	Provide staff support for committees of the local coordinating board. (Task 3)	The MPO staff and MPO consultants support the TDCB and TDCB meetings.
G.	Develop and update annually by-laws for local coordinating board approval. Approved by-laws shall be submitted to the Commission. (Task 5)	The TDCB approved proposed changes to the bylaws that allow virtual meeting voting at a future meeting at the Febuary 8, 2021 meeting.
H.	Develop, annually update, and implement local coordinating board grievance procedures in accordance with the Commission guidelines. Procedures shall include a step within the local complaint and/or grievance procedure that advises a dissatisfied person about the Commission's Ombudsman Program. A copy of the approved procedures shall be submitted to the Commission. (Task 6)	Grievance Procudures were updated in 2021.
I.	Provide the Commission with a current membership roster and mailing list of local coordinating board members. The membership roster shall be submitted with the first quarterly report and when there is a change in membership. (Task 3)	TDCB Membership list is included in this invoice package.

J.	Provide public notice of local coordinating board meetings and local public workshops in accordance with the <i>Coordinating Board and Planning Agency Operating Guidelines</i> . (Task 3)	The June 7, 2021 meeting notice is included in this invoice package.
K.	Review and comment on the Annual Operating Report for submittal to the local coordinating board, and forward comments/concerns to the Commission for the Transportation Disadvantaged. (Task 7)	
L.	Report the actual expenditures (AER) of direct federal and local government transportation funds to the Commission for the Transportation Disadvantaged no later than September 15th. (Task 8)	

II.	SERVICE DEVELOPMENT	PROGRESS
A.	Jointly, with the community transportation coordinator and the local coordinating board, develop the Transportation Disadvantaged Service Plan (TDSP) following CTD guidelines. (Task 1)	The MPO and the CTC support the TDCB in their oversight role of the serviced provided in Sumter County.
B.	Encourage integration of “transportation disadvantaged” issues into local and regional comprehensive plans . Ensure activities of the local coordinating board and community transportation coordinator are consistent with local and state comprehensive planning activities including the Florida Transportation Plan. (427.015, FS)	ongoing.
C.	Encourage the local community transportation coordinator to work cooperatively with regional workforce boards established in Chapter 445, F.S., and provide assistance in the development of innovative transportation services for participants in the welfare transition program. (427.0157, FS)	ongoing

III.	TECHNICAL ASSISTANCE, TRAINING, AND EVALUATION	PROGRESS
A.	Provide the LCB with quarterly reports of local TD program administrative support accomplishments as outlined in the grant agreement and any other activities related to the TD program. (Task 9)	Quarterly Progress Reports are included in the TDCB agenda packets.
B.	Attend at least one Commission-sponsored training , including but not limited to, the CTD’s regional meetings, the CTD’s annual training workshop, or other sponsored training. (Task 10)	The Executive Director attends the 2020 CTD/FPTA Annual Conference.
C.	Attend at least one CTD meeting each year within budget/staff/schedule availability.	MPO staff attended the July 28, 2020 CTD Public Workshop and the September 30, 2020 CTD Public Workshop
D.	Notify CTD staff of local TD concerns that may require special investigations.	NA
E.	Provide training for newly-appointed LCB members. (Task 3)	NA
F.	Provide assistance to the CTC, purchasing agencies, and others, as needed, which may include participation in, and initiating when necessary, local or regional meetings to discuss TD needs, service evaluation and opportunities for service improvement.	Ongoing
G.	To the extent feasible, collect and review proposed funding applications involving “TD” funds consistent with Chapter 427, F.S., and Rule 41-2, F.A.C., and provide recommendations to the LCB. (427.0157, FS)	Ongoing
H.	Ensure the local coordinating board conducts, as a minimum, an annual evaluation of the community transportation coordinator. The local coordinating board shall evaluate the coordinator using the Commission’s <i>Evaluation Workbook for Community Transportation</i>	The CTC evaluation began during the fourth quarter and is being completed at the August 30, 2021 meeting. .

	<i>Coordinators and Providers in Florida</i> (at a minimum using the modules concerning Competition In Use of Operators, Cost-Effectiveness and Efficiency, and Availability of Service) and local standards as defined in the Transportation Disadvantaged Service Plan. (Task 2B)	
I.	Assist the CTD in joint reviews of the CTC.	As Needed
J.	Ensure the LCB annually reviews coordination contracts to advise the CTC whether the continuation of said contract provides the most cost effective and efficient transportation available, consistent with Rule 41-2, F.A.C.	The TDCB reviews the Coordination Contracts annually.
K.	Implement recommendations identified in the CTD's QAPE reviews.	As Needed

Other Items of Development and Update in accordance with Laws, Rules, and Commission policy:

By submission of this Quarterly Report, the information provided is accurate and accountable and corresponds with the activities for this quarter.



Representative

08-11-2021
Date



Leesburg Main Street Complete Street Plan

Kick-off Meeting
4/7/2021



Agenda

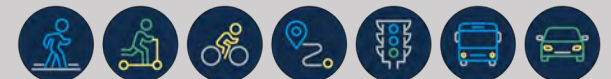
Introduction

Scope & Schedule, Deliverables, Meetings, Project Palette

Public Participation Plan – Working Draft

Defining Success – Working Materials

Next Steps



Introduction

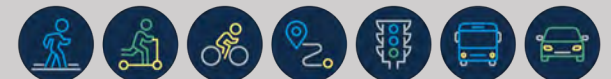


Project Overview



Objective: Determine recommended safety and multi-modal improvements

- Bicycle and pedestrian improvements
- ADA considerations
- Intersection modifications and roundabouts
- Landscaping



Scope & Schedule

2021									2022					
Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun

April 2021 – June 2022

01 Project Management & Public Participation Plan

April 2021 – September 2021

02 Defining Success

August 2021 – February 2022

03 Alternatives Assessment

January 2022 – June 2022

04 Concept Development

Kick-off

1st
PVT

Other
Meetings

2nd
PVT

Public
Meeting

Other
Meetings

Wrap
Up



Deliverables

April 2021 - June 2022

01 Public Participation Plan

Public Participation Plan:

- 1st Draft: May 2021
- 2nd Draft: June 2021
- Final Outreach Summary: June 2022

April 2021 - September 2021

02 Defining Success

Defining Success Documentation

- Draft: July 2021
- Final: September 2021

August 2021 - February 2022

03 Alternatives Assessment

Alternatives Assessment Documentation

- Draft: January 2021
- Final: February 2022

January 2021 - June 2022

04 Concept Development

Final Documentation

- Graphical Report & Concept Plan Roll Plots
- Visualizations/Renderings (2 at Key blocks or intersections)
- Concept Level Opinion of Probable Cost
- Implementation Plan (short-term < 5Y, mid-term 5-10 Y, and long-term 11-20Y.)

Sample Deliverables

INTRODUCTION
STUDY OVERVIEW

GERTRUDE'S WALK

PREVIOUSLY IDENTIFIED CONCEPTUAL ALIGNMENT

DOWNTOWN CONNECTOR TRAIL

DOWNTOWN GAP STUDY

STUDY PURPOSE
The purpose of this study is to develop an alignment that connects the Downtown Connector Trail to Gertrude's Walk with a bike facility that can be used by people of all ages and abilities.

STUDY AREA
The study area is bounded by Interstate 4 (I-4) to the west, Washington Street to the north, Mills Avenue and Thornton Avenue to the east, and Palmer Street, Agnes Street, Lucerne Circle, and America Street to the south.

The recommended alignment does not need to connect to the existing termini of these two trails.

CITY OF ORLANDO
BICYCLE BELTWAY
DOWNTOWN GAP STUDY

8 of 82

6

Hybrid Presentation / Report Deliverables Format - Examples

Sample Deliverables



2D Rendering – Example

Sample Deliverables









3D Rendering - Examples






Project Palette

PRIMARY COLORS

	CMYK: 98 81 44 44 RGB: 18 44 73 HEX: #122C49
	CMYK: 75 27 0 0 RGB: 0 152 122 HEX: #0098DE
	CMYK: 87 28 77 14 RGB: 12 124 89 HEX: #0C7C59
	CMYK: 71 13 63 1 RGB: 77 166 127 HEX: #4DA67F
	CMYK: 0 20 100 0 RGB: 255 203 5 HEX: #FFCB05
	CMYK: 1 8 66 0 RGB: 255 226 116 HEX: #FFE274

SECONDARY COLORS

	CMYK: 75 68 67 90 RGB: 0 0 0 HEX: #000000
	CMYK: 58 49 46 15 RGB: 109 110 113 HEX: #6D6E71
	CMYK: 26 20 20 0 RGB: 188 190 192 HEX: #BCBEC0

PRIMARY FONTS

Segoe UI Regular
 Segoe UI Semibold
Segoe UI Bold
Segoe UI Black

Accessible color combinations

Please don't use these color combinations, they do not meet a color contrast ratio of 4.5:1, so they do not conform with the standards of Section 508 for body text. This means that some people would have difficulty reading the text. Employing accessibility best practices improves the user experience for all users.

	Blue text #122C49 Aa	Light blue text #0098DE Aa	Green text #0C7C59 Aa	Light green text #4DA67F Aa	Yellow text #FFCB05 Aa	Light yellow text #FFE274 Aa
Light yellow background #FFE274						
Yellow background #FFCB05						
Light green background #4DA67F						
Green background #0C7C59						
Light blue background #0098DE						
Blue background #122C49						

Alternative Footer Design



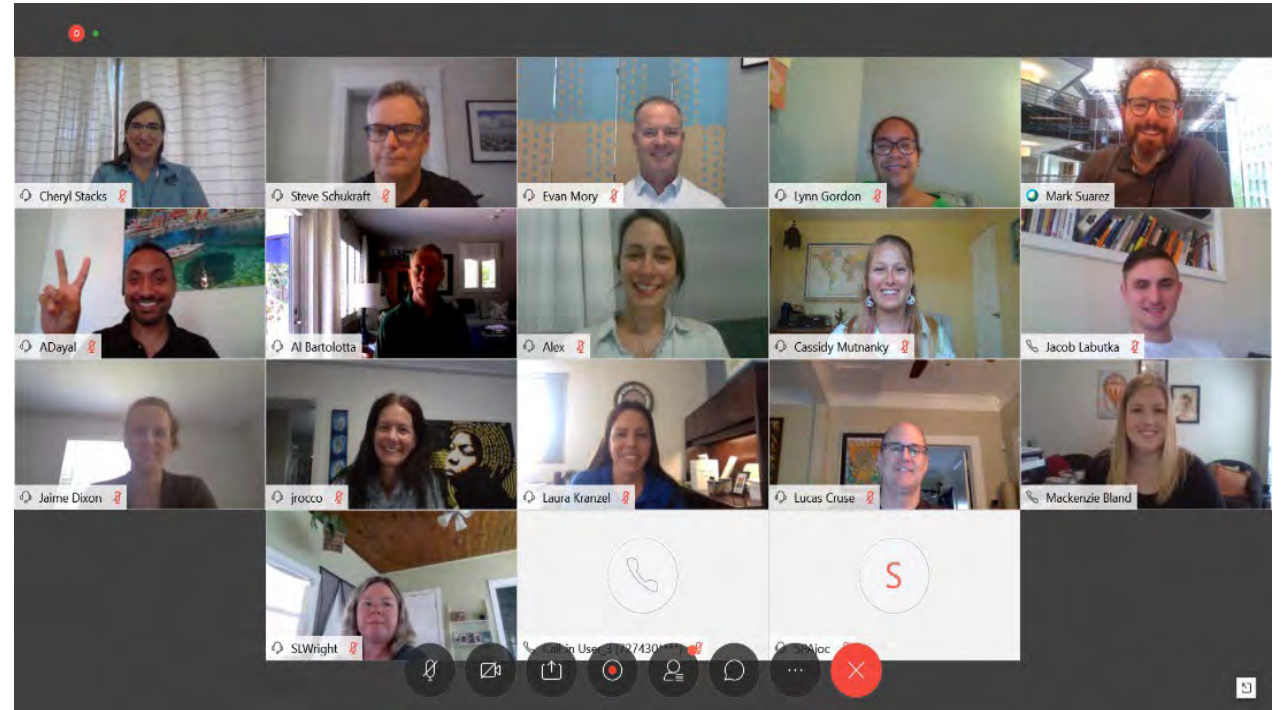
Public Participation Plan (Working Draft)



Public Participation Plan

The first project deliverable will:

- Guide the public involvement process
- Outline outreach strategies & schedule
- Identify stakeholders & recommended communication approaches



Draft Project Visioning Team

State & Regional

FDOT, Director of Transportation District 5 Heather Garcia
FDOT, Traffic Services Manager Chad Lingenfelter, AICP, PTP, RSP1
LakeXpress, County Manager Alan Rosen

City of Leesburg

Public Works, Director Cliff Kelsey
City Manager, Al Minner
Public Works, Deputy Director Amy Fleck
Public Works, Deputy Director Neil Gaines
Planning and Zoning, Manager Dan Miller, AICP
Economic Development & Housing, Director Ken Thomas

Lake County

Public Works, Director Jim Stivender
Public Works, County Engineer Fred Schneider
Traffic, Engineer Supervisor George Gadiel

Local Agencies

Lake County Public Schools, Director of Transportation Scott Pfender
Leesburg High School, Principal Michael A. Randolph
Leesburg Fire Department, Fire Chief David Johnson
Leesburg Police Department, Deputy Chief of Police, Vanessa Grigsby

Special Interest

UF Health Leesburg Hospital, Vice President & Chief Counsel Phil Braun, JD
Leesburg Regional Medical Center: Emergency Room: Vice President & Chief Counsel Phil Braun, JD
Elevate Lake, Executive Director Brandon Matulka
Downtown Leesburg Business Association
Leesburg Area Chamber of Commerce
Downtown Leesburg Main Street Program
Greater Leesburg Community Redevelopment Agency

Neighborhood Associations / HOAs

Faith Based Organizations

Business Owners



Public Participation Plan Outline

- **Introduction**

- Project Purpose and Background
- Key Messaging
- Project Branding and Documents

- **Project Stakeholders**

- Community Composition
- Local Governments & Public Agencies
- Special Interest Groups
- Businesses

- **Outreach Strategies and Tools**

- Targeted Outreach Themes
- Study Page
- Project Kick-Off Online Survey
- Meetings
 - Alternatives Virtual Public Meeting (Online Alternatives Video And Survey)(1)
 - Agency Briefings
 - Project Visioning Team (2)

- **Notifications**

- Stakeholder Database
- Mailing List
- Emails (and Phone Calls)
- Postcards
- Additional Signage
- Social Media Posts and Ads
- Newspaper Ads

- **Public Comments**

- **Outreach Schedule**

- **Public Involvement Requirements**

- Project Contact Information



Outreach Schedule

APRIL 2021 - SEPTEMBER 2021
**DEFINING
SUCCESS**

KICK-OFF MEETING

ONLINE SURVEY

**PROJECT
VISIONING TEAM
MEETING #1**

AUGUST 2021 – FEBRUARY 2022
**ALTERNATIVES
ASSESSMENT**

**PROJECT VISIONING
TEAM MEETING #2**

**VIRTUAL PUBLIC
MEETING
(ONLINE VIDEO
AND SURVEY)**

JAN 2022 – JUNE 2022
**CONCEPT
DEVELOPMENT**

**ADDITIONAL
MEETINGS/
PRESENTATIONS**

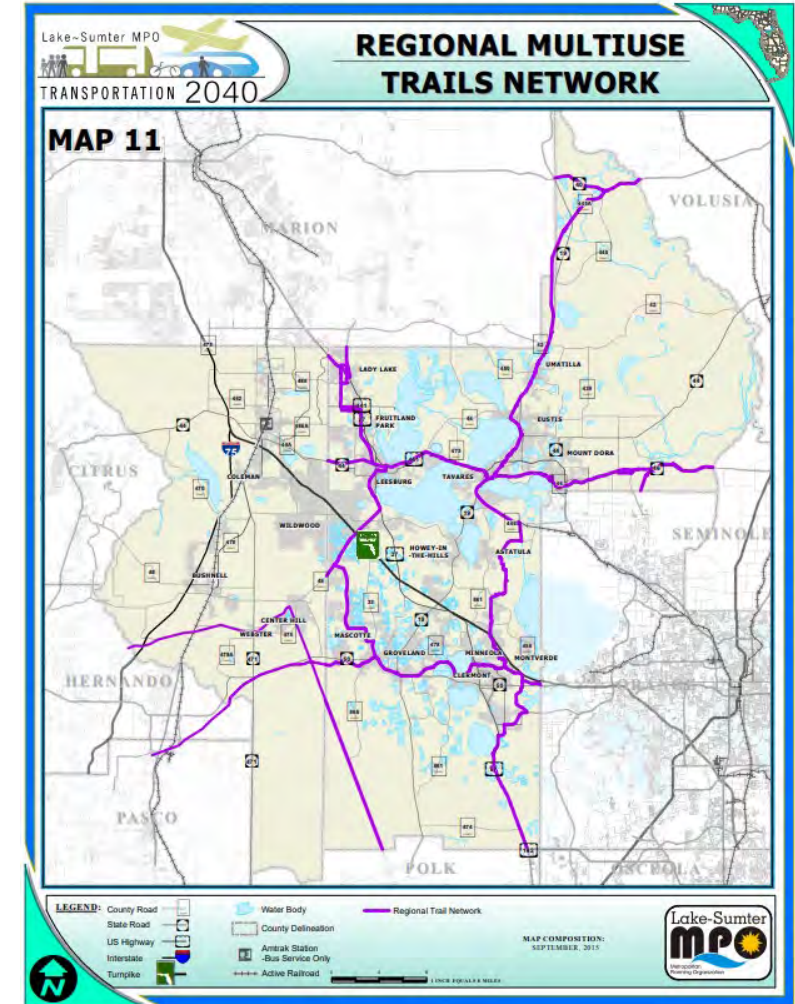
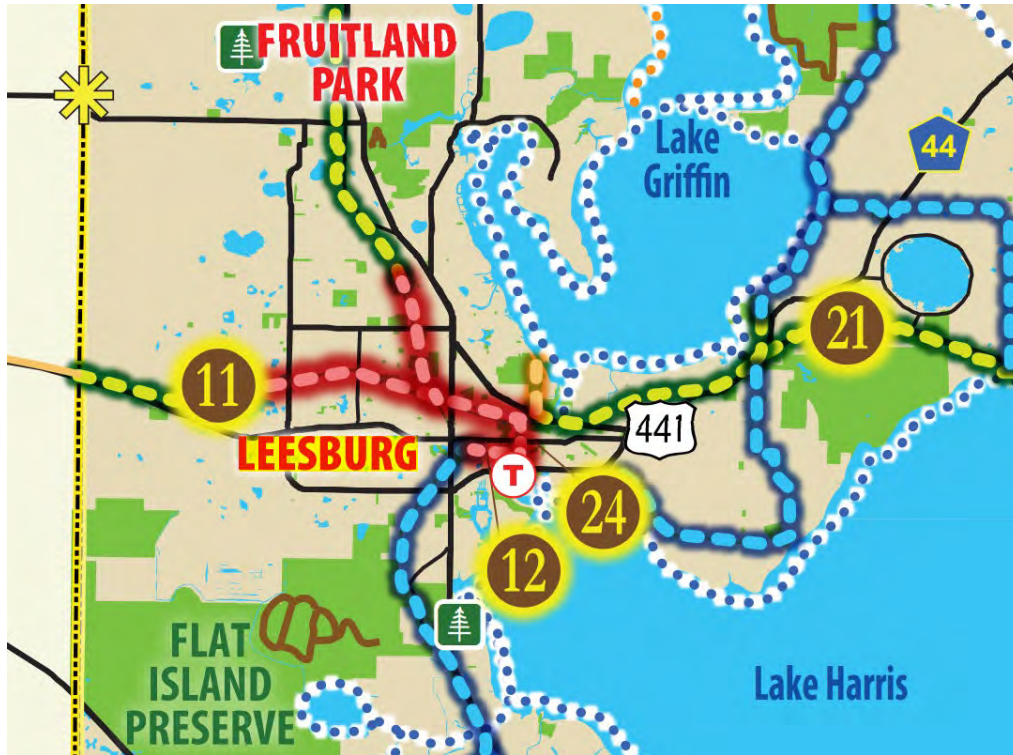


Defining Success (Working Material)



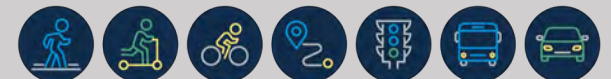
Current and Future Projects – Regional Context

- LSMPO Long Range Transportation Plan (LRTP) 2040



Current and Future Projects – Lake County Trail Master Plan

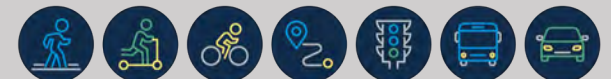
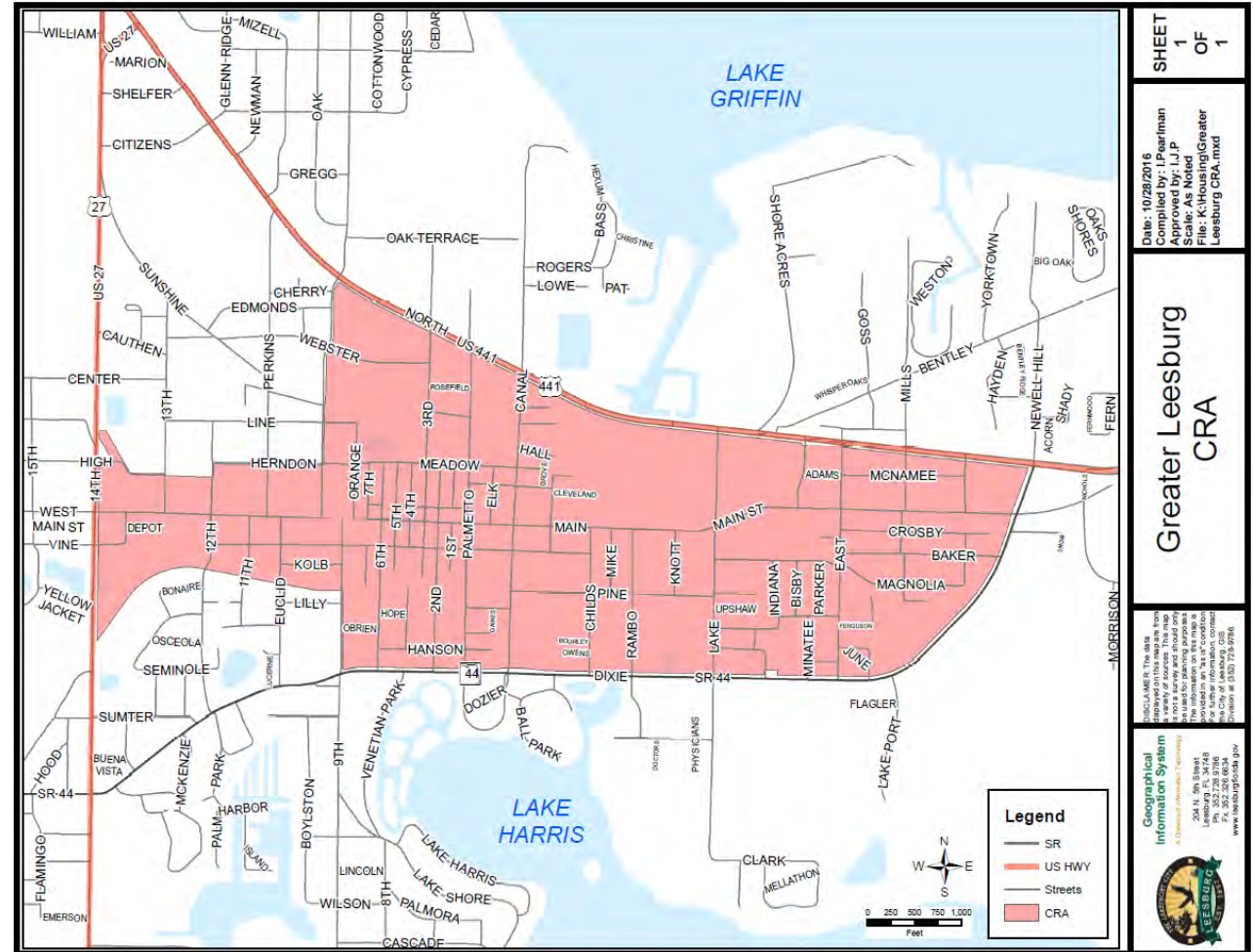
- Lake County Trail Master Plan



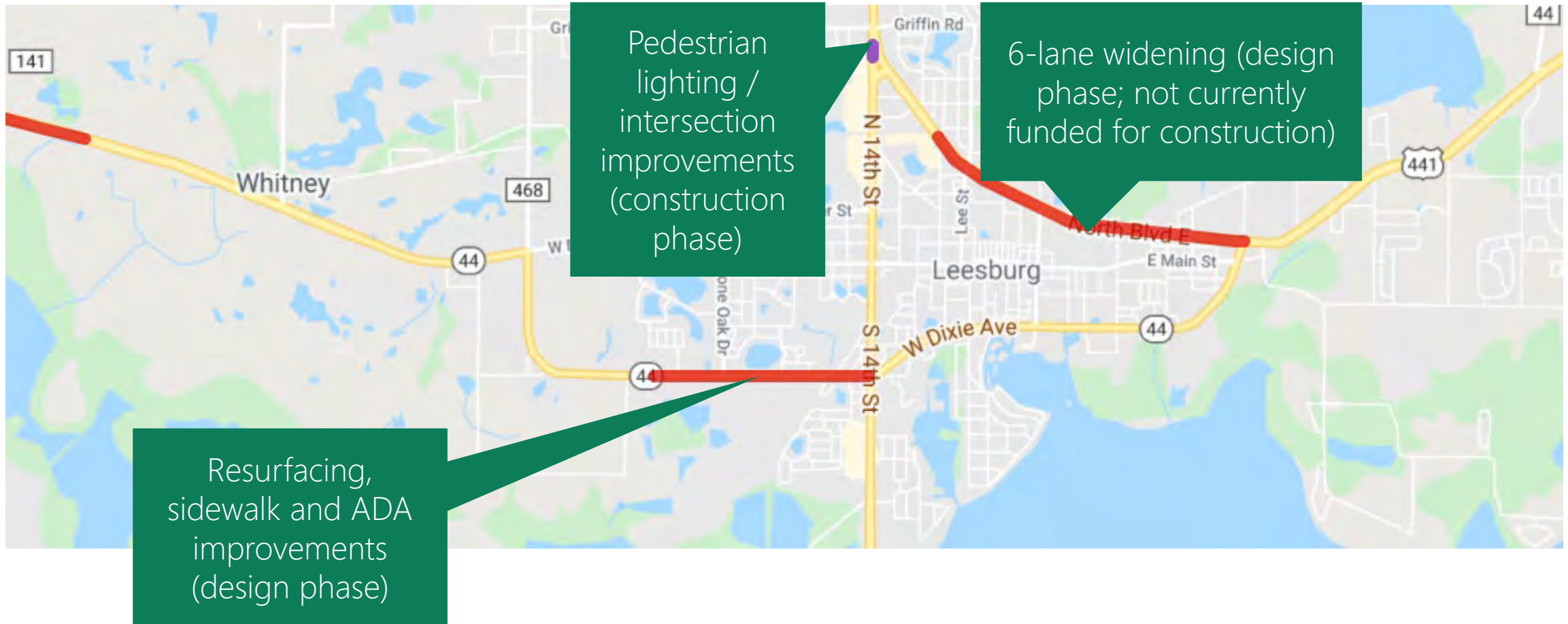
Current and Future Projects – Greater Leesburg CRA

Greater Leesburg CRA

Status of current redevelopment plan?



Current and Future Projects – FDOT Current Work Program



Current and Future Projects

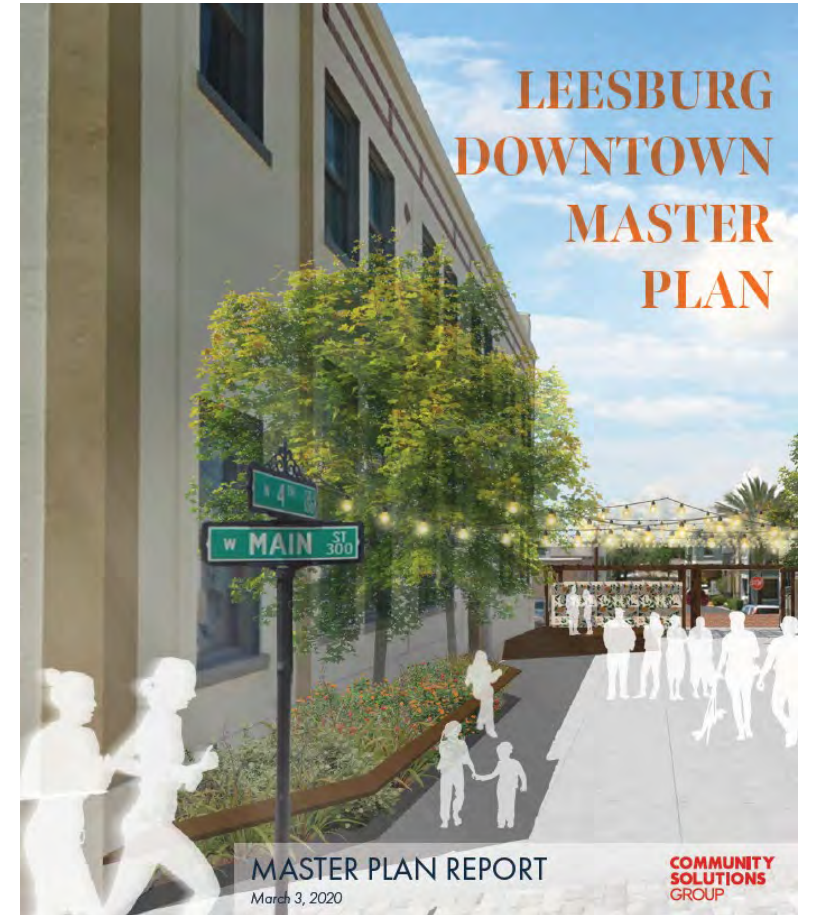
- Leesburg Downtown Master Plan March 2020



ST-2 East Main Street and Trail

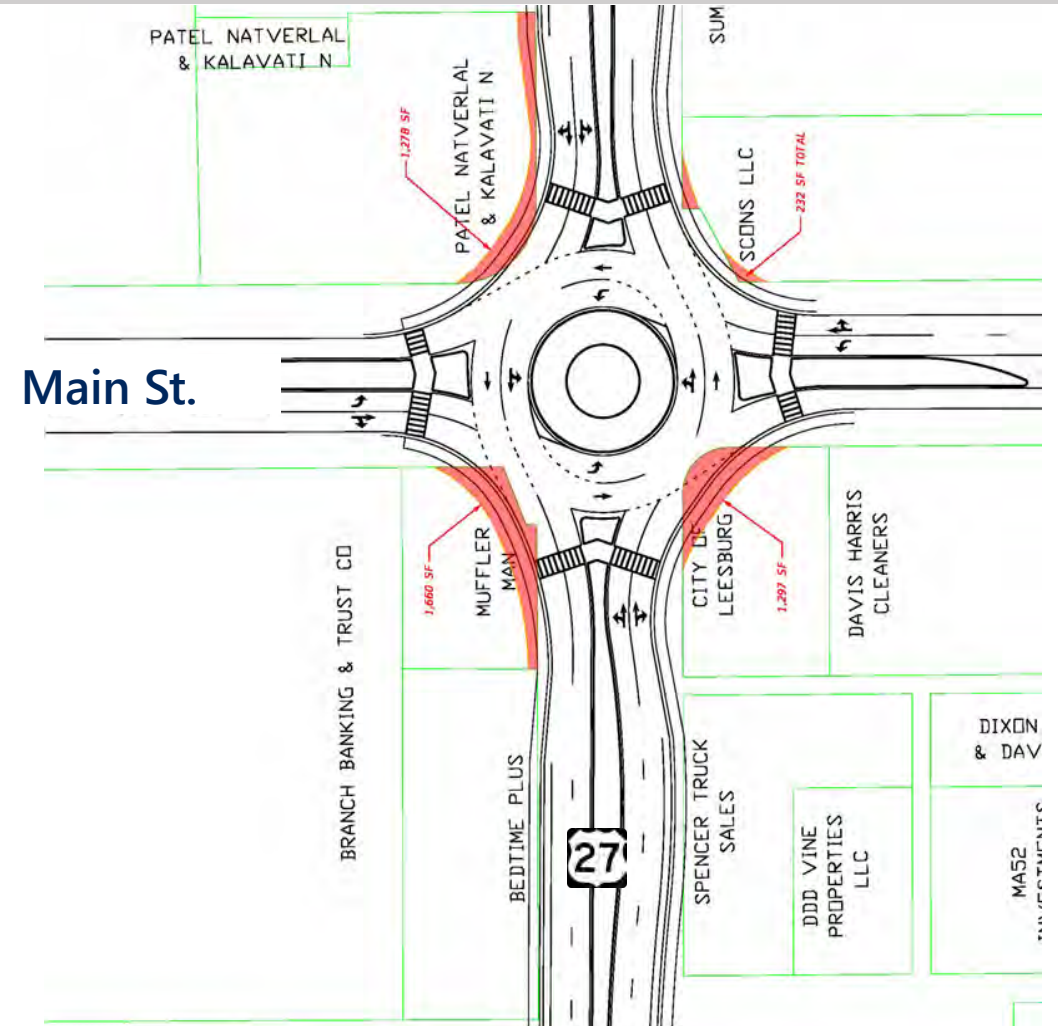
Develop section similar to West Main streetscape, including on-street parking, from Canal to Childs Street. East of Childs Street include on-street cycle track to extend Magnolia Trail to Dixie/SR 44.

00.LATER \$5,900,000 to \$7,000,000

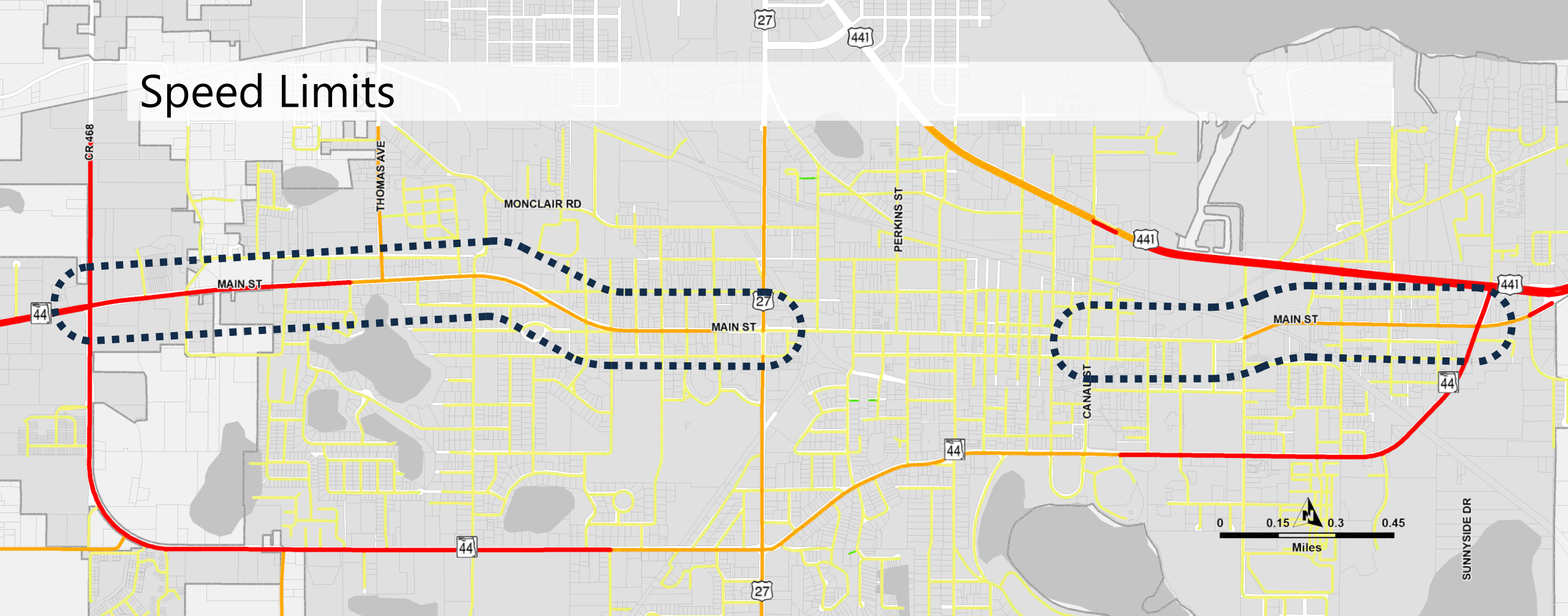


Current and Future Projects

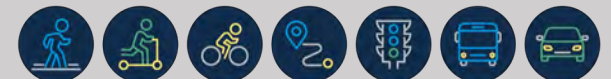
- US27 Roundabout Feasibility Study



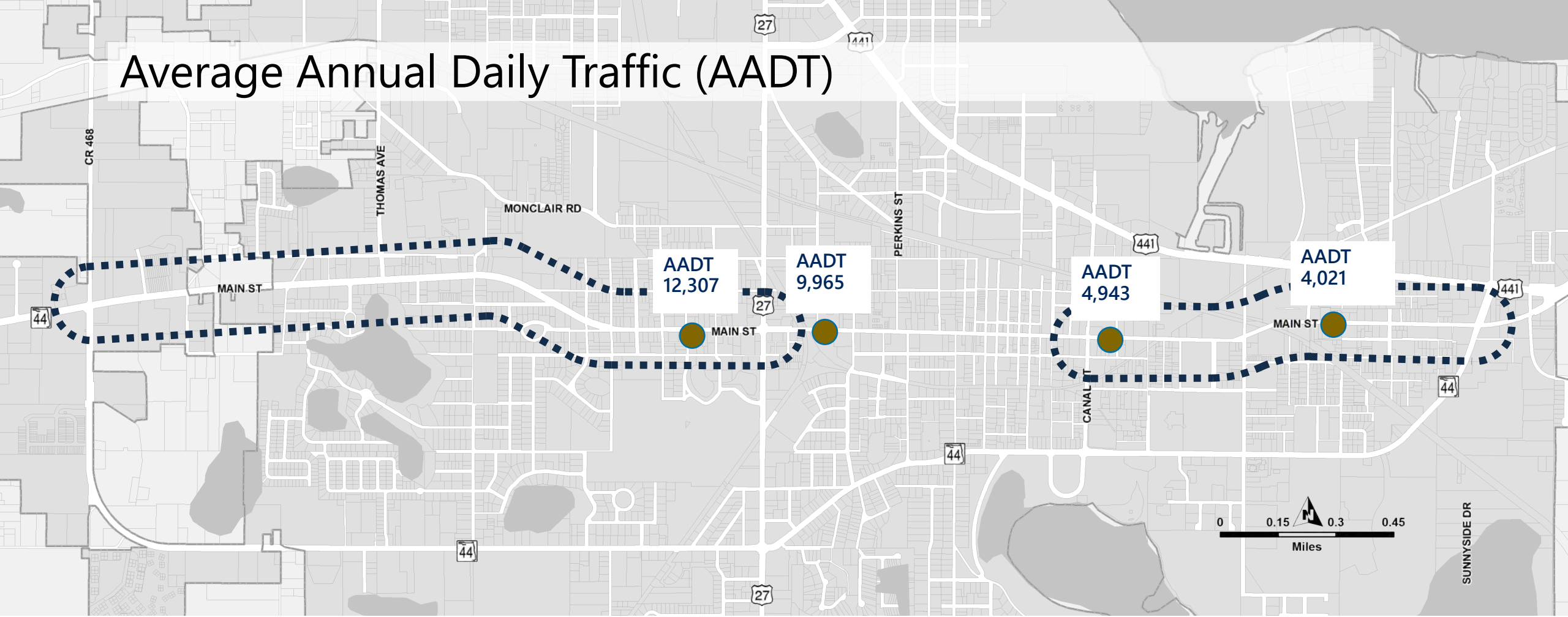
Speed Limits



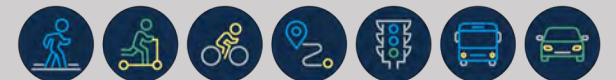
- Main Street 20 -45 mph
- Crossing Streets 30 – 35 mph



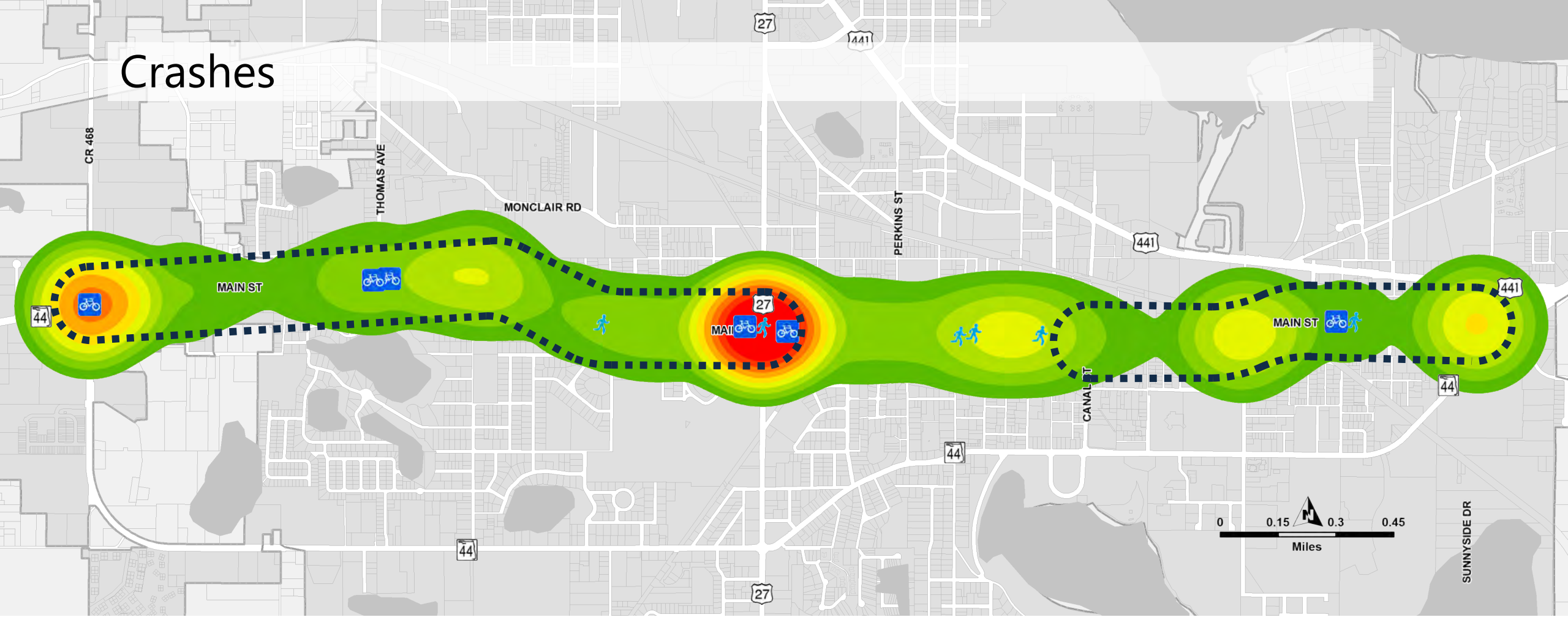
Average Annual Daily Traffic (AADT)



Reference: 2019 Lake County Annual Traffic Counts



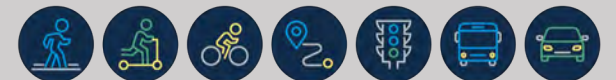
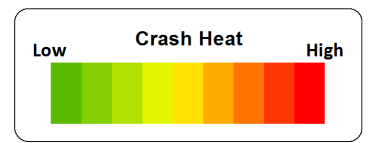
Crashes



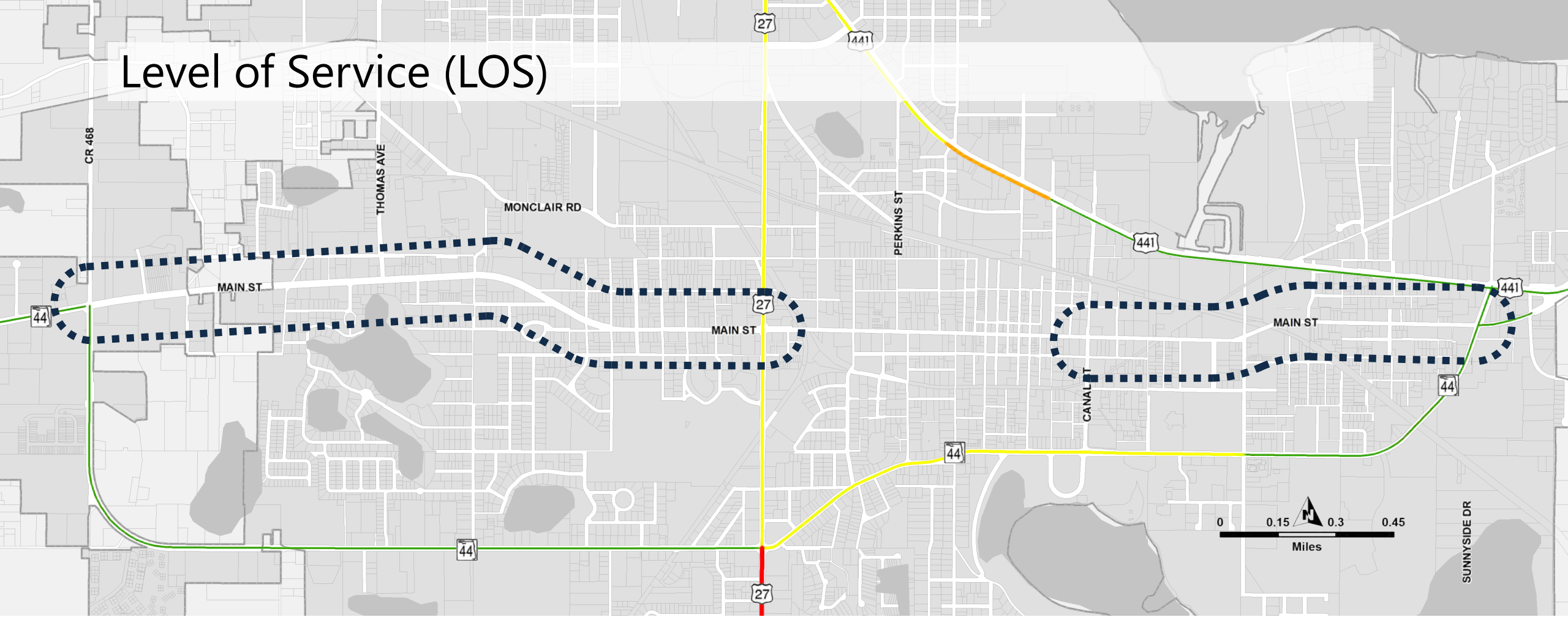
- 2016 -2020 Crash Data

Crash Type

-  Bicycle Crashes
-  Pedestrian Crashes



Level of Service (LOS)

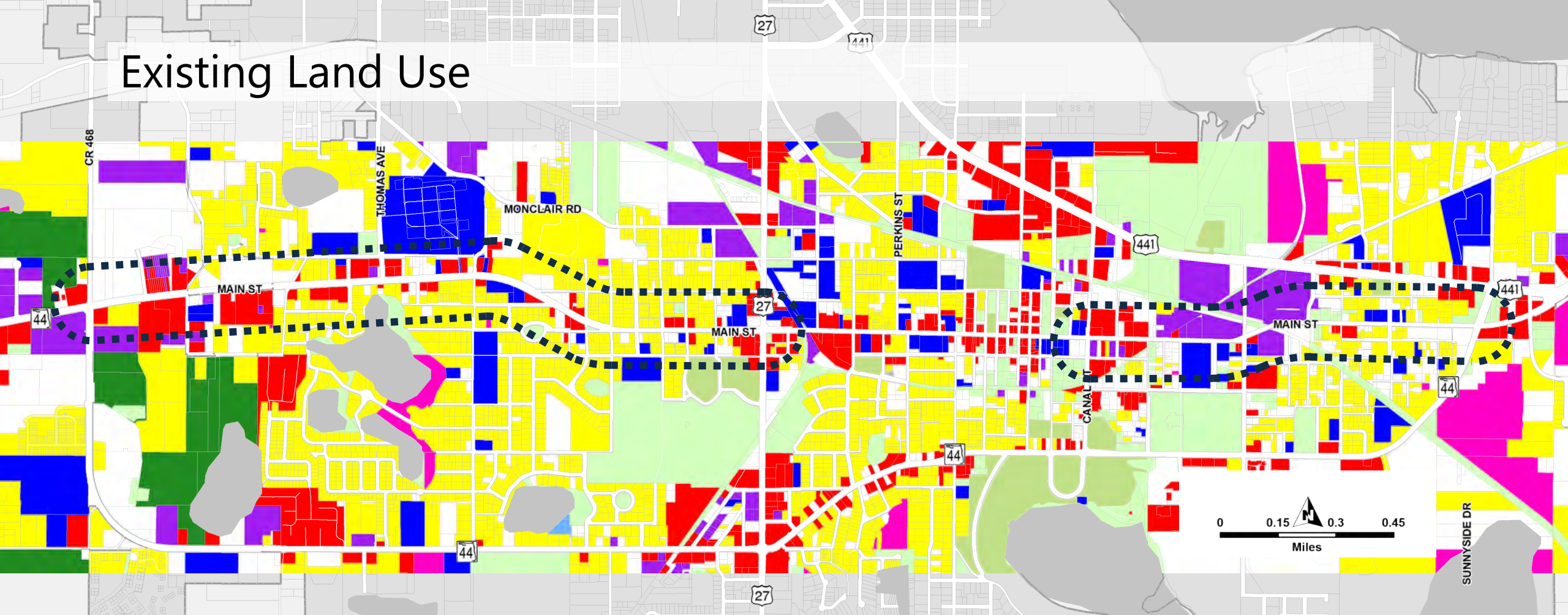


Level of Service

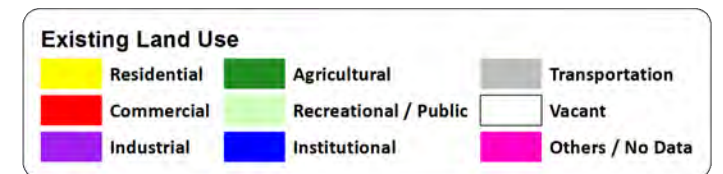
Green line	C	Orange line	E
Yellow line	D	Red line	F



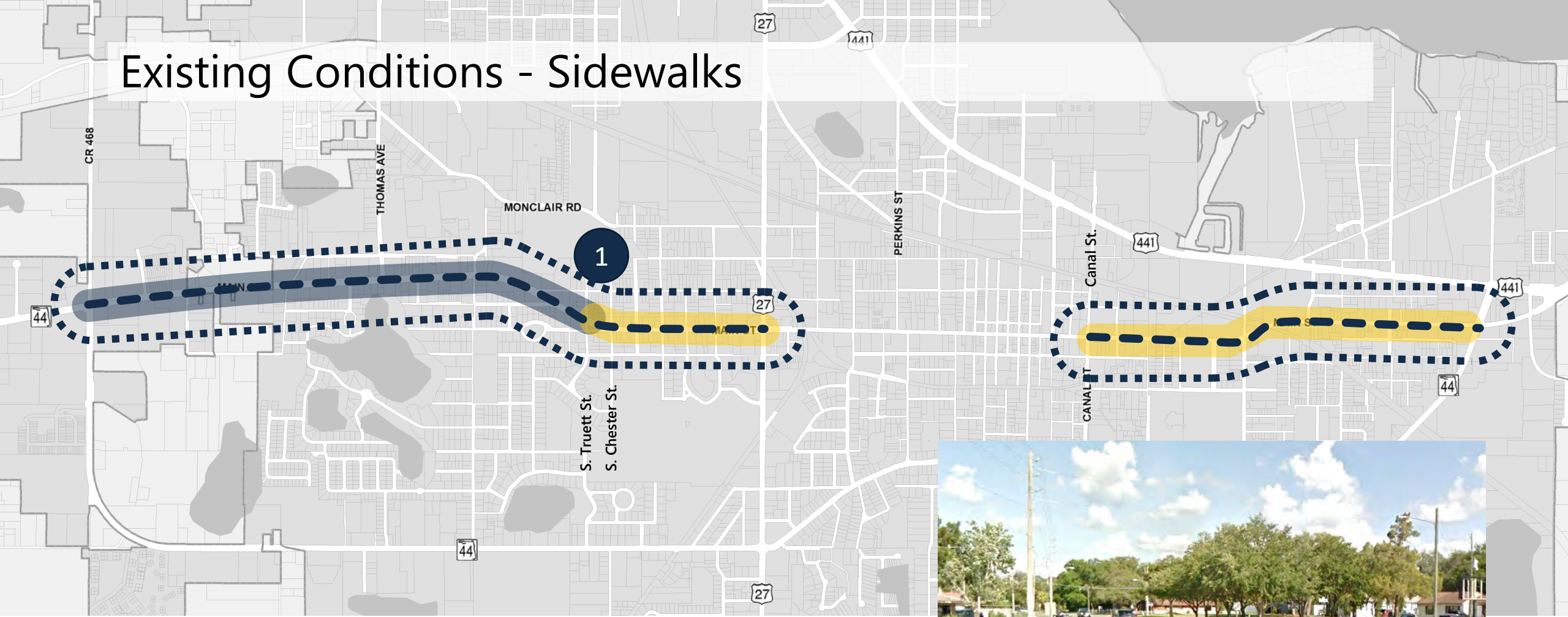
Existing Land Use



- Mixed Uses, mainly Residential, Commercial and Institutional



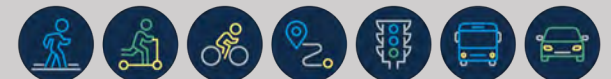
Existing Conditions - Sidewalks



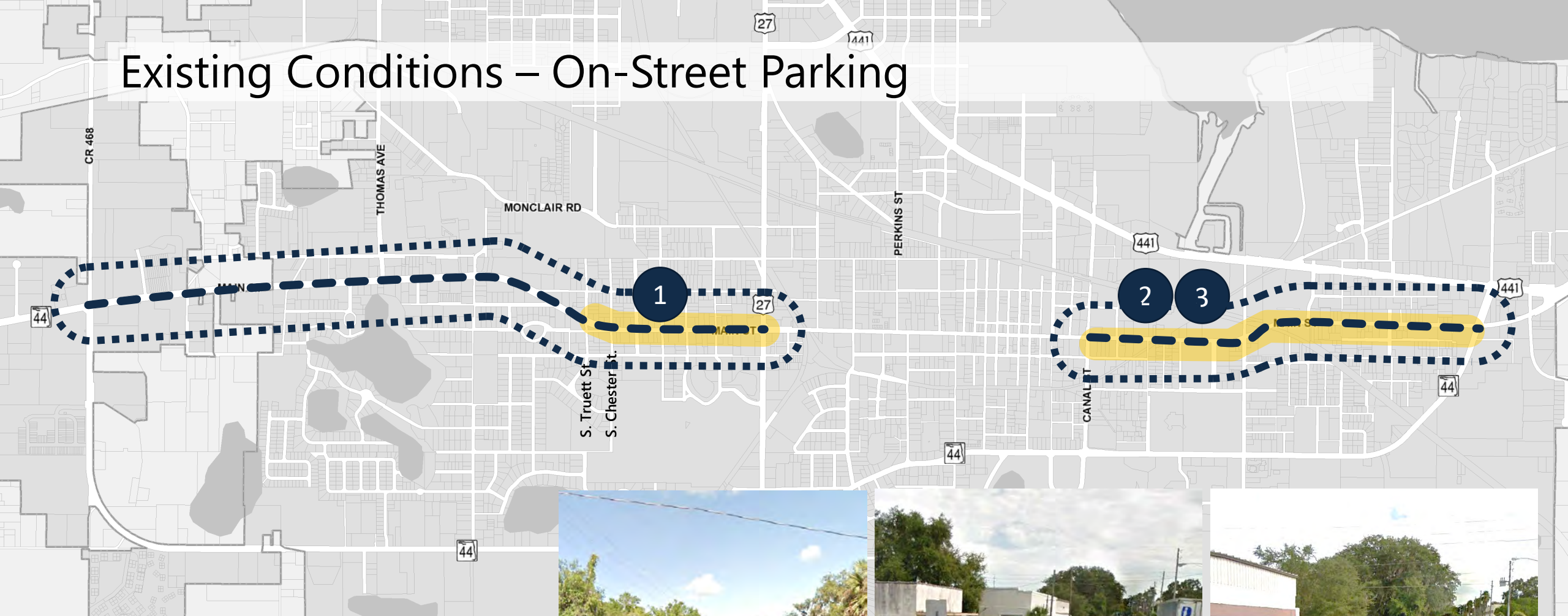
No Sidewalks



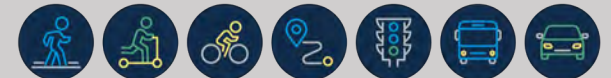
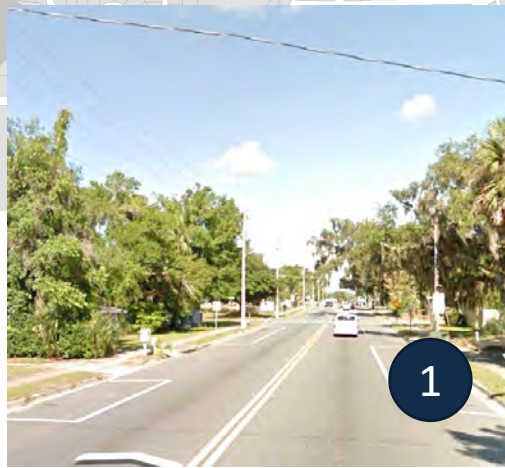
Sidewalks



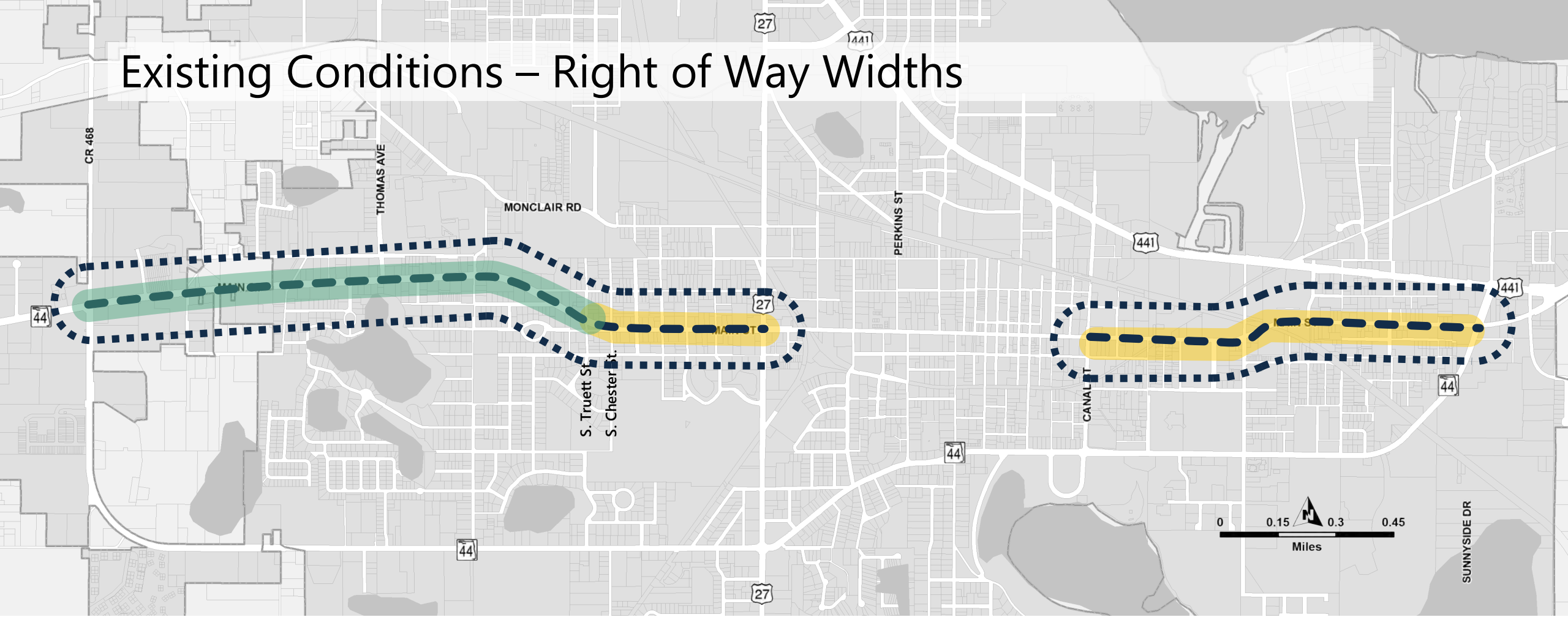
Existing Conditions – On-Street Parking



On-Street Parking

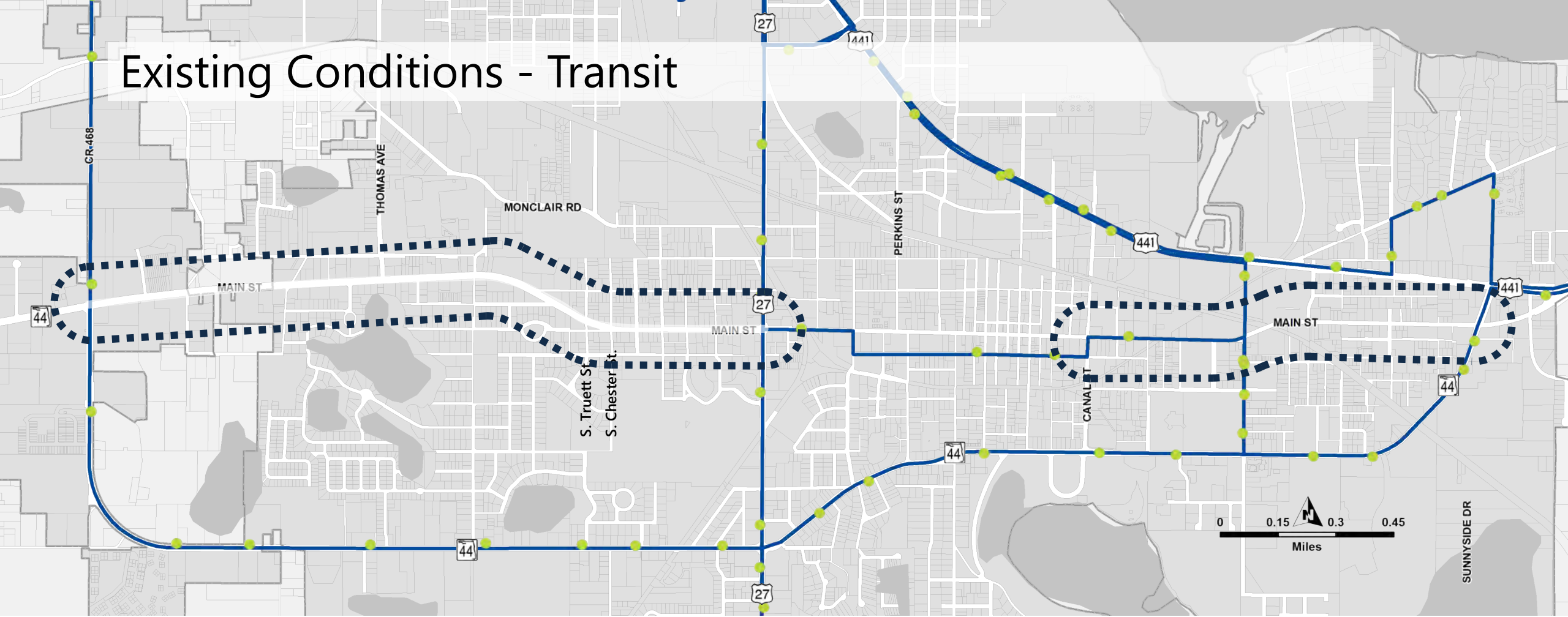


Existing Conditions – Right of Way Widths

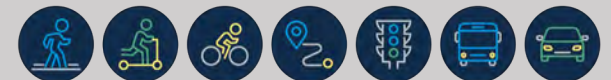
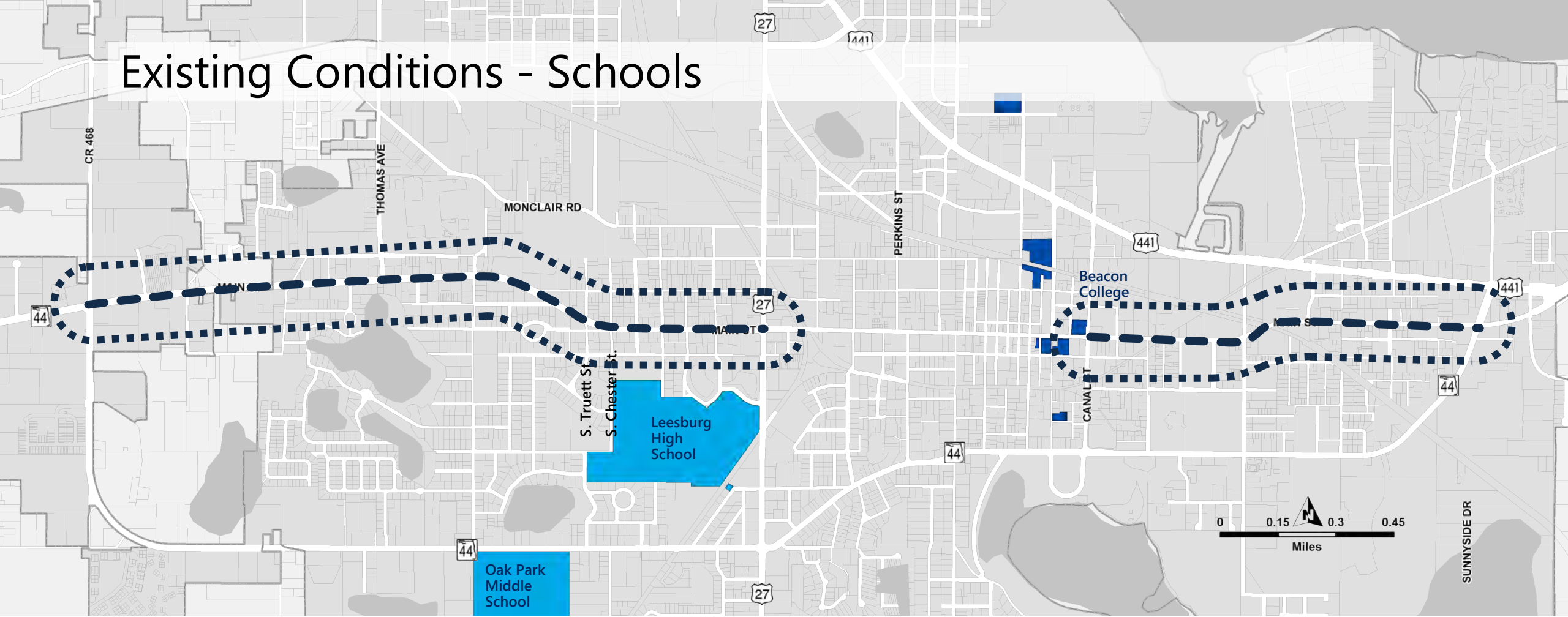


-  +/- 100'
-  +/- 60'

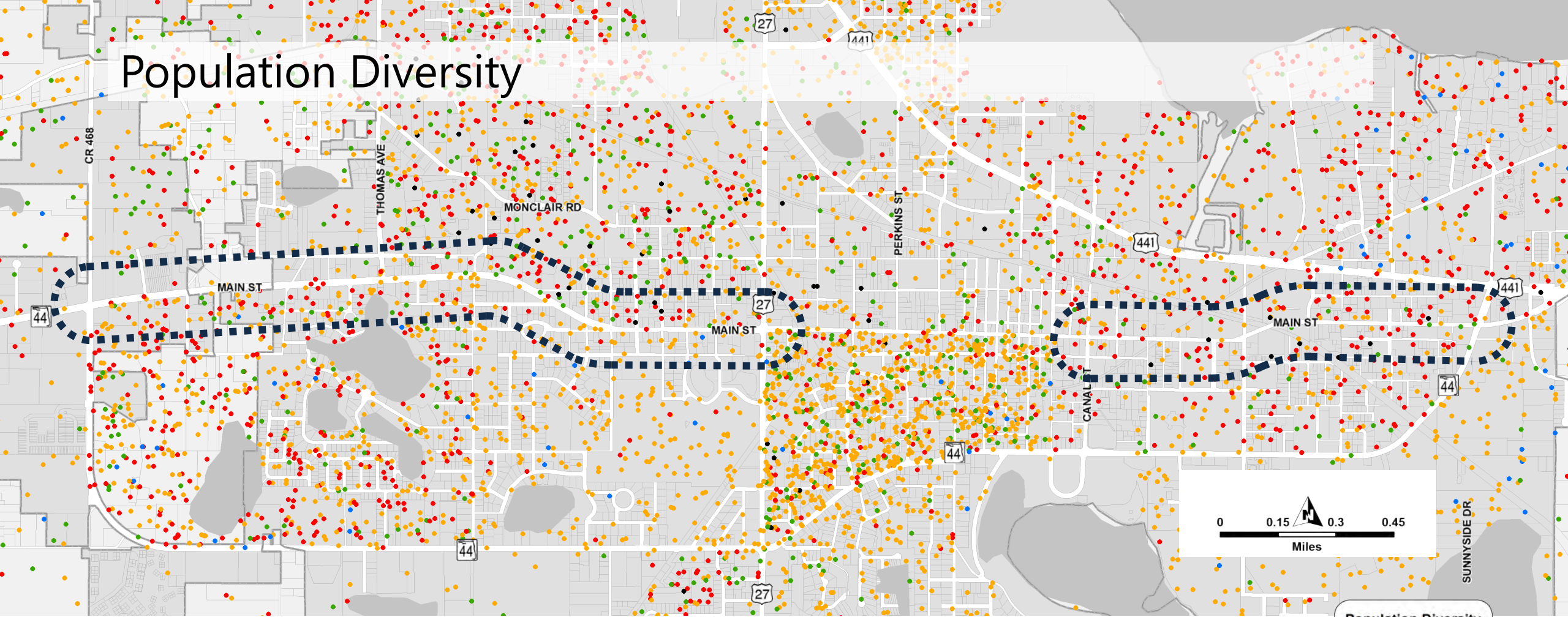
Existing Conditions - Transit



Existing Conditions - Schools



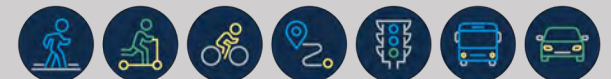
Population Diversity



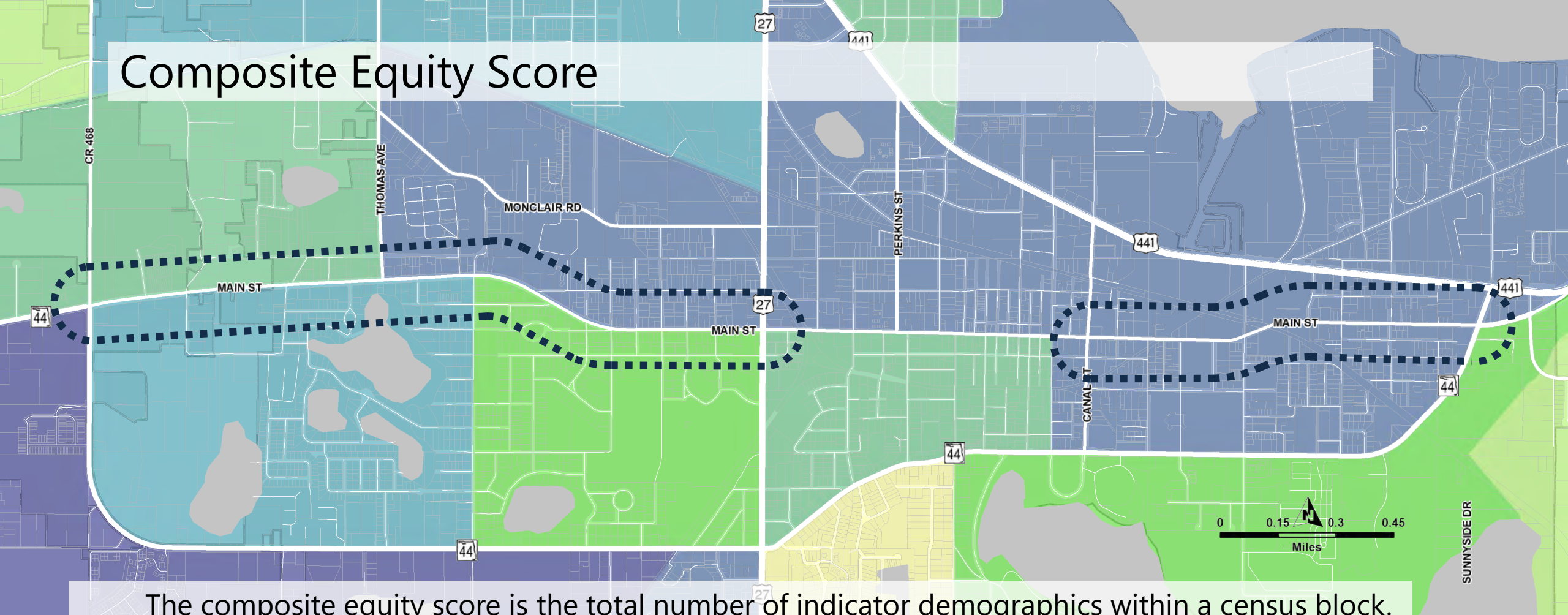
Population Diversity

1 Dot = 3 Persons

- ASIAN
- BLACK
- HISPANIC
- WHITE
- OTHER

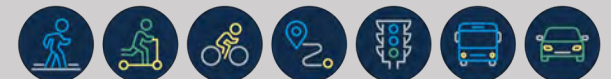
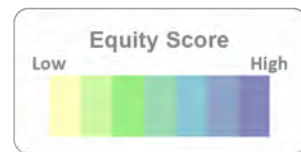


Composite Equity Score



The composite equity score is the total number of indicator demographics within a census block. Indicator demographics include census blocks with above average:

- Zero car households,
- Means of transportation to work other than personal motor vehicle,
- Minority,
- Low income,
- Limited English proficiency, and
- Population 65 & under 18



Best Practices



People Driving

As the most popular but least efficient way to travel, vehicles should be included but not prioritized



- Traffic calming for safety of all users
- Safe driveways & access points
- Speed limit through design



People Taking The Bus

An efficient and affordable way to move many people, including disabled people, over long distances



- Accessible & comfortable bus stops
- Bus stop spacing
- Bus schedule reliability & frequency



People Biking

In addition to recreation, biking can replace long walking trips and supplement transit trips



- Bike user visibility
- Safe bikeway & intersection design
- Bike parking and accessibility



People Walking

A sustainable and enjoyable way to get around, all trips by bike, bus, or car also begin and end with walking



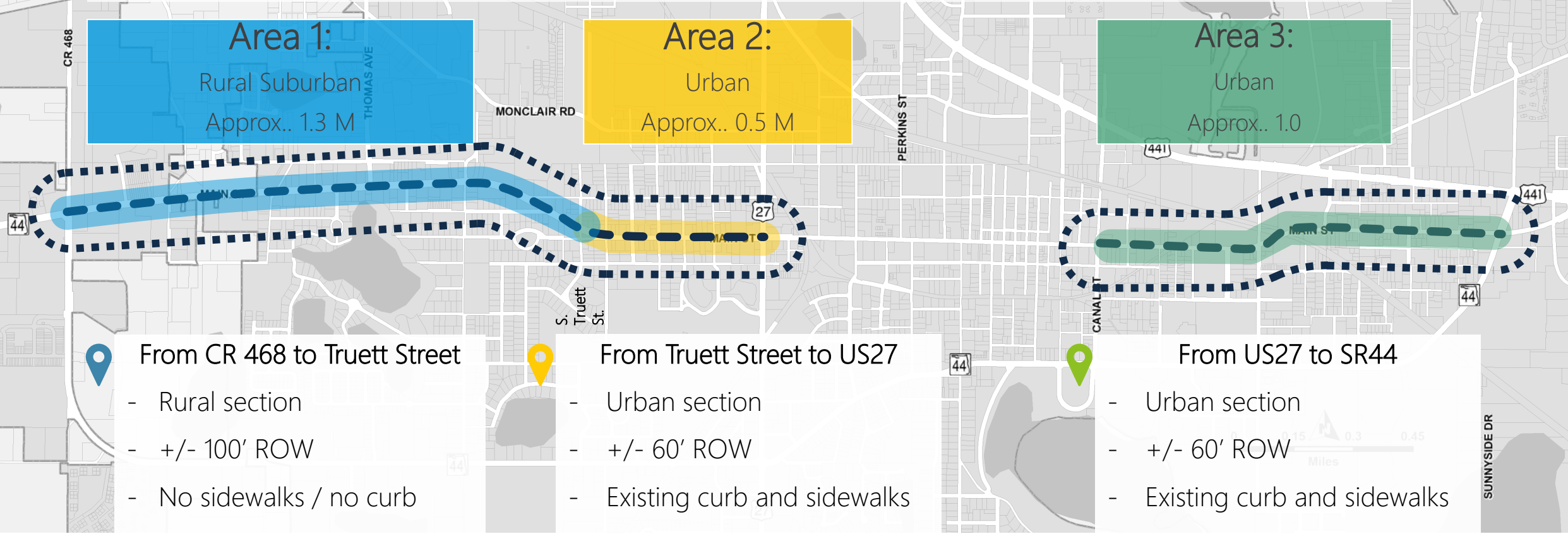
- Well-maintained sidewalk space
- Safe & enhanced pedestrian crossings
- Lighting, shade, and other amenities



Alternatives Assessment (Working Material)



Potential Project Segmentation/Context areas



From CR 468 to Truett Street

- Rural section
- +/- 100' ROW
- No sidewalks / no curb

From Truett Street to US27

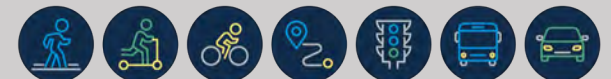
- Urban section
- +/- 60' ROW
- Existing curb and sidewalks

From US27 to SR44

- Urban section
- +/- 60' ROW
- Existing curb and sidewalks

Project Segmentation Criteria:
 Right of Way Widths
 Roadway Configuration

Adjacent Land Use



Next Steps



Next Steps

- Field visit
- Traffic counts (potential locations)
- Compile additional data and studies
- Complete PVT list
- Prepare the online Survey
- Finalize Public Participation Plan
- Project Visioning Team Meeting #1 - August

City of Leesburg

Cliff Kelsey

Public Works Director

cliff.kelsey@leesburgflorida.gov

Lake~Sumter MPO

Michael Woods

Executive Director

mwoods@lakesumtermpo.com

HDR

Jamie Krzeminski

Project Manger

Jamie.Krzeminski@hdrinc.com





South Sumter Middle School

CR 730/NW 10th Ave

End of Study Corridor

Sumter County Farmers Market

CR 478/NW 4th Ave

City Hall

West Central Ave

SE 1st Ave

Webster Elementary School

SE 3rd Ave

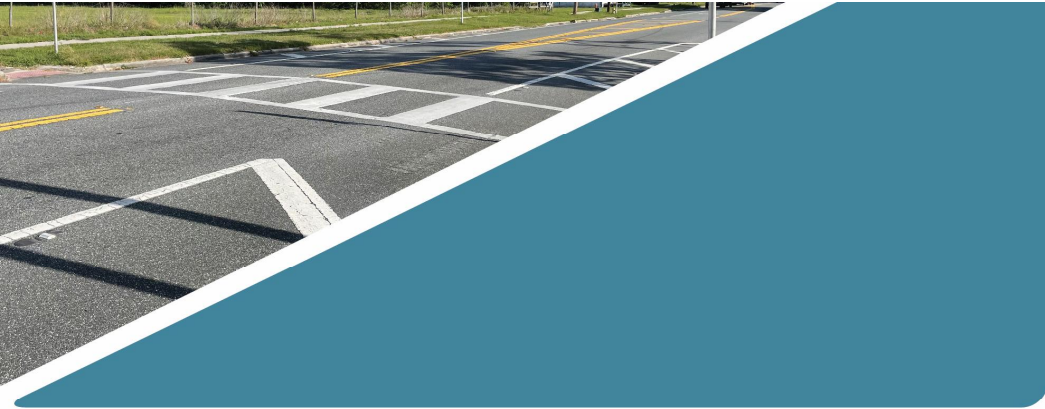
Public Library

Beginning of Study Corridor

CR 478A

Fire Station

SR 471



SR 471

COMPLETE STREETS STUDY

Community Workshop – June 9, 2021

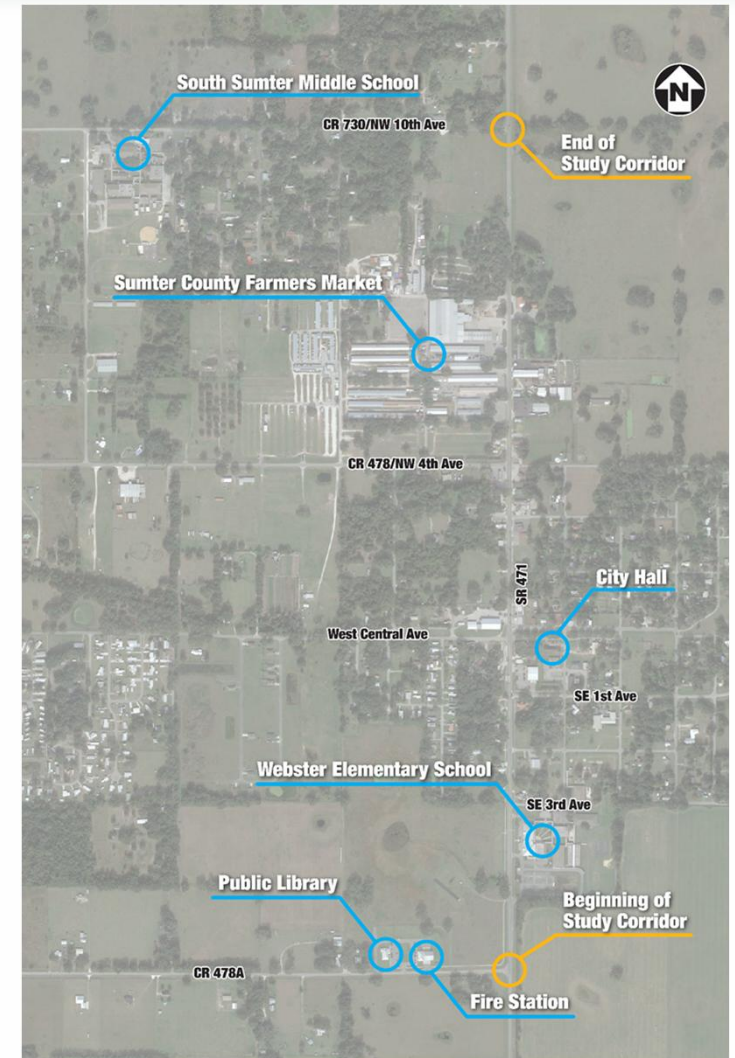


Agenda

- Project Objectives & Areas of Focus
- Project Scope/Schedule
- Previous Studies/Crash Data
- Breakout Session

Project Corridor

- SR 471 from CR 478A to CR 730



Project Objectives & Areas of Focus

- Objective: Assess the feasibility of and develop concepts for improved multimodal safety and mobility along the corridor.
- Areas of Focus:
 - Existing and future traffic patterns
 - Speeding traffic
 - Bicycle/pedestrian modes
 - Crosswalks
 - On-street parking
 - Beautification

Project Scope/Schedule

	June 2021	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022
Community Workshop and Stakeholder Meetings	█												
Literature and Crash Data Review	█												
Online Survey	█	█											
Data Collection and Field Reviews					█								
Existing and Future Conditions Analysis						█	█						
Development of Improvement Options								█	█	█			
Corridor Recommendations											█	█	
Study Complete													█

Breakout Session

- Two Sets of Boards:
 - Corridor Aerial Maps
 - Identify locations of need
 - Improvement Elements
 - Vote for top 3 elements you would like to see implemented along the corridor
- Comment cards available to provide more detail.
- Online survey also available for input.
 - INCLUDE LINK HERE

Staff

- Ali Brighton, P.E. – Kimley-Horn and Associates Inc. – Project Manager
- Vincent Spahr, P.E. – Kimley-Horn and Associates, Inc. – Project Engineer
- Amber Gartner, P.E. – Kimley-Horn and Associates, Inc. – Project Engineer
- Jim Wood, AICP – Kimley-Horn and Associates, Inc. – Project Planner
- Caleb Reed - Kimley-Horn and Associates, Inc. – Project Analyst

Improvement Elements

With the stickers provided, indicate the top three infrastructure treatments that you would like to see implemented along the corridor.



Benches



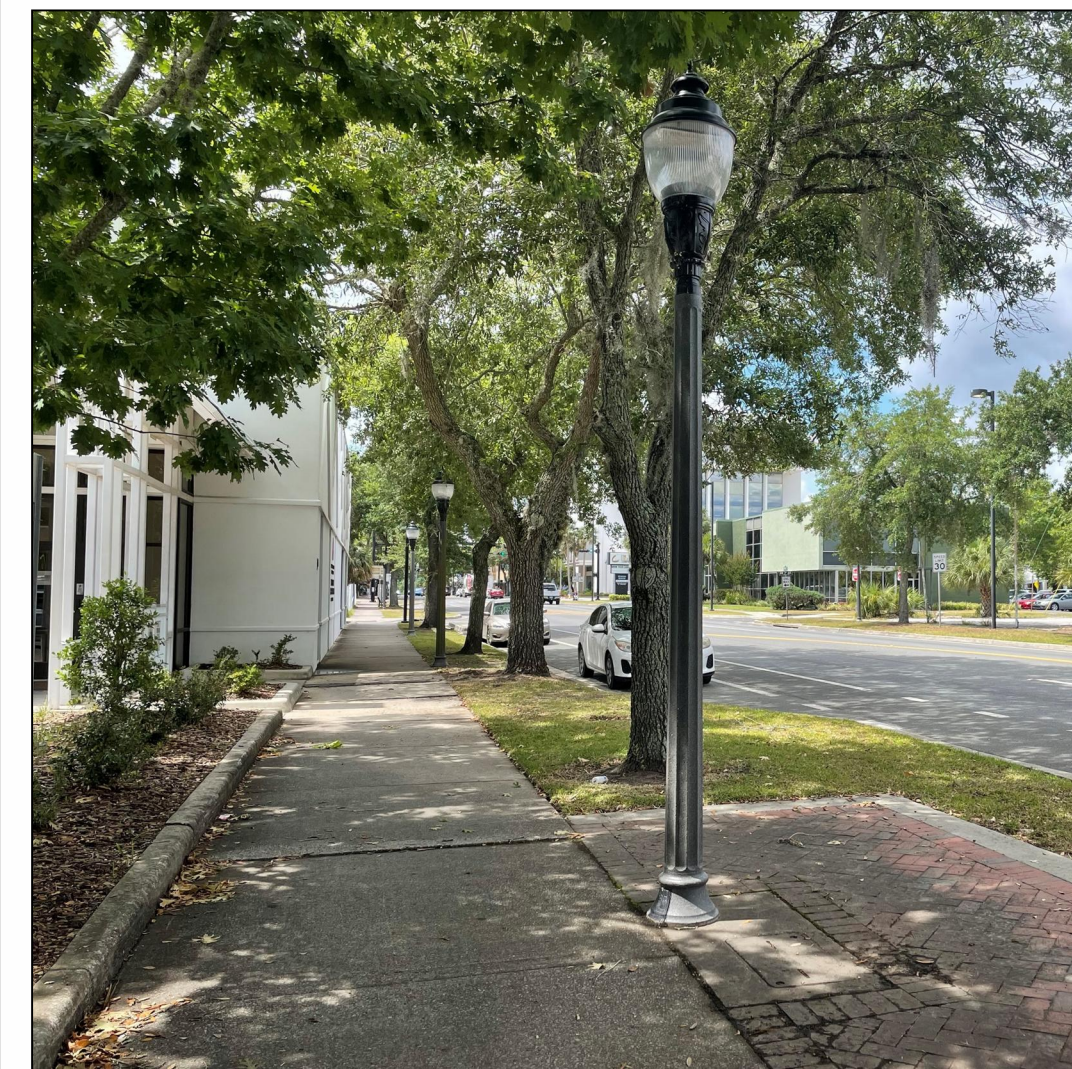
Bicycle Parking



Crosswalks



Golf Cart Crossing



Lighting



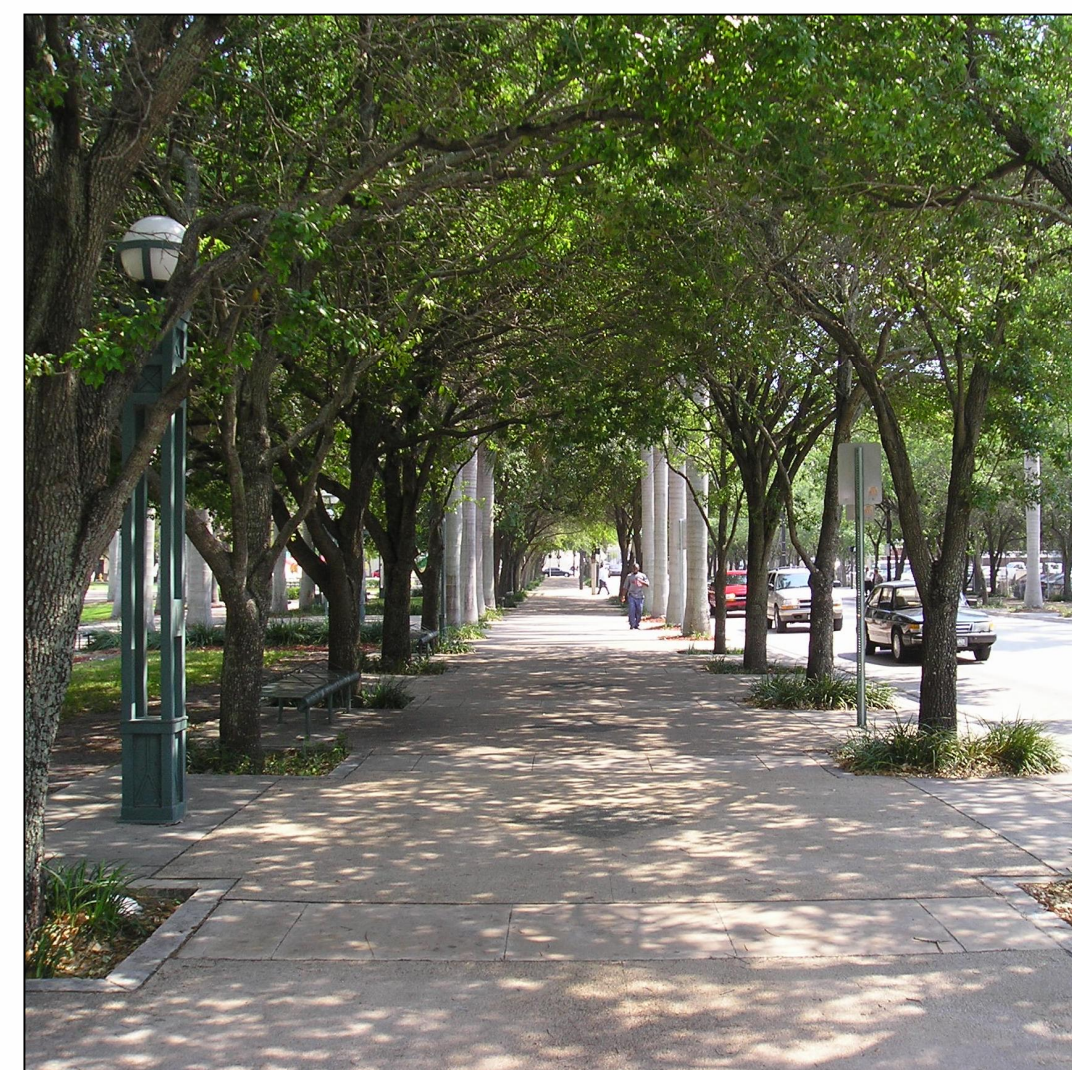
Median Islands



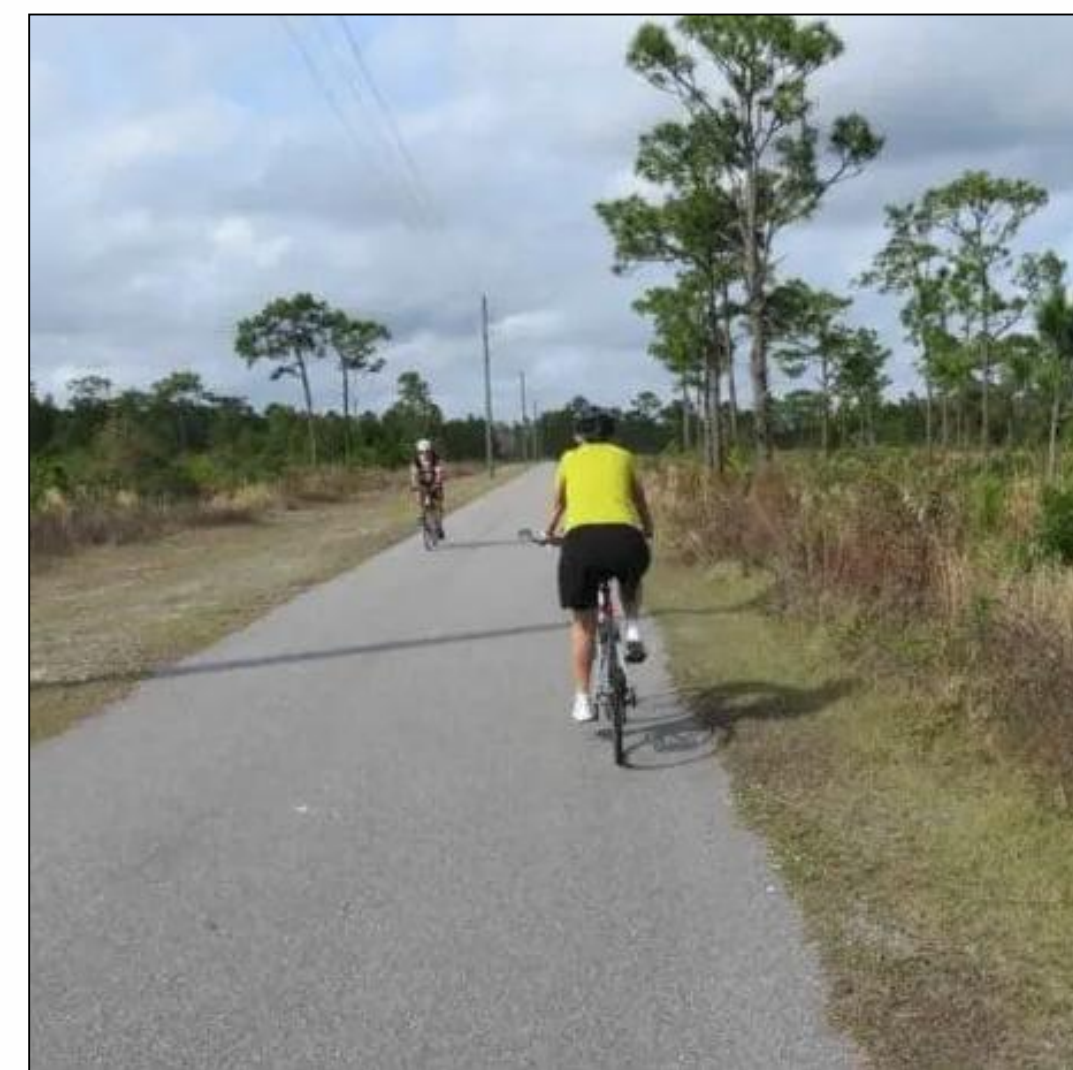
On-Street Bicycle Lanes



Removal of On-Street Parking



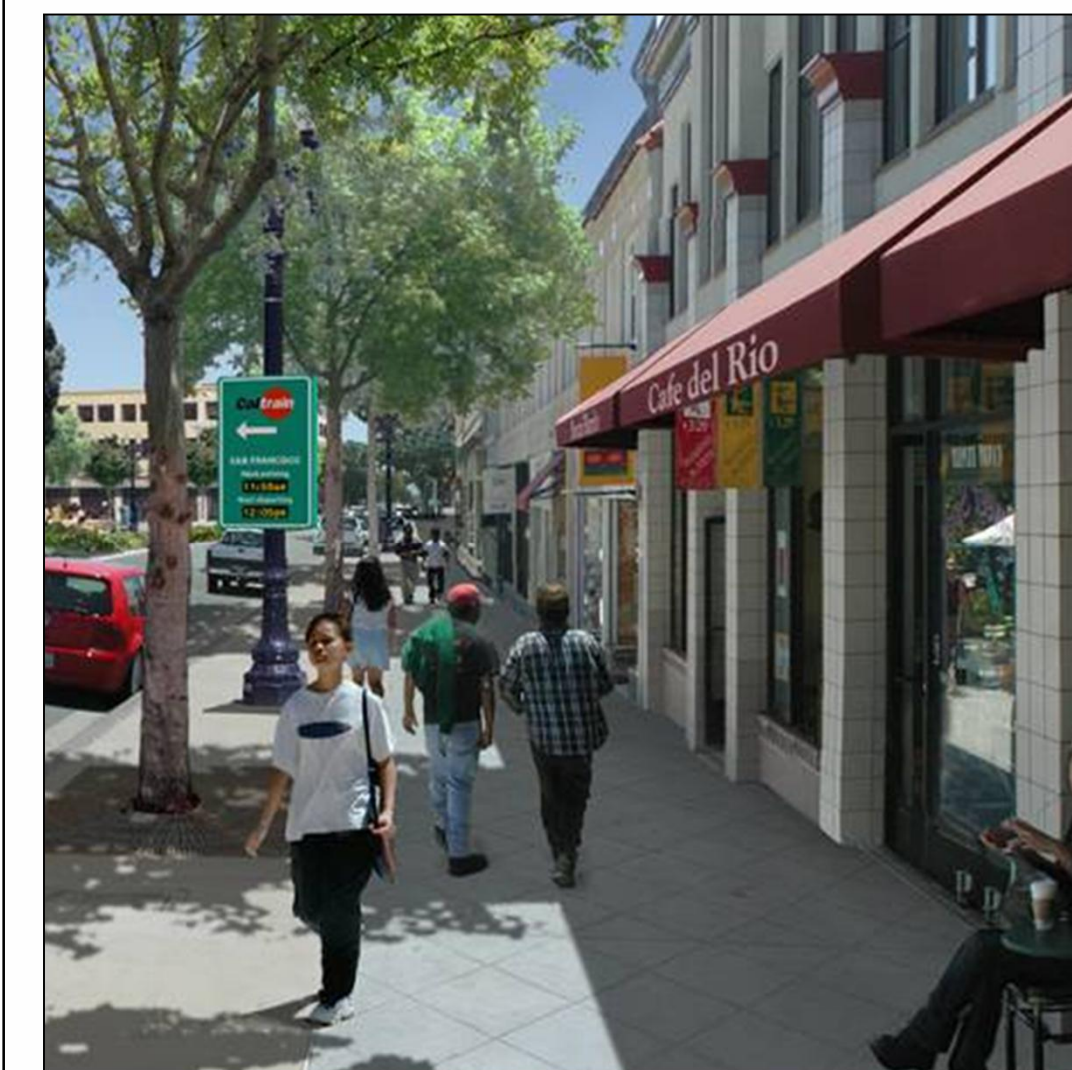
Shading/Trees



Trail



Traffic Calming



Wide Sidewalks