



# **Appendix A: System Performance Report**

# **Lake~Sumter Metropolitan Planning Organization**

## **Long-Range Transportation Plan System Performance Report Template**

October 2020



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# 1 – PURPOSE AND BACKGROUND

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

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>1</sup> This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Lake~Sumter MPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its LRTP. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

The Lake~Sumter MPO 2040 Long-Range Transportation Plan was adopted on December 9, 2015. This plan will be superseded by the 2045 LRTP in December 2020. Per the Planning Rule, the System Performance Report for the Lake~Sumter MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), and Transit Asset Management.

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

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<sup>1</sup> The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

## 2 - HIGHWAY SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures<sup>2</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

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

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

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

**Table 2.1. Highway Safety (PM1) Conditions and Performance**

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

<sup>2</sup> 23 CFR Part 490, Subpart B

## Baseline Conditions

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

**Table 2.3. Baseline Safety Performance Measures**

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

## Trends Analysis

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

## Coordination with Statewide Safety Plans and Processes

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

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand

modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

## **L RTP Safety Priorities**

The Lake~Sumter 2045 L RTP increases the safety of the transportation system for motorized and non-motorized users as required. The L RTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The L RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The MPO's emphasis on leveraging transportation investment to increase safety is reflected in the L RTP Goals and Objectives. For example, Goal 2 is to provide "Promote Safety and Security", and includes the following objectives:

- Prioritize investments to reduce crash related Fatalities for all modes of transportation.
- Prioritize investments to reduce crash related Serious Injuries for all modes of transportation.
- Prioritize investments to reduce Bicycle and Pedestrian crash related Fatalities and Serious Injuries.
- Prioritize investment on evacuation routes.
- Invest in Transit security.

There are numerous projects listed in the 2045 L RTP that will help improve safety of the Lake~Sumter transportation system, including: capacity and operational improvements, intersection improvements, grade separations, transportation systems management and operation (TSM&O), roadway and access improvements, and reconstruction projects. For a complete list of projects, please see the Transportation Plan section of the 2045 L RTP.

The Lake~Sumter 2045 L RTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.



## 3 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

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### Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

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

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

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

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

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

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

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

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

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

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

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

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

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

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

### **Pavement and Bridge Condition Baseline Performance and Established Targets**

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Lake~Sumter MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 3.1 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

**Table 3.1. Pavement and Bridge Condition (PM2) Performance and Targets**

Performance Measures	Statewide (2017 Baseline)	Statewide 2019 Actual	Statewide 2-year Target (2019)	Statewide	Lake~Sumter MPO (2017 Baseline)	Lake~Sumter MPO 2019 Actual
				4-year Target (2021)		
Percent of Interstate pavements in good condition	66.0%	68.5%	n/a	≥60%	98.6%	86.6%
Percent of Interstate pavements in poor condition	0.1%	0.2%	n/a	<5%	0%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%	41.0%	≥40%	≥40%	47.4%	50.9%
Percent of non-Interstate NHS pavements in poor condition	3.6%	0.2%	<5%	<5%	0.1%	0.1%
Percent of NHS bridges (by deck area) in good condition	67.7%	74.19%	≥50%	≥50%	TBD	85.4%
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.40%	<10%	<10%	TBD	0%

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state’s pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

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

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

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

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

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

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

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

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

On or before October 1, 2020, FDOT will provide FHWA and the Lake~Sumter MPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Lake~Sumter MPO also will have the opportunity at that time to revisit the four-year PM2 targets.

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

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### System Performance/Freight/CMAQ Performance Measures and Targets Overview

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

#### *National Highway Performance Program (NHPP)*

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

#### *National Highway Freight Program (NHFP)*

3. Truck Travel Time Reliability index (TTTR);

#### *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

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

LOTTR is defined as the ratio of longer travel times (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR  $\geq 1.50$  during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment.

The maximum TTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable<sup>3</sup>; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

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

### **PM3 Baseline Performance and Established Targets**

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Lake~Sumter MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

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<sup>3</sup> Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

**Table 4.1. System Performance and Freight (PM3) - Performance and Targets**

<b>Performance Measures</b>	<b>Statewide (2017 Baseline)</b>	<b>Statewide 2019 Actual</b>	<b>Statewide 2-year Target (2019)</b>	<b>Statewide 4-year Target (2021)</b>	<b>Lake~Sumter MPO (2017 Baseline)</b>	<b>Lake~Sumter MPO 2019 Actual</b>
Percent of person-miles on the Interstate system that are reliable	82.2%	83%	≥75.0%	≥70.0%	100%	100%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	87%	n/a	≥50.0%	99%	97%
Truck travel time reliability index (TTTR)	1.43	1.45	≤1.75	≤2.00	1.26	1.32

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

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

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

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

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

On or before October 1, 2020, FDOT will provide FHWA and the Lake~Sumter MPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Lake~Sumter MPO also will have the opportunity at that time to revisit the four-year PM3 targets.



## 5 - TRANSIT ASSET MANAGEMENT MEASURES

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### Transit Asset Performance

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

Table 5.1 below identifies performance measures outlined in the final rule for transit asset management.

**Table 5.1. FTA TAM Performance Measures**

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

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

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

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

A total of 20 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 5.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

**Table 5.2. Florida Group TAM Plan Participants**

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

<sup>1</sup>no longer in service

<sup>2</sup>provider service area covers portions of Districts 1 and 2

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

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

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

### **Lake County – LakeXpress**

LakeXpress is a TAM Tier II transit agency operated by the Lake County Board of County Commissioners in Lake County, Florida. The Lake County transit system consists of seven fixed-routes and additional Paratransit service called Lake County Connection. LakeXpress Routes 4 and 50 each travel into Orange County, providing opportunities for regional connectivity via Lynx transit, which primarily serves Orange, Seminole, and Osceola Counties.

LakeXpress established the transit asset targets identified in Table 5.3 on September 20, 2018:

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

**Table 5.3. FTA TAM Targets for LakeXpress**

<b>Asset Category Performance Measure</b>	<b>Asset Class</b>	<b>FY 2018 Asset Condition</b>	<b>FY 2019 Target</b>	<b>FY 2020 Target</b>	<b>FY 2021 Target</b>	<b>FY 2022 Target</b>
<b>Rolling Stock</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Buses	31%	19%	31%	31%	0%
	Cutaways	23%	6%	61%	61%	48%
	Minivans	0%	0%	0%	100%	0%
	Vans	60%	0%	0%	0%	40%
<b>Equipment</b>						
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue Vehicles	43%	0%	0%	0%	0%
<b>Facilities</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative Office	0%	0%	0%	0%	0%

### **Sumter County – Sumter County Transit**

Sumter County Transit is part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT for Tier II providers in Florida and coordinates with FDOT on reporting of group targets to NTD. The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown in Table 5.4.

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

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

**Table 5.4. FDOT Group Plan Transit Asset Management Targets for Tier II Providers**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>FY 2019 Asset Conditions</b>	<b>FY 2020 Performance Target</b>
<b>Revenue Vehicles</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	≤45%
	Bus	15%	≤13%
	Cutaway Bus	28%	≤28%
	School Bus	31%	≤28%
	Mini-Van	13%	≤11%
	SUV	0%	≤0%
	Van	47%	≤34%
<b>Equipment</b>			
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	67%	≤67%
	Trucks and other Rubber Tire Vehicles	50%	≤40%
	Maintenance Equipment	50%	50%
	Routing and Scheduling Software	100%	100%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	≤9%
	Maintenance	6%	≤12%

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

## **TAM Performance**

The Lake~Sumter MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Lake-Sumter Transit Development Plan and the current Lake~Sumter MPO 2045 LRTP.

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

## 6 - TRANSIT SAFETY PERFORMANCE

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The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP- 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASPs is anticipated to help ensure that public transportation systems are safe nationwide.

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

### **Transit Safety Performance Measures**

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Lake~Sumter MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

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

## **Transit Provider Coordination with States and MPOs**

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Over the course of 2020-2021, the Lake~Sumter MPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.





**Appendix B:  
Summary of TIP Roadway  
(Capacity) Projects for  
FY 2020/21 - 2024/25**

# Summary of TIP\* Roadway (Capacity) Projects for FY 2020/21 - 2024/25

Lake-Sumter MPO

FM #	Project	From Street	To Street	Mi.	Improv Type	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	Total Cost (YOE)	Funded Level	2025-2045 Project ID**
<b>Non-SIS</b>																				
4293561	SR 500 (US 441)	SR 44	NORTH OF SR 46	2.39	ADD LANES & REHABILITATE PVMNT	< 2020/21	N/A	N/A	< 2020/21	N/A	N/A	2020/21-2024/25	\$ 2,208,556	DIH, SL, DDR	TBD	TBD	TBD	\$ 2,208,556	PARTIAL	11
<b>SIS</b>																				
4357861	WIDEN FLORIDA'S TURNPIKE	MINNEOLA INTCHG	US 27	10.33	ADD LANES & RECONSTRUCT	< 2020/21	N/A	N/A	2020/21-2024/25	\$ 1,500,000	PKYI	2020/21-2024/25	\$ 11,558,097	PKYI, PKBD	2020/21-2024/25	\$ 271,878,576	PKBD, PKYI	\$ 284,936,673	FULL	N/A
4357851	WIDEN FLORIDA'S TURNPIKE	ORANGE/LAKE C/L	MINNEOLA	5.14	ADD LANES & RECONSTRUCT	< 2020/21	N/A	N/A	< 2020/21	N/A	N/A	2020/21-2024/25	\$ 2,438,000	PKYI	2020/21-2024/25	\$ 124,945,865	PKBD	\$ 127,383,865	FULL	N/A
4358593	Widen State Road (S.R.) 50	HERNDO/SUMTER COUNTY LINE	WEST OF CR 757	2.05	ADD LANES & RECONSTRUCT	< 2020/21	N/A	N/A	2020/21-2024/25	\$ 200,000	DDR	2020/21-2024/25	\$ 4,436,000	DIH, DDR	2020/21-2024/25	\$ 28,712,071	DI, DIH	\$ 33,348,071	FULL	N/A
4270561	Realignment of State Road (S.R.) 50	CR 565 (VILLA CITY)	CR 565A (MONTEVISTA)	2.10	Realignment	< 2020/21	N/A	N/A	< 2020/21	N/A	N/A	2020/21-2024/25	\$ 5,835,000	DDR	TBD	TBD	TBD	\$ 5,835,000	PARTIAL	1

\*Information as found in the June 24, 2020 version of the TIP

\*\*Please refer to the "ID" column in the Appendix C and Appendix D tables



# **Appendix C:** **Cost Feasible Projects** **Year of Expenditure (YOE)**

# 2045 LRTP Cost Feasible Capacity Projects (YOE)

Lake-Sumter MPO

## 2045 Capacity Projects: Fully Funded

ID	Location	On Street	From Street	To Street	Mi.	Improv	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PD&E Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	**CEI Cost (YOE)	Funded Level
<b>Strategic Intermodal System (SIS) Projects</b>																				
1	Lake	SR-50	CR-565 (Villa City)	CR-565A (Montevista)	2.10	Realign	COMPLETE	\$ 1,603,000	SIS	COMPLETE	\$ 3,206,000	SIS	2020-2024	\$ 25,645,000	SIS	2026-2030	\$ 42,314,000	SIS	N/A	Fully Funded
2	Lake	US-27	Florida's Turnpike Ramps - N	South of SR 19	4.71	4D-6D	2031-2035	\$ 9,378,000	SIS	2031-2035	\$ 5,348,000	SIS	2036-2045	\$ 62,092,000	SIS	2036-2045	\$ 106,522,000	SIS	N/A	Fully Funded
3	Sumter	I-75	Florida's Turnpike	Sumter/Marion Co Line	6.95	MGLANE	2031-2035	\$ 3,920,000	SIS	2031-2035	\$ 12,400,000	SIS	2036-2045	\$ 51,250,000	SIS	2036-2045	\$ 410,000,000	SIS	N/A	Fully Funded
4	Sumter	I-75	SR-44	Sumter/Marion Co Line	6.37	6D-8D	2031-2035	\$ 21,295,000	SIS	2031-2035	\$ 8,813,000	SIS	2036-2045	\$ 14,571,000	SIS	2036-2045	\$ 76,650,000	SIS	N/A	Fully Funded
<b>State Projects</b>																				
5	Lake	SR-19	SR-50	CR-455	9.33	2U-4D	2026-2030	\$ 3,299,000	Prod. Sup.	2031-2035	\$ 7,748,000	Prod. Sup.	2026-2030	\$ 7,055,000	OA	2036-2045	\$ 96,840,000	OA	\$ 5,636,000	Fully Funded
													2031-2035	\$ 52,929,000	OA					
													2036-2045	\$ 1,021,000	OA					
6	Lake	SR-44	SR-44 & Orange Ave	CR-46A	6.15	2U-4D	2025	\$ 1,960,000	Prod. Sup.	2026-2030	\$ 4,348,000	Prod. Sup.	2026-2030	\$ 34,787,000	OA	2036-2045	\$ 63,817,000	OA	\$ 3,714,000	Fully Funded
7	Lake	SR-44	US-441	E Orange Ave	2.10	2U-4D	COMPLETE	\$ 1,325,000	Prod. Sup.	COMPLETE	\$ 2,650,000	Prod. Sup.	2026-2030	\$ 1,287,000	OA	2036-2045	\$ 51,337,000	OA	\$ 2,988,000	Fully Funded
8	Sumter	SR-471	SR-48	US 301	7.17	2U-4D	2026-2030	\$ 1,385,000	Prod. Sup.	2026-2030	\$ 2,770,000	Prod. Sup.	2026-2030	\$ 19,392,000	OA	2036-2045	\$ 40,657,000	OA	\$ 2,366,000	Fully Funded
9	Lake	US-192	US-27	Orange/Lake County Line	1.04	Corr. Imp.	2025	\$ 107,000	Prod. Sup.	2026-2030	\$ 238,000	Prod. Sup.	2026-2030	\$ 1,900,000	OA	2026-2030	\$ 2,245,000	OA	\$ 131,000	Fully Funded
10	Lake	US-441 (SR-500)	Perkins Street	SR-44	1.71	4D-6D	COMPLETE	\$ 690,000	Prod. Sup.	COMPLETE	\$ 1,379,000	Prod. Sup.	COMPLETE	\$ 11,036,000	OA	2025	\$ 15,513,000	OA	\$ 903,000	Fully Funded
11	Lake	US-441 (SR-500)	SR-44	N of SR-46	2.39	4D-6D	COMPLETE	\$ 1,112,000	Prod. Sup.	COMPLETE	\$ 2,223,000	Prod. Sup.	2020-2024	\$ 2,209,000	OA	2026-2030	\$ 27,733,000	OA	\$ 1,614,000	Fully Funded
12	Sumter	US-301	CR-525E	SR-44	5.43	2U-4D	COMPLETE	\$ 4,993,000	Prod. Sup.	2026-2030	\$ 7,690,000	Prod. Sup.	2026-2030	\$ 25,456,000	OA	2031-2035	\$ 85,336,000	OA	\$ 4,967,000	Fully Funded
13	Sumter	US-301	CR-470	CR-525E	2.32	2U-4D	2026-2030	\$ 9,406,000	Prod. Sup.	2026-2030	\$ 2,772,000	Prod. Sup.	2026-2030	\$ 10,844,000	OA	2036-2045	\$ 40,721,000	OA	\$ 2,370,000	Fully Funded
14	Sumter	US-301		@ CR-525E	N/A	Int. Imp.	2026-2030	\$ 338,000	Prod. Sup.	2026-2030	\$ 677,000	Prod. Sup.	2026-2030	\$ 5,415,000	OA	2031-2035	\$ 7,512,000	OA	\$ 437,000	Fully Funded
15	Sumter	US-301		@ E CR-462	N/A	Int. Imp.	2026-2030	\$ 338,000	Prod. Sup.	2026-2030	\$ 677,000	Prod. Sup.	2026-2030	\$ 5,415,000	OA	2031-2035	\$ 7,512,000	OA	\$ 437,000	Fully Funded
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2025	\$ 45,000	Prod. Sup.	2025	\$ 90,000	Prod. Sup.	N/A		2025	\$ 903,000	OA	\$ 45,000	Fully Funded	
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2026-2030	\$ 183,000	Prod. Sup.	2026-2030	\$ 367,000	Prod. Sup.	N/A		2026-2030	\$ 3,666,000	OA	\$ 183,000	Fully Funded	
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2031-2035	\$ 315,000	Prod. Sup.	2031-2035	\$ 631,000	Prod. Sup.	N/A		2031-2035	\$ 6,309,000	OA	\$ 315,000	Fully Funded	
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2036-2045	\$ 1,070,000	Prod. Sup.	2036-2045	\$ 2,141,000	Prod. Sup.	N/A		2036-2045	\$ 21,405,000	OA	\$ 1,070,000	Fully Funded	
<b>Local Projects</b>																				
16	Lake	CR-466A	E of Timbertop Ln	Poinsettia Ave	1.29	2U-4D	COMPLETE	\$ 361,000	OA	COMPLETE	\$ 722,000	OA	COMPLETE	\$ 3,612,000	OA	2026-2030	\$ 9,010,000	OA	\$ 524,000	Fully Funded
17	Lake	CR-437 Realignment	Oak Tree Dr	SR-46	1.12	00-2U	COMPLETE	\$ 274,000	OA	2020-2024	\$ 874,000	OA	2031-2035	\$ 5,802,000	OA	2031-2035	\$ 8,035,000	OA	\$ 468,000	Fully Funded
18	Lake	CR-455/Hartle Rd	Lost Lake Rd	Good Hearth Blvd	1.02	2U-4D	COMPLETE	\$ 61,000	OA	COMPLETE	\$ 121,000	OA	COMPLETE	\$ 607,000	OA	2026-2030	\$ 1,515,000	OA	\$ 88,000	Fully Funded
19	Lake	CR-455/Hartle Rd	Hartwood Marsh	Lost Lake	2.16	00-2U	COMPLETE	\$ 651,000	OA	2025	\$ 744,000	OA	2031-2035	\$ 4,650,000	OA	2026-2030	\$ 16,241,000	OA	\$ 945,000	Fully Funded
20	Lake	Rolling Acres Rd	Co Rd 466	Griffin Ave	1.28	2U-4D	2026-2030	\$ 1,188,000	OA	2026-2030	\$ 849,000	OA	2025	\$ 3,825,000	OA	2036-2045	\$ 12,455,000	OA	\$ 725,000	Fully Funded
21	Lake	Round Lake Rd Ext. (A)	Wolf Branch Rd.	SR-44	2.61	00-4D	COMPLETE	\$ 1,070,000	OA	2020-2024	\$ 1,288,000	OA	2031-2035	\$ 9,445,000	OA	2036-2045	\$ 41,465,000	OA	\$ 2,413,000	Fully Funded

## 2045 Capacity Projects: Partially Funded (Map A2)

ID	Location	On Street	From Street	To Street	Mi.	Improv	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PD&E Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	CEI Cost (YOE)	Funded Level
<b>State Projects</b>																				
22	Lake	SR-19	CR-455	CR-48	3.93	Strat. Imp.*	2025	\$ 595,000	Prod. Sup.	2031-2035	\$ 775,000	Prod. Sup.	2031-2035	\$ -	OA	2036-2045	\$ 9,268,000	OA	\$ 539,000	Partially Funded
23	Lake	SR-19	CR-48	CR-561	4.76	Strat. Imp.*	COMPLETE	\$ -	Prod. Sup.	COMPLETE	\$ -	Prod. Sup.	2031-2035	\$ -	OA	2036-2045	\$ 11,225,000	OA	\$ 653,000	Partially Funded
<b>Local Projects</b>																				
24	Lake	CR-33	SR-50	Simon Brown Rd	2.37	Strat. Imp.*	2025	\$ 595,000	Prod. Sup.	2026-2030	\$ 660,000	Prod. Sup.	2031-2035	\$ -	OA	2026-2030	\$ 6,237,000	OA	\$ 363,000	Partially Funded

\*Operational capacity improvements to be determined

\*\*CEI provided by Product Support

\*\*\*System-wide Improvements

Note: YOE costs were developed using inflation factors provided in FDOT Revenue Forecasting Guidebook

# 2045 LRTP Cost Feasible Capacity Projects (YOE)

Lake-Sumter MPO

## State: Unfunded Needs

Priority*	ID	County	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
N/A	25	Sumter	Other State	US-301		@ C-472	N/A	Modify Intersection
	26	Lake	Other State	SR-44		@ US-27	N/A	Modify Intersection
	27	Sumter	Other State	SR-471	SR-50	SR-48	6.48	Widen to 4 Lanes
	28	Lake	SIS	Florida's Turnpike		@ US-301	N/A	Modify Interchange
	29	Lake/Sumter	SIS	Florida's Turnpike	CR-470	I-75	11.90	Widen to 6 Lanes
	30	Lake/Sumter	SIS	SR-50	CR-478A	SR-33/CR-33	14.99	Widen to 4 Lanes

## Lake County: Unfunded Needs

Priority*	ID	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
Tier 1	31	Non-State	Old 441 / CR-19A		@ Eudora Rd	N/A	Modify Intersection
	32	Non-State	Hartwood Marsh Rd	US-27	CR-455	2.17	Widen to 4 Lanes
	33	Non-State	Citrus Grove Rd. (Phase II)	E of US-27	Grassy Lake Road	1.00	New 4 Lanes
Tier 2	34	Non-State	Hooks St Ext.	Hancock Rd	CR-455/Hartle Rd	1.47	New 2 Lanes
	35	Non-State	CR-44	SR-44	US 441	15.39	Widen to 4 Lanes
	36	Non-State	Wellness Way	US-27	SR-429	3.59	New 4 Lanes
	37	Non-State	Citrus Grove Rd. (Phase IV)	Hancock Rd	W of Turnpike Bridge	1.00	New 4 Lanes
	38	Non-State	Citrus Grove Rd. (Phase V)	W of Turnpike Bridge	Blackstill Lake Rd	0.80	New 2 Lanes
Tier 3	39	Non-State	Round Lake Rd Ext. (B)	Orange/Lake Co Line	Wolf Branch Rd.	2.05	New 4 Lanes
	40	Non-State	Micro Racetrack Rd. & Rolling Acres Rd.	CR-466A	US 27/US441	4.29	Widen to 4 Lanes
	41	Non-State	CR-470	TPKE West Ramps	SR-33/CR-33	3.12	Widen to 4 Lanes
	42	Non-State	CR-48	SR-33/CR-33	E of US-27 Bridge	1.26	Widen to 4 Lanes
	43	Non-State	CR-561	CR-448	SR-19	1.62	Widen to 4 Lanes
	44	Non-State	CR-561A	CR-565A	US-27	2.79	Widen to 4 Lanes
	45	Non-State	CR-455 Extension	CFX Connector	Hartwood/Marsh Rd	5.55	New 4 Lanes
	46	Non-State	Schofield Rd	US-27	SR-429	5.55	New 4 Lanes
	47	Non-State	CR-561/561A	US-27	N Hancock Rd	2.37	Widen to 4 Lanes
	48	Non-State	N Hancock Rd	Old Hwy 50 W	Turkey Farm Rd	2.00	Widen to 4 Lanes

\*Priority is only specified for for non-state projects within a single county.

Tier 1 projects will be given priority in investment decisions using local capital revenues.

Tier 2 and Tier 3 projects will be considered for funding as funds becomes available.

## Sumter County: Unfunded Needs

Priority*	ID	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
Tier 1	49	Non-State	Marsh Bend Trail (New Road)	US-301	Warm Springs Ave	4.78	New 2 Lanes
	50	Non-State	Corbin Trail (New Road)	Warm Springs Ave	E C-470	4.81	New 2 Lanes
	51	Non-State	Rd A (New Road)	E C-470	CR-48	6.62	New 2 Lanes
	52	Non-State	Rd B (New Road)	SR-471	E C-470	6.68	New 2 Lanes
	53	Non-State	Rd C (New Road)	SR-471	E C-470	8.85	New 2 Lanes
	54	Non-State	Meggison Rd (New Road)	SR-44	E C-470	9.02	New 2 Lanes
	55	Non-State	Morse Blvd Ext. (New Road)	Meggison Rd	CR-468	1.08	New 2 Lanes
	56	Non-State	Buena Vista Blvd Ext.	Meggison Rd	SR-44	0.85	New 4 Lanes
Tier 2	57	Non-State	Marsh Bend Trail	C470	Corbin Trail	2.68	Widen to 6 Lanes
	58	Non-State	E Co Rd 466	I-75	US-301	4.87	Widen to 4 Lanes
	59	Non-State	CR-219	SR-44	CR-44A	1.08	Widen to 4 Lanes
	60	Non-State	CR-468/US-301	Commercial St	CR-507	3.12	Widen to 4 Lanes
	61	Non-State	CR-475	Old Airport Rd	CR-470	5.27	Widen to 4 Lanes

## Lake and Sumter County: Unfunded Needs

Priority*	ID	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
N/A	62	Non-State	CR-470	SR-471 (CR-527)	Florida's Turnpike	9.02	Widen to 4 Lanes



# **Appendix D: Cost Feasible Projects Present Day Cost (PDC)**

# 2045 LRTP Cost Feasible Capacity Projects (PDC)

Lake-Sumter MPO

## 2045 Capacity Projects: Fully Funded

ID	Location	On Street	From Street	To Street	Mi.	Improv	PD&E Time	PD&E Cost (PDC)	PD&E Source	PE Time	PE Cost (PDC)	PD&E Source	ROW Time	ROW Cost (PDC)	ROW Source	CST Time	CST Cost (PDC)	CST Source	**CEI Cost (PDC)	Funded Level
<b>Strategic Intermodal System (SIS) Projects</b>																				
1	Lake	SR-50	CR-565 (Villa City)	CR-565A (Montevista)	2.10	Realign	COMPLETE	\$ 1,603,000	SIS	COMPLETE	\$ 3,206,000	SIS	2020-2024	\$ 25,645,000	SIS	2026-2030	\$ 32,056,000	SIS	N/A	Fully Funded
2	Lake	US-27	Florida's Turnpike Ramps - N	South of SR 19	4.71	4D-6D	2031-2035	\$ 6,050,000	SIS	2031-2035	\$ 3,450,000	SIS	2036-2045	\$ 30,289,000	SIS	2036-2045	\$ 51,962,000	SIS	N/A	Fully Funded
3	Sumter	I-75	Florida's Turnpike	Sumter/Marion Co Line	6.95	MGLANE	2031-2035	\$ 2,529,000	SIS	2031-2035	\$ 8,000,000	SIS	2036-2045	\$ 25,000,000	SIS	2036-2045	\$ 200,000,000	SIS	N/A	Fully Funded
4	Sumter	I-75	SR-44	Sumter/Marion Co Line	6.37	6D-8D	2031-2035	\$ 13,739,000	SIS	2031-2035	\$ 5,686,000	SIS	2036-2045	\$ 7,108,000	SIS	2036-2045	\$ 37,390,000	SIS	N/A	Fully Funded
<b>State Projects</b>																				
5	Lake	SR-19	SR-50	CR-455	9.33	2U-4D	2026-2030	\$ 2,499,000	Prod. Sup.	2031-2035	\$ 4,999,000	Prod. Sup.	2026-2030	\$ 5,345,000	OA	2036-2045	\$ 47,239,000	OA	\$ 2,749,000	Fully Funded
													2031-2035	\$ 34,148,000	OA					
													2036-2045	\$ 498,000	OA					
6	Lake	SR-44	SR-44 & Orange Ave	CR-46A	6.15	2U-4D	2025	\$ 1,647,000	Prod. Sup.	2026-2030	\$ 3,294,000	Prod. Sup.	2026-2030	\$ 26,354,000	OA	2036-2045	\$ 31,130,000	OA	\$ 1,812,000	Fully Funded
7	Lake	SR-44	US-441	E Orange Ave	2.10	2U-4D	COMPLETE	\$ 1,325,000	Prod. Sup.	COMPLETE	\$ 2,650,000	Prod. Sup.	2026-2030	\$ 975,000	OA	2036-2045	\$ 25,043,000	OA	\$ 1,458,000	Fully Funded
8	Sumter	SR-471	SR-48	US 301	7.17	2U-4D	2026-2030	\$ 1,049,000	Prod. Sup.	2026-2030	\$ 2,099,000	Prod. Sup.	2026-2030	\$ 14,691,000	OA	2036-2045	\$ 19,832,000	OA	\$ 1,154,000	Fully Funded
9	Lake	US-192	US-27	Orange/Lake County Line	1.04	Corr. Imp.	2025	\$ 90,000	Prod. Sup.	2026-2030	\$ 180,000	Prod. Sup.	2026-2030	\$ 1,440,000	OA	2026-2030	\$ 1,701,000	OA	\$ 99,000	Fully Funded
10	Lake	US-441 (SR-500)	Perkins Street	SR-44	1.71	4D-6D	COMPLETE	\$ 690,000	Prod. Sup.	COMPLETE	\$ 1,379,000	Prod. Sup.	COMPLETE	\$ 11,036,000	OA	2025	\$ 13,036,000	OA	\$ 759,000	Fully Funded
11	Lake	US-441 (SR-500)	SR-44	N of SR-46	2.39	4D-6D	COMPLETE	\$ 1,112,000	Prod. Sup.	COMPLETE	\$ 2,223,000	Prod. Sup.	2020-2024	\$ 2,209,000	OA	2026-2030	\$ 21,010,000	OA	\$ 1,223,000	Fully Funded
12	Sumter	US-301	CR-525E	SR-44	5.43	2U-4D	COMPLETE	\$ 4,993,000	Prod. Sup.	2026-2030	\$ 5,826,000	Prod. Sup.	2026-2030	\$ 19,285,000	OA	2031-2035	\$ 55,056,000	OA	\$ 3,204,000	Fully Funded
13	Sumter	US-301	CR-470	CR-525E	2.32	2U-4D	2026-2030	\$ 7,126,000	Prod. Sup.	2026-2030	\$ 2,100,000	Prod. Sup.	2026-2030	\$ 8,215,000	OA	2036-2045	\$ 19,864,000	OA	\$ 1,156,000	Fully Funded
14	Sumter	US-301		@ CR-525E	N/A	Int. Imp.	2026-2030	\$ 256,000	Prod. Sup.	2026-2030	\$ 513,000	Prod. Sup.	2026-2030	\$ 4,103,000	OA	2031-2035	\$ 4,846,000	OA	\$ 282,000	Fully Funded
15	Sumter	US-301		@ E CR-462	N/A	Int. Imp.	2026-2030	\$ 256,000	Prod. Sup.	2026-2030	\$ 513,000	Prod. Sup.	2026-2030	\$ 4,103,000	OA	2031-2035	\$ 4,846,000	OA	\$ 282,000	Fully Funded
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2025	\$ 38,000	Prod. Sup.	2025	\$ 76,000	Prod. Sup.	N/A		2025	\$ 759,000	OA	\$ 38,000	Fully Funded	
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2026-2030	\$ 139,000	Prod. Sup.	2026-2030	\$ 278,000	Prod. Sup.	N/A		2026-2030	\$ 2,777,000	OA	\$ 139,000	Fully Funded	
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2031-2035	\$ 204,000	Prod. Sup.	2031-2035	\$ 407,000	Prod. Sup.	N/A		2031-2035	\$ 4,070,000	OA	\$ 204,000	Fully Funded	
***	Lake/Sumter	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2036-2045	\$ 522,000	Prod. Sup.	2036-2045	\$ 1,044,000	Prod. Sup.	N/A		2036-2045	\$ 10,442,000	OA	\$ 522,000	Fully Funded	
<b>Local Projects</b>																				
16	Lake	CR-466A	E of Timbertop Ln	Poinsettia Ave	1.29	2U-4D	COMPLETE	\$ 361,000	OA	COMPLETE	\$ 722,000	OA	COMPLETE	\$ 3,612,000	OA	2026-2030	\$ 6,826,000	OA	\$ 397,000	Fully Funded
17	Lake	CR-437 Realignment	Oak Tree Dr	SR-46	1.12	00-2U	COMPLETE	\$ 274,000	OA	2020-2024	\$ 874,000	OA	2031-2035	\$ 3,743,000	OA	2031-2035	\$ 5,184,000	OA	\$ 302,000	Fully Funded
18	Lake	CR-455/Hartle Rd	Lost Lake Rd	Good Hearth Blvd	1.02	2U-4D	COMPLETE	\$ 61,000	OA	COMPLETE	\$ 121,000	OA	COMPLETE	\$ 607,000	OA	2026-2030	\$ 1,148,000	OA	\$ 67,000	Fully Funded
19	Lake	CR-455/Hartle Rd	Hartwood Marsh	Lost Lake	2.16	00-2U	COMPLETE	\$ 651,000	OA	2025	\$ 625,000	OA	2031-2035	\$ 3,000,000	OA	2026-2030	\$ 12,304,000	OA	\$ 716,000	Fully Funded
20	Lake	Rolling Acres Rd	Co Rd 466	Griffin Ave	1.28	2U-4D	2026-2030	\$ 900,000	OA	2026-2030	\$ 643,000	OA	2025	\$ 3,215,000	OA	2036-2045	\$ 6,076,000	OA	\$ 354,000	Fully Funded
21	Lake	Round Lake Rd Ext. (A)	Wolf Branch Rd.	SR-44	2.61	00-4D	COMPLETE	\$ 1,070,000	OA	2020-2024	\$ 1,288,000	OA	2031-2035	\$ 6,094,000	OA	2036-2045	\$ 20,227,000	OA	\$ 1,177,000	Fully Funded

## 2045 Capacity Projects: Partially Funded

ID	Location	On Street	From Street	To Street	Mi.	Improv	PD&E Time	PD&E Cost (PDC)	PD&E Source	PE Time	PE Cost (PDC)	PD&E Source	ROW Time	ROW Cost (PDC)	ROW Source	CST Time	CST Cost (PDC)	CST Source	CEI Cost (PDC)	Funded Level
<b>State Projects</b>																				
22	Lake	SR-19	CR-455	CR-48	3.93	Strat. Imp.*	2025	\$ 500,000	Prod. Sup.	2031-2035	\$ 500,000	Prod. Sup.	2031-2035	\$ -	OA	2036-2045	\$ 4,521,000	OA	\$ 263,000	Partially Funded
23	Lake	SR-19	CR-48	CR-561	4.76	Strat. Imp.*	COMPLETE	\$ -	Prod. Sup.	COMPLETE	\$ -	Prod. Sup.	2031-2035	\$ -	OA	2036-2045	\$ 5,476,000	OA	\$ 319,000	Partially Funded
<b>Local Projects</b>																				
24	Lake	CR-33	SR-50	Simon Brown Rd	2.37	Strat. Imp.*	2025	\$ 500,000	Prod. Sup.	2026-2030	\$ 500,000	Prod. Sup.	2031-2035	\$ -	OA	2026-2030	\$ 4,725,000	OA	\$ 275,000	Partially Funded

\*Operational capacity improvements to be determined

\*\*CEI provided by Product Support

\*\*\*System-wide Improvements

# 2045 LRTP Cost Feasible Capacity Projects (PDC)

Lake-Sumter MPO

## State: Unfunded Needs

Priority*	ID	County	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
N/A	25	Sumter	Other State	US-301		@ C-472	N/A	Modify Intersection
	26	Lake	Other State	SR-44		@ US-27	N/A	Modify Intersection
	27	Sumter	Other State	SR-471	SR-50	SR-48	6.48	Widen to 4 Lanes
	28	Lake	SIS	Florida's Turnpike		@ US-301	N/A	Modify Interchange
	29	Lake/Sumter	SIS	Florida's Turnpike	CR-470	I-75	11.90	Widen to 6 Lanes
	30	Lake/Sumter	SIS	SR-50	CR-478A	SR-33/CR-33	14.99	Widen to 4 Lanes

## Lake County: Unfunded Needs

Priority*	ID	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
Tier 1	31	Non-State	Old 441 / CR-19A		@ Eudora Rd	N/A	Modify Intersection
	32	Non-State	Hartwood Marsh Rd	US-27	CR-455	2.17	Widen to 4 Lanes
	33	Non-State	Citrus Grove Rd. (Phase II)	E of US-27	Grassy Lake Road	1.00	New 4 Lanes
Tier 2	34	Non-State	Hooks St Ext.	Hancock Rd	CR-455/Hartle Rd	1.47	New 2 Lanes
	35	Non-State	CR-44	SR-44	US 441	15.39	Widen to 4 Lanes
	36	Non-State	Wellness Way	US-27	SR-429	3.59	New 4 Lanes
	37	Non-State	Citrus Grove Rd. (Phase IV)	Hancock Rd	W of Turnpike Bridge	1.00	New 4 Lanes
	38	Non-State	Citrus Grove Rd. (Phase V)	W of Turnpike Bridge	Blackstill Lake Rd	0.80	New 2 Lanes
Tier 3	39	Non-State	Round Lake Rd Ext. (B)	Orange/Lake Co Line	Wolf Branch Rd.	2.05	New 4 Lanes
	40	Non-State	Micro Racetrack Rd. & Rolling Acres Rd.	CR-466A	US 27/US441	4.29	Widen to 4 Lanes
	41	Non-State	CR-470	TPKE West Ramps	SR-33/CR-33	3.12	Widen to 4 Lanes
	42	Non-State	CR-48	SR-33/CR-33	E of US-27 Bridge	1.26	Widen to 4 Lanes
	43	Non-State	CR-561	CR-448	SR-19	1.62	Widen to 4 Lanes
	44	Non-State	CR-561A	CR-565A	US-27	2.79	Widen to 4 Lanes
	45	Non-State	CR-455 Extension	CFX Connector	Hartwood/Marsh Rd	5.55	New 4 Lanes
	46	Non-State	Schofield Rd	US-27	SR-429	5.55	New 4 Lanes
	47	Non-State	CR-561/561A	US-27	N Hancock Rd	2.37	Widen to 4 Lanes
	48	Non-State	N Hancock Rd	Old Hwy 50 W	Turkey Farm Rd	2.00	Widen to 4 Lanes

\*Priority is only specified for for non-state projects within a single county.

Tier 1 projects will be given priority in investment decisions using local capital revenues.

Tier 2 and Tier 3 projects will be considered for funding as funds becomes available.

## Sumter County: Unfunded Needs

Priority*	ID	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
Tier 1	49	Non-State	Marsh Bend Trail (New Road)	US-301	Warm Springs Ave	4.78	New 2 Lanes
	50	Non-State	Corbin Trail (New Road)	Warm Springs Ave	E C-470	4.81	New 2 Lanes
	51	Non-State	Rd A (New Road)	E C-470	CR-48	6.62	New 2 Lanes
	52	Non-State	Rd B (New Road)	SR-471	E C-470	6.68	New 2 Lanes
	53	Non-State	Rd C (New Road)	SR-471	E C-470	8.85	New 2 Lanes
	54	Non-State	Meggison Rd (New Road)	SR-44	E C-470	9.02	New 2 Lanes
	55	Non-State	Morse Blvd Ext. (New Road)	Meggison Rd	CR-468	1.08	New 2 Lanes
	56	Non-State	Buena Vista Blvd Ext.	Meggison Rd	SR-44	0.85	New 4 Lanes
Tier 2	57	Non-State	Marsh Bend Trail	C470	Corbin Trail	2.68	Widen to 6 Lanes
	58	Non-State	E Co Rd 466	I-75	US-301	4.87	Widen to 4 Lanes
	59	Non-State	CR-219	SR-44	CR-44A	1.08	Widen to 4 Lanes
	60	Non-State	CR-468/US-301	Commercial St	CR-507	3.12	Widen to 4 Lanes
	61	Non-State	CR-475	Old Airport Rd	CR-470	5.27	Widen to 4 Lanes

## Lake and Sumter County: Unfunded Needs

Priority*	ID	Jurisdiction	On Street	From Street	To Street	Mi.	Improvement
N/A	62	Non-State	CR-470	SR-471 (CR-527)	Florida's Turnpike	9.02	Widen to 4 Lanes





**Appendix E:**  
**Cost Feasible Plan**  
**Financial Summary/**  
**Demonstration of Fiscal Constraint**

# 2045 LRTP Cost Feasible Plan - Financial Summary

Lake-Sumter MPO

Source	Total Forecast Revenues (PDC)	2025 (PDC)			2026-2030 (PDC)			2031-2035 (PDC)			2036-2045 (PDC)		
		Revenues	Costs	Balance	Revenues	Costs	Balance	Revenues	Costs	Balance	Revenues	Costs	Balance
SIS	\$ 423,259,000	\$ -	\$ -	\$ -	\$ 32,056,000	\$ 32,056,000	\$ -	\$ 39,454,000	\$ 39,454,000	\$ -	\$ 351,749,000	\$ 351,749,000	\$ -
OA	\$ 465,510,000	\$ 17,634,000	\$ 17,634,000	\$ -	\$ 136,543,000	\$ 136,543,000	\$ -	\$ 120,987,000	\$ 120,987,000	\$ -	\$ 190,346,000	\$ 190,346,000	\$ -
Product Support	\$ 102,412,000	\$ 3,880,000	\$ 3,648,000	\$ 232,000	\$ 30,039,000	\$ 29,544,000	\$ 495,000	\$ 26,617,000	\$ 10,383,000	\$ 16,234,000	\$ 41,876,000	\$ 12,530,000	\$ 29,346,000

Source	Total Forecast Revenues (YOE)	2025 (YOE)			2026-2030 (YOE)			2031-2035 (YOE)			2036-2045 (YOE)		
		Revenues	Costs	Balance	Revenues	Costs	Balance	Revenues	Costs	Balance	Revenues	Costs	Balance
SIS	\$ 824,553,000	\$ -	\$ -	\$ -	\$ 42,314,000	\$ 42,314,000	\$ -	\$ 61,154,000	\$ 61,154,000	\$ -	\$ 721,085,000	\$ 721,085,000	\$ -
OA	\$ 778,961,000	\$ 20,985,000	\$ 20,985,000	\$ -	\$ 180,236,000	\$ 180,236,000	\$ -	\$ 187,530,000	\$ 187,530,000	\$ -	\$ 390,210,000	\$ 390,210,000	\$ -
Product Support	\$ 171,371,000	\$ 4,617,000	\$ 4,341,000	\$ 276,000	\$ 39,652,000	\$ 38,999,000	\$ 653,000	\$ 41,257,000	\$ 16,094,000	\$ 25,163,000	\$ 85,846,000	\$ 25,686,000	\$ 60,160,000

Note: Product Support is provided at the FDOT District level and MPOs are directed to not exceed a given amount based on a percentage of Construction and ROW funding. Product Support includes non-capacity programs that are prioritized and programmed annually for inclusion in the FDOT Work Program.



# **Appendix F: Multi-Use Trails**



# Multi-Use Trail Priorities

Lake-Sumter MPO 2045 Long Range Transportation Plan

Trail Name	Regional Name	Surface	Length	SUN Trail (Y/N)	Present Day Cost Planning Level Estimate (in millions)	Year of Expenditure Planning Level Estimate (2036-2045) (in millions)
Black Bear Scenic Trail	Black Bear Scenic Trail	Paved	7.69	Y	\$13.80	\$25.14
Eustis Trail	River to Hills Trail	Paved	0.41	N	\$2.05	\$4.22
Gardenia Trail	Lake Ridge Trail	Paved	12.51	N	\$40.97	\$72.07
Hartle Road / CR 455 Trail	River to Hills Trail	Paved	3.32	N	\$11.13	\$19.54
North Lake Trail	River to Hills Trail	Paved	34.26	N	\$64.14	\$116.25
Tav-Dora Trail	Wekiva Trail	Paved	2.02	N	\$10.10	\$20.74
Tav-Lee Trail	Wekiva Trail	Paved	1.68	N	\$8.41	\$17.27
Umatilla Park Trail	River to Hills Trail	Paved	0.41	N	\$1.36	\$2.39
Venetian Gardens Trail		Paved	0.39	N	\$1.30	\$2.29
Wekiva Trail	Wekiva Trail	Paved	13.79	N	\$46.24	\$81.18



# **Appendix G: Four Corners Plan**



# Four Corners Transportation Plan

## Background

Four Corners is a fifty square-mile Census-Designated Place that includes parts of Lake, Polk, Osceola, and Orange Counties. This area has experienced significant growth in recent years and are anticipating similar levels of growth in the future. Perhaps the most distinct characteristic about the area is that while it is geographically cohesive, it is within the jurisdictions of three MPO/TPOs, two FDOT districts, four school districts, and three water management districts. This has created unique challenges due to the varying approaches to governance, planning, growth, and general development.

In 2005, a collaborative public-private partnership called the Four Corners Area Council (FCAC) was established to address these challenges as the area was beginning its current exponential growth trajectory. In recent years, the Council sought to develop a strategic plan for the area that focuses on near-term planning as well as planning for the future.

## Four Corners Area Council and Four Corners One Vision

The FCAC is comprised of governmental and private entity representatives from each of the four counties involved—Lake, Polk, Osceola, and Orange. The Council has been developing a strategic plan entitled Four Corners, One Vision, of which the first phase was completed in late 2018, and the second phase is anticipated to be complete in 2020.

As part of the Technical Subcommittee, the Lake-Sumter MPO coordinated with Polk TPO and Metroplan Orlando to evaluate and coordinate the unique transportation needs for the future of Four Corners. This includes roadway projects in different phases and locations such as I-4 Beyond the Ultimate, Lake/Orange County Connector, Poinciana Parkway Extension, and the US 192 Mobility Study. It also includes multimodal projects like those from local transit providers and bicycle and pedestrian needs. This needs assessment is largely based on the needs of each MPO/TPO as demonstrated in their current Long Range Transportation Plans. Projects that meet the following criteria are considered higher priority:

- Projects of regional significance that have a particular impact on the Four Corners.
- Roads that cross county lines in the Four Corners region
- Roads or projects within a single county, but that have (or have the potential to have) a major impact on the road network in the Four Corners area.
- Projects involving data and Intelligent Transportation System (ITS)/Transportation Systems Management and Operations (TSM&O) Public Involvement Activities

## Travel Characteristics

The main driver of the Four Corners' growth is its location, which is nearby many of Central Florida's tourist attractions. Four Corners is located adjacent to Bay Lake, the municipality in which the Disney Parks are located. Along with I-4, the major corridors that are located within the Four Corners boundary include US 27, US 192, and SR 429. These corridors are vital regional connections.

I-4 provides access to the Lakeland, Tampa, and I-75 to the west and access to Orlando, Daytona, and I-95 to the east. US-27 is the primary north-south corridor, connecting Haines City and Lake Wales to Clermont and The Villages.

# Four Corners Transportation Plan

US-192 connects US-27 eastward to Florida's Turnpike through Celebration and Kissimmee. SR 429 serves as the western portion of Central Florida's Beltway system, connecting I-4 to the Turnpike and SR 50.

These limited number of higher-speed facilities are constrained by development and/or the natural environment. The number of users on these roadways frequently results in congestion throughout the Four Corners area, with regular heavy delays on I-4 from west of US 27 through Four Corners and beyond, especially nearby interchanges with similar congestion experienced on the cross facilities. As such, it should be noted that I-4 is programmed to be widened throughout this area, and each US 27 and US 192 are currently being studied for potential improvements or alternatives. Further, SR 429 is a tolled facility and currently does not experience regular congestion.

## One Vision Report

The Four Corners Area Council One Vision Report identifies several transportation issues that the recommendations seek to address.

1. **CONGESTION.** *In common with much of Central Florida, rapid growth in the Four Corners has led to increasing congestion in the area, particularly along US 192.*
2. **AN EVOLVING ROAD NETWORK.** *Multiple public and private projects on area roads will transform the area's road network in the foreseeable future, altering and expanding the Four Corners.*
3. **TRANSIT.** *A large proportion of the workforce in the Four Corners, and in much of the attractions area, is highly dependent on transit for access to jobs. In addition, many are dependent on bicycle and pedestrian networks for access to transit. This makes the challenges associated with effectively providing transit in Central Florida especially acute and relevant in the Four Corners.*
4. **COORDINATION.** *Multiple entities are involved in transportation planning affecting the Four Corners: two districts of the Florida Department of Transportation, three Metropolitan Planning Organizations (MPOs), four counties, the Central Florida Expressway Authority, the Turnpike Enterprise, and several large-scale private developments.*

These issues are generally reflected equally in all four counties, as the population growth in the area is dispersed throughout the area. Several recommendations are established by the report. The first of which is Recommendation 3 – *Include a Focus on the Four Corners in the Long Range Transportation Plans of the Lake, Orange and Osceola, and Polk MPOs.* This recommendation was in-part met by this document as part of the development of the Lake~Sumter MPO 2045 Long Range Transportation Plan.

In coordinating with other MPOs/TPOs to identify the needs listed in the following sections, the next recommendation is partially addressed: Recommendation 4 – *Ensure That Transportation Projects in the Four Corners Include All Four Counties, as Appropriate.* As each needs project moves forward into implementation, there will be efforts to coordinate with the adjacent jurisdictions to encourage the implementation of corresponding projects, so that jurisdictional boundaries do not diminish the benefits of the improvements. To continue coordination between the jurisdictions, the report also recommends Recommendation 5 – *Establish a Four Corners Transportation (including Transit) Working Group.*

# Four Corners Transportation Plan

## Roadway Network

The high demand on I-4, US 27, US 192, and SR 429 consequently puts a strain on the local roads, some of which already experience congestion and delays due to factors aside from simply the number of users, such as seasonal populations, driver demographics (often tourists unfamiliar with the area), number of business access driveways, additional commercial vehicles, among others.

Roadway and highway projects were identified in the LRTPs of each MPO/TPO, adopted December 2020. In each plan, the projects are grouped into different tiers. These tiers identify the relative level of priority and funding status as indicated in **Figure 1** below.

- Tier 1 projects are committed improvements to be built in the next 5 years. (2020 – 2025)
- Tier 2 & 3 projects are part of the Cost Feasible Plan. (2025 – 2045)
- Tier 4 represents high priority projects not currently cost feasible but could be added to the plan should funding become available in the future. These “Illustrative Projects” include the Central Polk Parkway and completing the 4 lanes on the Polk Parkway. Both of these projects would likely be funded by future Florida’s Turnpike Enterprise revenues or some other source provided by the state.
- Tier 5 projects represent unfunded needs.
- Tier 6 projects represent other unfunded roadway improvements that are important to establish local connectivity or to serve existing and planned development.

Figure 1: Project Phasing Prioritization

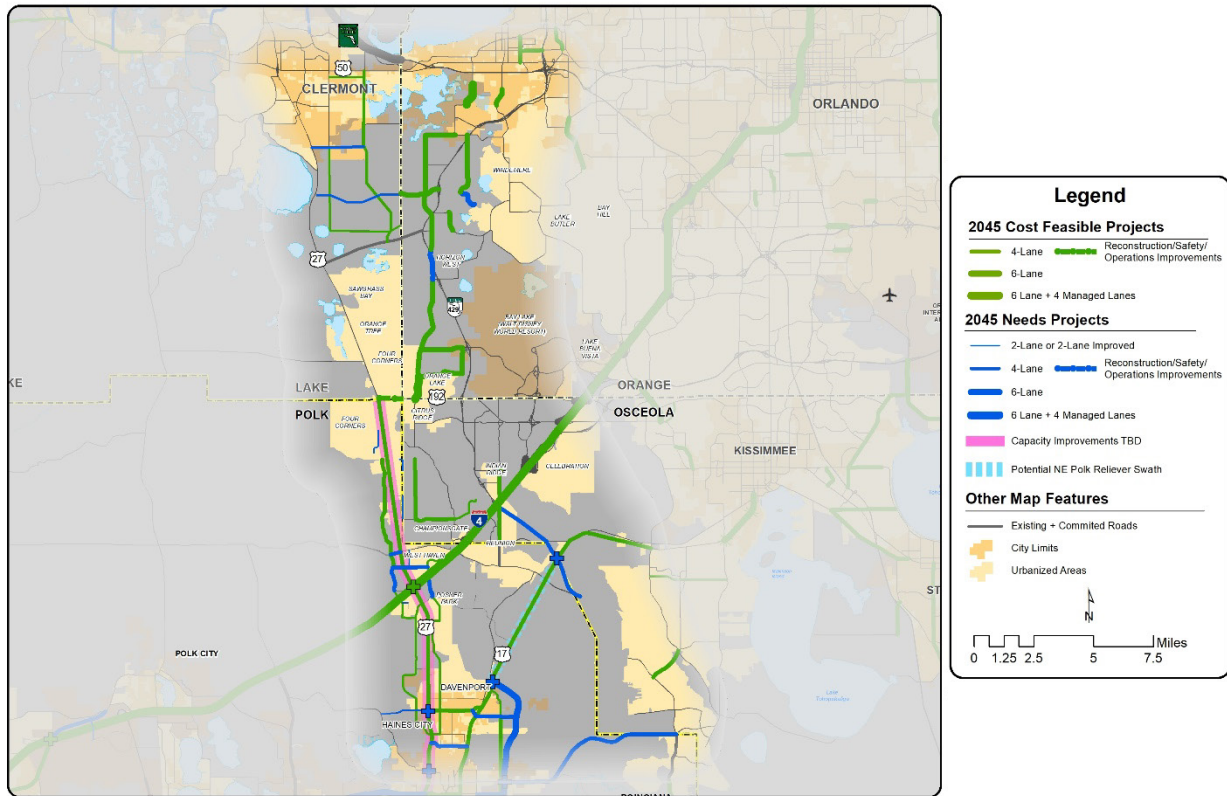
	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Cost Feasible Plan (2025-2035)	Cost Feasible Plan (2036-2045)	Illustrative Projects Other Priority Projects	Other Unfunded Needs	Vision Roadway Improvements
Needs Assessment?	Yes	Yes	Yes	Yes	Yes	
High Priority?	Yes	Yes	Yes	Yes		
Cost Feasible?	Yes	Yes	Yes	Should funds become available		

The following maps in **Figure 2** display the roadway projects, shown as Cost Feasible (Tiers 2 & 3) and Unfunded Needs (Tiers 4-6). For the purposes of this memo, Tier 1 projects are identified as “Existing.”



# Four Corners Transportation Plan

Figure 2: Roadway Cost Feasible Projects and Needs Assessment



Tables 1-4 list the projects by tier, corresponding to Figure 2.

Table 1: Tier 1 - Existing and Committed Projects

Tier	County	Road	From	To	Improvement	Year
1	Polk	Lake Wilson Rd	CR 54	CR 532	Widen to 4 Lanes	2021
1	Polk	Marigold Ave	Palmetto St	CR 580	Widen to 4 Lanes	2021
1	Polk	CR 580 (Cypress Parkway)	W Solivita Blvd	Solivita Blvd	Widen to 4 Lanes	2021
1	Lake, Orange	Lake-Orange Expressway	US 27	SR 429	New 4 Lane Expressway	2025
1	Lake	Florida's Turnpike	Minneola	Orange County Line	Widen to 8 Lanes	2021
1	Osceola	I-4	at CR 532		Interchange Improvements	2021
1	Osceola	SR 429	at I-4		Interchange Improvements	2022

# Four Corners Transportation Plan

Table 2: Tiers 2 and 3 -Cost Feasible Projects

Tier	County	Road	From	To	Improvement	Year
2	Lake	CR 455/Hartle Rd	Lost Lake Rd	Good Hearth Blvd	Widen to 4 Lanes	2026 - 2030
2	Lake	CR 455 /Hartle Rd	Hartwood Marsh	Lost Lake Rd	New 4 Lanes	2026 - 2030
2	Lake	US 192	US 27	Orange County Line	Corridor Improvements	2026 - 2030
2	Osceola	US 17/92	Polk County Line	Poinciana Blvd	Widen to 4 Lanes	2031 - 2035
2	Orange	Avalon Rd	New Independence Pkwy	Tilden Rd	Widen to 4 Lanes	2031 - 2035
2	Orange	Winter Garden-Vineland Rd	Fowler Grove Blvd	Roper Rd	Widen to 4 Lanes	2031 - 2035
2	Osceola	Old Lake Wilson Rd	Polk County Line	Sinclair Rd	Widen to 4 Lanes	2031 - 2035
2	Polk	Holly Hill Rd	Patterson Rd	CR 547 (Bay St)	New 2 Lane	2031 - 2035
2	Polk	Holly Hill Rd	CR 547 (Bay St)	Ridgewood Lakes Blvd	New 2 Lane	2031 - 2035
2	Polk	Powerline Rd Extension	South Blvd	US 17/92	New 4 Lane	2031 - 2035
2	Polk	North Ridge Trail	Four Corners Blvd	Sand Mine Rd	New 4 Lane	2026 - 2030
2	Polk	FDC Grove Rd	Massee Rd	Ernie Caldwell Blvd	New 2 Lane	2031 - 2035
2	Polk	North Ridge Trail	Deen Still Rd	Four Corners Blvd	New 2 Lanes	2026 - 2030
2	Polk	Grandview Parkway Extension	Grandview Parkway Dead End	Dunson Rd	New 4 Lane	2031 - 2035
3	Orange	Summerlake Park Blvd	Porter Rd	Summerlake Groves St	Widen to 4 Lanes	2036 - 2045
3	Orange	New Independence Pkwy	Lake County Line	Valencia Pkwy	Widen to 4 Lanes	2036 - 2045
3	Orange	New Independence Pkwy	Valencia Pkwy	Avalon Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	New Independence Pkwy	Avalon Rd	SR 429	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Hartzog Rd	Seidel Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Porter Rd	New Independence Pkwy	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Tour Pointe Blvd	Sunridge Blvd	Widen to 6 Lanes	2036 - 2045

# Four Corners Transportation Plan

Tier	County	Road	From	To	Improvement	Year
3	Orange	Tiny Rd	Bridgewater Crossing	Tilden Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Hartzog Rd / Flamingo Crossings Blvd	Avalon Rd	Western Way	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	US 192	Hartzog Rd	Widen to 6 Lanes	2036 - 2045
3	Orange	Avalon Rd	Old YMCA Rd	Schofield Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Avalon Rd	Schofield Rd	Porter Rd	Widen to 4 Lanes	2036 - 2045
3	Orange	Tiny Rd / Schoolhouse Pond Rd	New Independence Pkwy	Bridgewater Crossing	Widen to 4 Lanes	2036 - 2045
3	Orange	Western Way Extension	Avalon Rd	Flamingo Crossings Blvd	Widen to 4 Lanes	2036 - 2045
3	Osceola	Sinclair Rd	Goodman Rd	Tradition Blvd	New 2 Lane	2036 - 2045
3	Osceola	Laurel Ave / Reaves Rd	Poinciana Blvd	Marigold Ave	New 4 Lanes	2036 - 2045
3	Osceola	Westside Blvd	Monaco Blvd	Tri County Rd	New 4 Lanes	2036 - 2045
3	Polk	US 17/92	Central Polk Pkwy	Osceola County Line	Widen to 4 Lane	2036 - 2045
3	Polk	US 17/92	US 27	Osceola County Line	Widen to 4 Lane	2036 - 2045
3	Polk	Powerline Rd	CR 580- Johnson Ave	South Blvd	Widen to 4 Lane	2036 - 2045
3	Polk	FDC Grove Rd	US 27	Masse Rd	New 2 Lane	2036 - 2045
3	Polk	US 17/92	US 17/92 (Hinson Ave)	Central Polk Parkway	Widen to 4 Lane	2036 - 2045
3	Polk	Holly Hill Rd	Ridgewood Lakes Blvd	Ernie Caldwell Blvd	New 2 Lanes	2036 - 2045
3	Polk	I-4 Crossover Connector	Waverly Barn Rd	Deen Still Rd	New 4 Lane	2036 - 2045
3	Polk	I-4 Crossover Rd	FDC Grove Rd	NW Access Rd	Widen to 4 Lane	2036 - 2045

Table 3: Tiers 4 - Partially Funded and Illustrative Projects

Tier	County	Road	From	To	Improvement
4	Osceola	Bella Citta Blvd	Westside Blvd	S Goodman Rd	Widen to 4 Lanes
4	Polk	US 27 Reliever Road	CR 580	US 17/92	New 6 Lane Freeway
5	Polk	Poinciana Parkway Extension	Poinciana Pkwy	CR 532	New 4 Lane
5	Polk	Poinciana Parkway Extension	CR 532	I-4	New 4 Lane

# Four Corners Transportation Plan

Table 4: Tiers 5 and 6 - Unfunded Needs and Visionary Projects

Tier	County	Road	From	To	Improvement
5	Lake	Schofield Rd	US 27	SR 429	New 2 Lane
5	Lake	Hooks St Extension	Hancock Rd	CR 455/Hartle Rd	New 2 Lane
5	Lake	Wellness Way	US 27	SR 429	New 4 Lane
5	Lake	CR 455 Extension	CFX Connector	Hartwood/Marsh Rd	New 4 Lane
5	Lake	Hartwood Marsh Rd	US 27	CR 455	New 4 Lane
5	Orange	New Independence Pkwy	Tiny Rd/Schoolhouse Pond Rd	Ave of the Groves	Widen to 4 Lanes
5	Orange	Avalon Rd	Seidel Rd	Old YMCA Rd	Widen to 4 Lanes
5	Polk	CR 547 Extension	Old Polk City Rd	US 27	New 2 Lanes
5	Polk	Bates Rd	US 27	US 17/92	Widen to 4 Lane
5	Polk	Deen Still Rd	North Ridge Trail	US 27	Widen to 4 Lane
5	Polk	CR 547 Extension	CR 547	US 17/92	Widen to 4 Lane
5	Polk	Pink Apartment Rd Ext	Bates Rd Extension	Snell Creek Rd	New 2 Lane
5	Polk	Marshall Rd	30th St Extension	Bates Rd Extension	Widen to 4 Lane
5	Polk	Snell Creek Rd	Pink Apartment Rd	Warner Rd	Improved
5	Polk	Bates Rd Ext	Marshall Rd	Pink Apartment Extension	New 2 Lane
5	Polk	North Collector	Postras Rd	Polo Park Blvd	New 2 Lane
5	Polk	Dunson Rd	US 27	Buckingham Drive	Widen to 4 Lane
5	Polk	Waverly Barn Rd	North Ridge Trail	US 27	Widen to 4 Lane
5	Polk	Loma Del Sol Extension	Dunson Rd	CR 54	New 2 Lane
5	Polk	I-4 Crossover Connector	Home Run Blvd	I-4 Crossover	New 2 Lane
5	Polk	CR 580 (Cypress Parkway)	Central Polk Pkwy	CR 580 (Cypress Parkway)	Widen to 4 Lane
5	Polk	South Blvd	Powerline Rd	US 17/92	Widen to 4 Lane
5	Polk	CR 547 Extension	Powerline Rd Extension	Central Polk Parkway	Widen to 4 Lane
5	Polk	CR 547 Extension	Old Polk City Rd	US 27	New 2 Lane
6	Polk	Unnamed Road	Sand Mine Rd Dead End	Polk Line/Westside Blvd	New 2 Lane
6	Polk	Tank Rd	Student Dr	Sand Mine Rd	New 2 Lane
6	Polk	Tank Rd	Bella Citta Blvd	Barry Rd	New 2 Lane
6	Polk	30th St Extension	Baker Ave	Marshall Rd N	New 4 Lane

# Four Corners Transportation Plan

## Transit

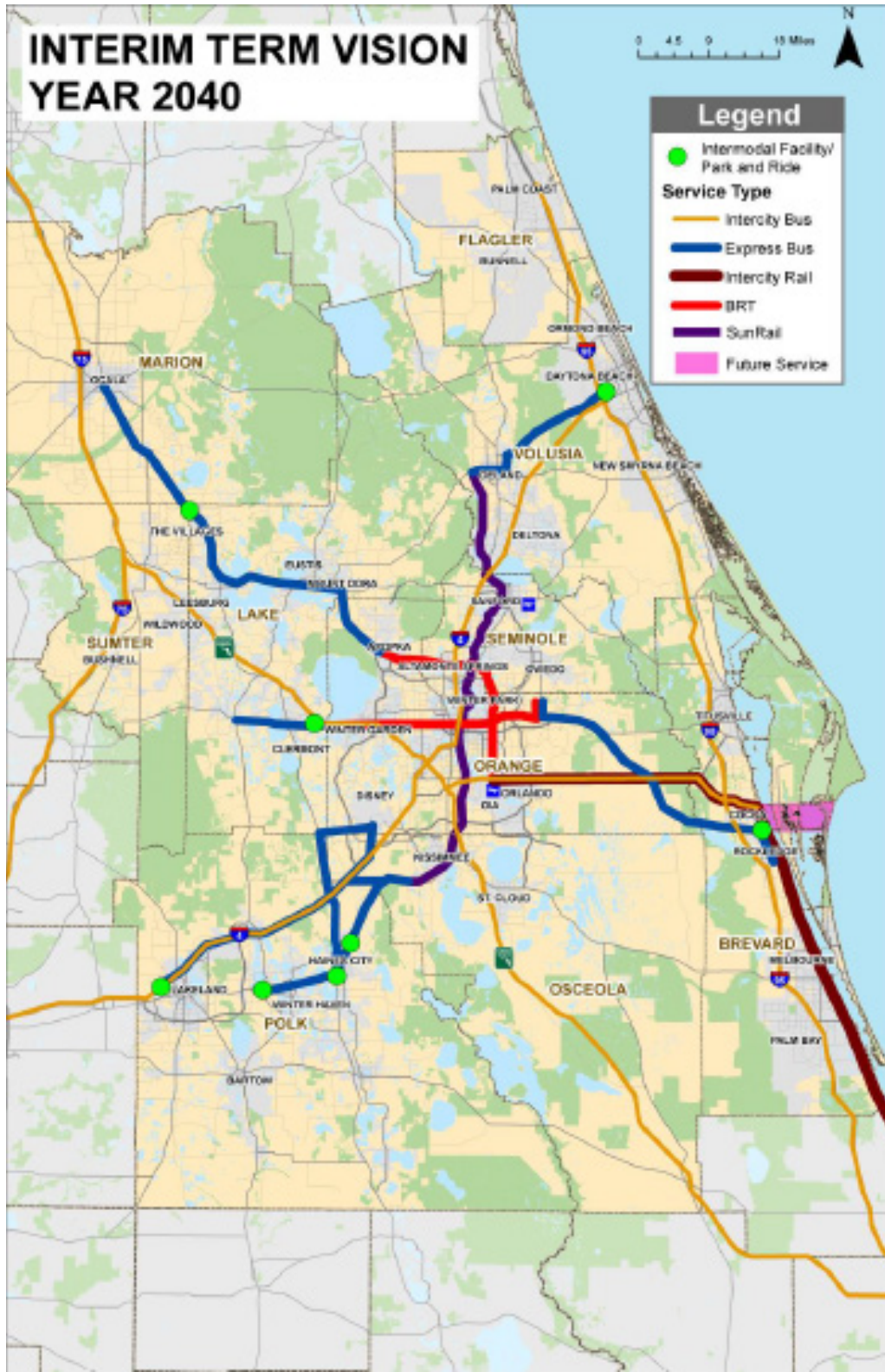
Three different transit providers offer service in the Four Corners area—Citrus Connection, which is based in Polk County, Lynx, which is based in Orange County, and LakeXpress. Each of these providers operates at least one route that crosses county lines into an adjacent county. Lynx, which primarily operates routes in Osceola, Orange, and Seminole Counties, provides connection service in Lake and Polk Counties within the Four Corners Boundary, including a Lynx Superstop transit hub. It is at this location that transit riders can take a bus to the Poinciana SunRail station, which is a commuter rail that travels from Poinciana in Osceola County through Orlando to DeBary in Volusia County.

Much of the bus service is centered around the attractions and supporting services (accommodations and other commercial areas) to serve a high number of area employees and tourists. As the population and tourism continues to expand throughout the Four Corners area, the demand for transit will increase as well. Additional routes that cross county lines may be needed to serve the residents, employees, and visitors alike.

In 2018, the Central Florida MPO Alliance published the *Central Florida Regional Transit Study*, which identified the transit needs from a regional perspective of the Four Corners counties and beyond. The report identifies a 2040 Interim Vision (**Figure 3**), which generally consisted of the 2040 LRTP needs, and a Long Term Vision for the year 2060 (**Figure 4**).

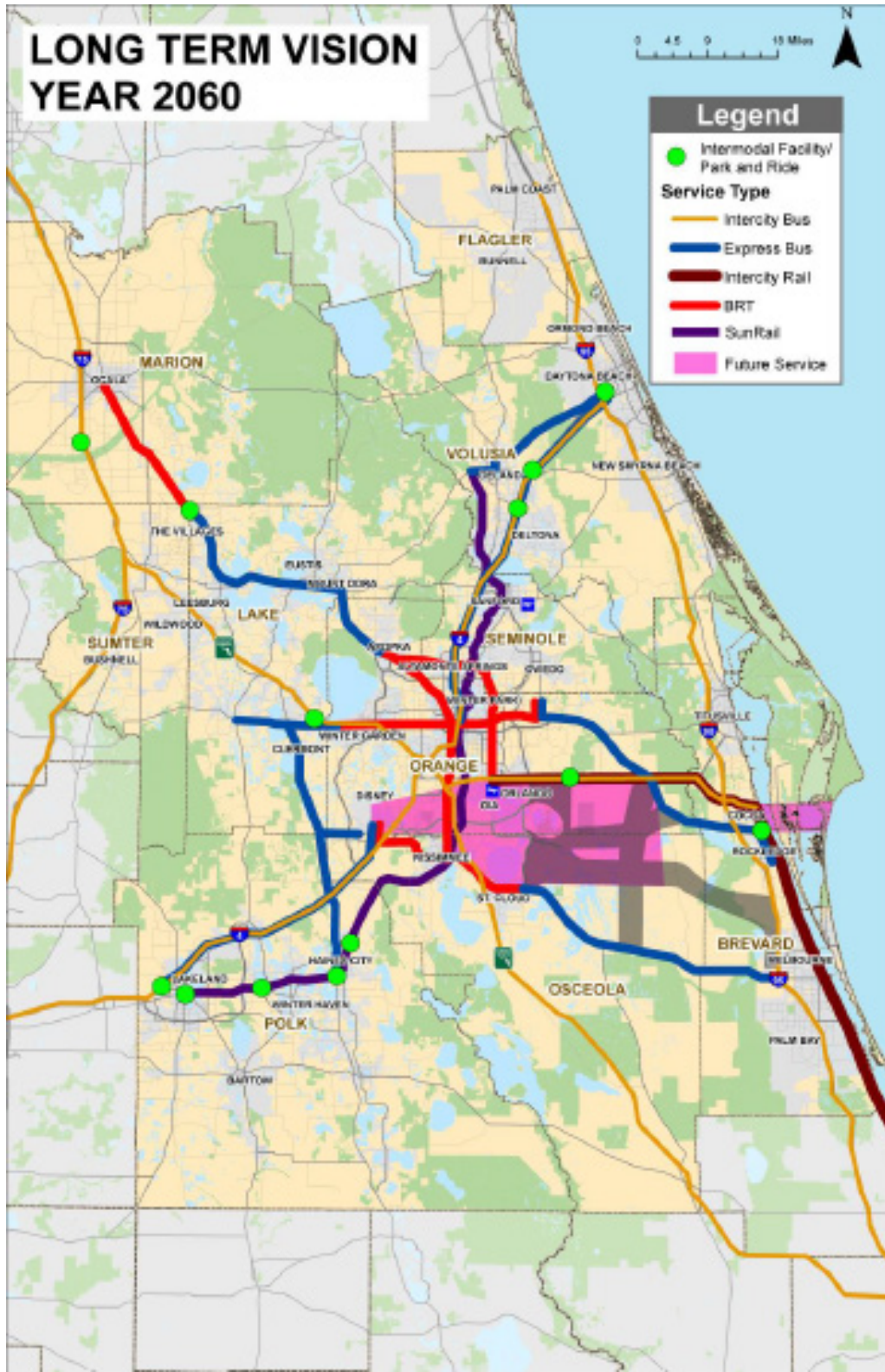
# Four Corners Transportation Plan

Figure 3: Four Corners Area Transit Interim Vision Needs



# Four Corners Transportation Plan

Figure 4: Four Corners Area Transit Long Term Vision Needs



# Four Corners Transportation Plan

Transit projects identified in the 2045 L RTPs of each MPO/TPO largely include those in the 2040 plans as referenced above and are included in **Table 5**. The following map in **Figure 5** display the transit projects, shown as Cost Feasible and Unfunded Needs.

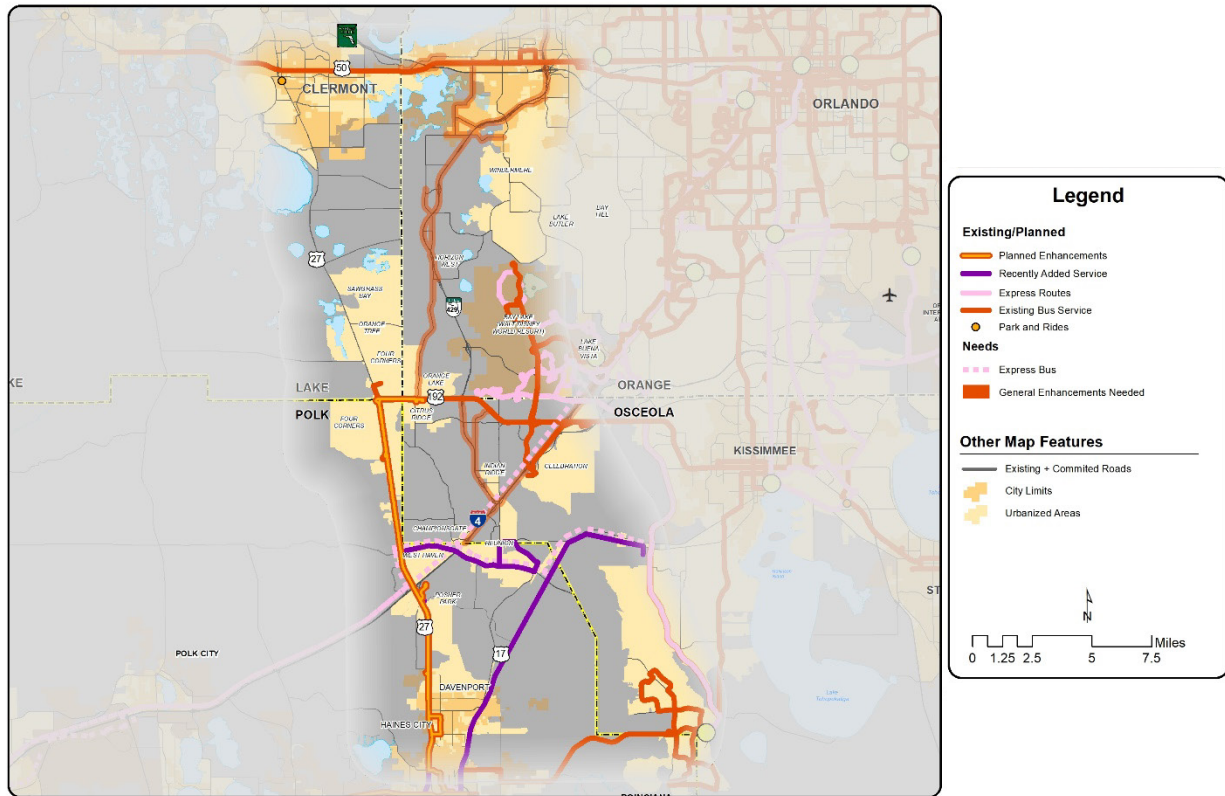
Table 5: Four Corners Area Transit Needs

Status	County	Project	Type	Notes
Unfunded Need	Polk	SunRail South to Polk County	Commuter Rail / Premium Transit	
Unfunded Need	Polk, Osceola, Orange	I-4 Express Bus	Express Bus	
Partially Programmed	Polk, Osceola, Orange	High Speed Rail	High Speed Rail	Orlando Brightline operations anticipated to begin in 2022.
Unfunded Need	Polk, Osceola	Lakeland-SunRail Express	Express Bus	Additional express connection to SunRail
Unfunded Need	Lake, Orange, Osceola, Polk	Enhanced Fixed-Route Bus Service	Enhanced Service	
Unfunded Need	Osceola	Enhanced Service Area West of Kissimmee	Enhanced Service	
Unfunded Need	Osceola	Enhanced Service Area – Osceola Four Corners	Enhanced Service	
Unfunded Need	Orange (Disney)	Enhanced Service Area – Disney	Enhanced Service	
Unfunded Need	Lake, Orange, Osceola, Polk	US 192 Premium Transit Service	Premium Service	
Unfunded Need`	Orange	Enhanced Service Area – South Horizon West	Enhanced Service	



# Four Corners Transportation Plan

Figure 5: Four Corners Existing and Needed Transit



## Bicycle, Pedestrian, and Trails

Bicycle and pedestrian safety is a major concern in the Four Corners, with many of the primary facilities not accommodating to the average cyclist or pedestrian, and land uses along the corridors provide few destinations that may be reasonably accessed by cycling or on foot. However, some of the residential and vacation communities in and nearby Four Corners, such as Cagan Crossings, Celebration, and Margaritaville provide and maintain facilities that are ideal for biking and walking.

Citing the anticipated continued growth, the importance of providing areas and facilities that are safe for all user becomes even more pronounced. The demand for additional bicycle and pedestrian facilities for standard trips is expected to increase as well as recreational trails.

Bicycle, Pedestrian, and Trail projects were identified in the LRTPs of each MPO/TPO. Based on this available data, the following map in **Figure 6** displays the identified trails and **Table 6** lists the trails along with status and additional details.

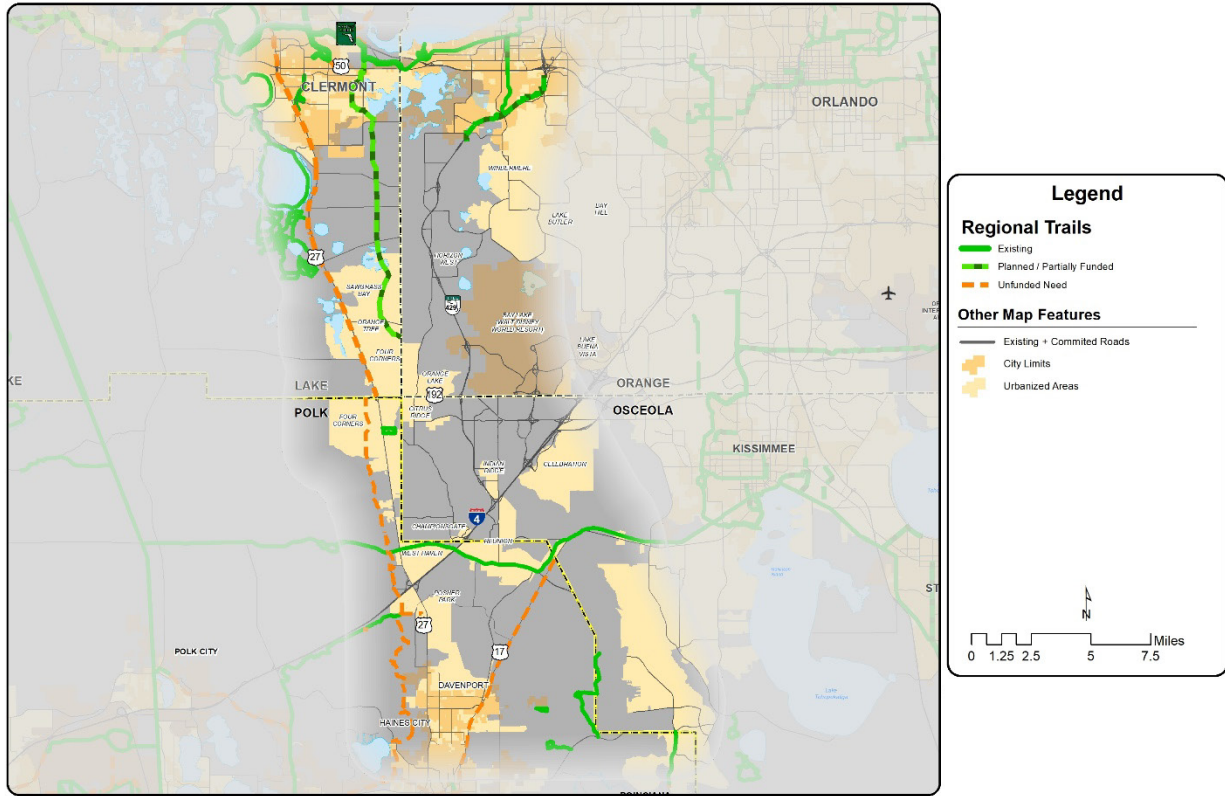
# Four Corners Transportation Plan

Table 6: Four Corners Area Trail Needs

Status	County	Facility	From	To	SUN Trail	Type	Notes
Existing	Osceola	Bill Johnston Memorial Pathway to Ronald Reagan Parkway Connector / Old Tampa Highway Trail / FNST Connector	Polk County Line	East of Four Corners Boundary	No	Unpaved	
Existing	Polk	Deen Still Road / Ronald Reagan Parkway	Van Fleet Recreational Trail	Osceola County Line	No	Unpaved	
Proposed	Polk	Florida Power Ridge Trail	Hilochee Trail	US 27	No	Paved	
Proposed	Polk	Green Swamp Trail	Lake Bonnett Marsh	Lake County Line	No	Unpaved	Connects with Lake Ridge Trail (Lake Co)
Planned; Unfunded	Lake	Hartle Road / CR 455 Trail (River to Hills Trail)	Orange County Line	North of Four Corners Boundary	No	Paved Multiuse	In planning and design; Unfunded
Existing	Polk	Hilochee Trail	CR 557	Florida Power Ridge Trail	No	Unpaved	
Unfunded Need	Orange	Horizon West	Tiny Rd	West Orange HS	No	Paved Multiuse	Part of Horizon West Trails Study
Various	Orange	Horizon West Trails	Various	Various	No		
Existing	Lake	Lake Louisa State Park Trail	Lake Louisa State Park		No	Unpaved Multiuse	
Existing	Polk	Northeast Regional Park Trails	Poitras Road		No	Paved	
Proposed	Polk	US 17/92 Trail	Downtown Davenport	Osceola County Line	No	Paved	
Conceptual	Lake	US 27 Trail (Lake Ridge Trail)	Polk County Line	North of Four Corners Boundary	No	Paved Trail	Connects to Green Swamp Trail (Polk Co)
Existing	Polk	Lake Marion Creek Management Area Trail	Lake Marion Creek Management Area		No	Unpaved	

# Four Corners Transportation Plan

Figure 6: Four Corners 2045 Trails Needs





# **Appendix H: Federal and State Requirements Checklist**

# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
<u>23 C.F.R. Part 450 – Planning Assistance and Standards</u>		
A-1	<p>Does the plan cover a 20-year horizon from the date of adoption?</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	<p>Yes.</p> <p>Chapter 1 – Introduction</p> <p>Chapter 3 – Planning Assumptions</p> <p>Chapter 4 – Transportation Plan</p> <p>Chapter 6 – Performance Measurement</p>
A-2	<p>Does the plan address the planning factors described in 23 C.F.R. 450.306(b)?</p> <p>Please see the “Fiscal Constraint” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Risk and Resiliency</p> <p>Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?</p> <p>Travel and Tourism</p> <p>Does that plan enhance travel and tourism?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(a)</p>	<p>Yes.</p> <p>Chapter 1 – Introduction (pp. 1-2 – 1-3) [new planning factors]</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-4 – 2-5)</p> <p><u>Fiscal Constraint</u></p> <p>Chapter 4 – Transportation Plan</p> <p>Appendix C - Cost Feasible Capacity Projects Year of Expenditure (YOE)</p> <p>Appendix D - Cost Feasible Capacity Projects Present Day Cost (PDC)</p> <p>Appendix E – Financial Summary / Demonstration of Fiscal Constraint</p> <p><u>Risk and Resiliency</u></p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (Goal 1, Goal 5)</p> <p>Chapter 4 – Transportation Plan (p. 4-30)</p> <p><u>Travel and Tourism</u></p> <p>Chapter 4 – Transportation Plan (p. 4-30)</p>
A-3	<p>Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(b)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures</p> <p>Chapter 3 – Planning Assumptions</p> <p>Chapter 4 – Transportation Plan</p> <p>Appendix A – System Performance Report</p>

# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
A-4	<p>Was the requirement to update the plan at least every five years met?</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(c)</p>	<p>Yes.</p> <p>The Lake~Sumter MPO 2040 LRTP was adopted on December 9, 2015. The 2045 LRTP was adopted on December 9, 2020 (Resolution 2020-13).</p>
A-5	<p>Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)?</p> <p>23 C.F.R. 450.324(d)</p>	<p>N/A -The Lake~Sumter MPO Planning Area is not within a non-attainment area.</p>
A-6	<p>Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(e)</p>	<p>Yes.</p> <p>Chapter 3 – Planning Assumptions Chapter 4 – Transportation Plan</p>
A-7	<p>Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(1)</p>	<p>Yes.</p> <p>Chapter 3 – Planning Assumptions Chapter 4 – Transportation Plan Chapter 5 – Public Involvement Chapter 6 – Performance Evaluation</p>

# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
A-8	<p>Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?</p> <p>23 C.F.R. 450.324(f)(2)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan</p>
A-9	<p>Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)?</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(3)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (PM1, PM2, PM3, and Transit)</p> <p>Chapter 6 – Performance Evaluation</p> <p>Appendix A – System Performance Report</p>
A-10	<p>Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(4)(i)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (PM1, PM2, PM3, and Transit)</p> <p>Chapter 6 – Performance Evaluation</p> <p>Appendix A – System Performance Report</p>

# Federal and State Requirements Checklist

A-11	<p>Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:</p> <p>(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;</p> <p>(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;</p> <p>(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);</p> <p>(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;</p> <p>(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;</p> <p>(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);</p> <p>(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and</p> <p>(viii) Other State transportation plans and transportation processes required as part of a performance-based program.</p> <p>Please see the “New Requirements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.306 (d)(4)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures</p> <p>(i) Chapter 2 – Goals, Objectives, and Performance Measures (System Performance Report – PM1, PM2, PM3, and Transit) Chapter 6 – Performance Evaluation Appendix A – System Performance Report</p> <p>(ii) Chapter 2 – Goals, Objectives, and Performance Measures (PM 1) Chapter 4 – Transportation Plan (pg. 4-29) Appendix A – System Performance Report</p> <p>(iii) Chapter 2 – Goals, Objectives, and Performance Measures (pg. 2-16) Appendix A – System Performance Report</p> <p>(iv) Chapter 2 – Goals, Objectives, and Performance Measures (PM 1) Chapter 4 – Transportation Plan (pg. 4-29 – 4-30) Chapter 6 – Performance Evaluation Appendix A – System Performance Report</p> <p>(v) -N/A - Measures pertaining to the CMAQ Program currently do not apply in Florida.</p> <p>(vi) Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-17 – 2-18) Appendix A – System Performance Report</p> <p>(vii) Chapter 2 – Goals, Objectives, and Performance Measures Chapter 4 – Transportation Plan (pp. 4-26 – 4-28) Chapter 6 – Performance Evaluation</p> <p>(viii) Chapter 2 – Goals, Objectives, and Performance Measures</p>
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# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
A-12	<p>Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(5)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan (pp. 4-24 – 4-28)</p>
A-13	<p>Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide?</p> <p>Please see the "Technical Topics" section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(6)</p>	<p>N/A -The Lake~Sumter MPO Planning Area is not within a non-attainment area.</p>
A-14	<p>Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?</p> <p>23 C.F.R. 450.324(f)(7)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan</p>

# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
A-15	<p>Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)?</p> <p>23 C.F.R. 450.324(f)(8)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures</p> <p>Chapter 4 – Transportation Plan (pp. 4-22 – 4-23)</p>
A-16	<p>Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?</p> <p>Please see the “Fiscal Constraint” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(9)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan</p> <p>Appendix C - Cost Feasible Capacity Projects Year of Expenditure (YOE)</p> <p>Appendix D - Cost Feasible Capacity Projects Present Day Cost (PDC)</p>
A-17	<p>Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(10)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan (pp. 4-30 – 4-31)</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>
A-18	<p>Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented?</p> <p>Please see the “Fiscal Constraint” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(11)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan</p> <p>Appendix C - Cost Feasible Capacity Projects Year of Expenditure (YOE)</p> <p>Appendix D - Cost Feasible Capacity Projects Present Day Cost (PDC)</p>

# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
A-19	<p>Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?</p> <p>23 C.F.R. 450.324(f)(11)(i)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan</p> <p>Appendix C - Cost Feasible Capacity Projects Year of Expenditure (YOE)</p> <p>Appendix D - Cost Feasible Capacity Projects Present Day Cost (PDC)</p> <p>Technical Appendix E – 2045 Lake~Sumter MPO Revenue Forecast</p> <p>Technical Appendix F - 2019 FDOT Revenue Forecasting Guidebook</p>
A-20	<p>Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(f)(11)(ii)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan (pp. 4-2 – 4-8)</p> <p>Technical Appendix E – 2045 Lake~Sumter MPO Revenue Forecast</p> <p>Technical Appendix F - 2019 FDOT Revenue Forecasting Guidebook</p>
A-21	<p>Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability?</p> <p>23 C.F.R. 450.324(f)(11)(iii)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan (pp. 4-2)</p>
A-22	<p>Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?</p> <p>23 C.F.R. 450.324(f)(11)(iv)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan (4-2 – 4-8)</p> <p>Appendix C - Cost Feasible Capacity Projects Year of Expenditure (YOE)</p> <p>Appendix D - Cost Feasible Capacity Projects Present Day Cost (PDC)</p> <p>Technical Appendix E – 2045 Lake~Sumter MPO Revenue Forecast</p> <p>Technical Appendix F - 2019 FDOT Revenue Forecasting Guidebook</p>
A-23	<p>Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP?</p> <p>23 C.F.R. 450.324(f)(11)(vi)</p>	<p>N/A -The Lake~Sumter MPO Planning Area is not within a non-attainment area.</p>

# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
A-24	<p>Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g)?</p> <p>23 C.F.R. 450.324(f)(12)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan (4-20 – 4-21)</p> <p>Appendix F – Multi-Use Trails</p>
A-25	<p>Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?</p> <p>Please see the “Technical Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(h)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (PM 1 - pp. 2-9 – 2-10)</p> <p>Chapter 4 – Transportation Plan (pp. 4-29 – 4-30)</p> <p>Chapter 6 – Performance Evaluation</p> <p>Appendix A – System Performance Report</p>
A-26	<p>Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>23 C.F.R. 450.324(g)(1)</p>	<p>Yes.</p> <p>Chapter 3 – Planning Assumptions</p> <p>Chapter 4 – Transportation Plan</p> <p>Chapter 6 – Performance Evaluation</p>
A-27	<p>Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)?</p> <p>23 C.F.R. 450.324(j)</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan (p. 4-20 – 4-23)</p> <p>Chapter 5 – Public Involvement (p. 5-4 – 5-7)</p> <p>Technical Appendix C – Lake~Sumter MPO Public Participation Plan</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>

# Federal and State Requirements Checklist

Section A Federal Requirements	Where and How Addressed
<p>A-28</p> <p>Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “Administrative Topics” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)</p>	<p>Yes.</p> <p>Chapter 5 – Public Involvement (p. 5-4 – 5-7)</p> <p>Technical Appendix C – Lake~Sumter MPO Public Participation Plan</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>
<p>A-29</p> <p>Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(i)</p>	<p>Yes.</p> <p>Chapter 5 – Public Involvement</p> <p>Chapter 7 – Plan Implementation (pg. 7-2)</p> <p>Technical Appendix C – Lake~Sumter MPO Public Participation Plan</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>
<p>A-30</p> <p>In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(vii)</p>	<p>Yes.</p> <p>Chapter 5 – Public Involvement (p. 5-5 – 5-7)</p> <p>Technical Appendix C – Lake~Sumter MPO Public Participation Plan</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>

# Federal and State Requirements Checklist

Section A Federal Requirements	Where and How Addressed
<p><b>A-31</b></p> <p>Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.316(a)(1)(vi) &amp; 23 C.F.R. 450.316(a)(2)</p>	<p>Yes.</p> <p>Chapter 5 – Public Involvement</p> <p>Technical Appendix C – Lake~Sumter MPO Public Participation Plan</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>
<p><b>A-32</b></p> <p>Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?</p> <p>Please see the “Stakeholder and Coordination Input” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R 450.316(a)(1)(viii)</p>	<p>N/A – The final plan did not differ significantly from the version that was made available for public comment and did not raise new material issues.</p>
<p><b>A-33</b></p> <p>Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities?</p> <p>Please see the “Proactive Improvements” section of the <a href="#">2018 FHWA LRTP Expectations Letter</a> for guidance.</p> <p>23 C.F.R. 450.316(b)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures</p> <p>Chapter 4 – Transportation Plan</p> <p>Chapter 5 – Public Involvement (pg. 5-3)</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>
<p><b>A-34</b></p> <p>If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan?</p> <p>23 C.F.R 450.316(c)</p>	<p>N/A – There are no designated tribal lands located within the boundaries of the MPO Planning Area.</p>

# Federal and State Requirements Checklist

Section A Federal Requirements		Where and How Addressed
A-35	<p>If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan?</p> <p>23 C.F.R 450.316(d)</p>	<p>Yes.</p> <p>Chapter 5 – Public Involvement (pg. 5-3)</p> <p>Technical Appendix D – Public Involvement/Agency Coordination Summary</p>
A-36	<p>In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?</p> <p>23 C.F.R. 450.314(e)</p>	<p>N/A – Urbanized area not served by multiple MPOs</p>

Section B State Requirements		Where and How Addressed
<p><b>Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175</b></p>		
B-1	<p>Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan?</p> <p>ss.339.175(1), (5) and (7), F.S.</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-2 – 2-7)</p> <p>Chapter 4 – Transportation Plan (pp. 4-20 – 4-23, 4-30 – 4-33)</p>
B-2	<p>Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?</p> <p>ss.339.175(1) and (7)(a), F.S.</p>	<p>Yes.</p> <p>Chapter 4 – Transportation Plan</p> <p>Appendix C - Cost Feasible Capacity Projects Year of Expenditure (YOE)</p> <p>Appendix D - Cost Feasible Capacity Projects Present Day Cost (PDC)</p>
B-3	<p>Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?</p> <p>ss.339.175(5) and (7), F.S.</p>	<p>Yes.</p> <p>Chapter 2 - Goals, Objectives, a Performance Measures (pp. 2-6)</p> <p>Chapter 3 – Planning Assumptions</p>

# Federal and State Requirements Checklist

Section B State Requirements		Where and How Addressed
B-4	<p>Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions?</p> <p>ss.339.175(1) and (7) F.S.</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (Goal 1, Goal 4)</p> <p>Chapter 6 – Performance Evaluation</p>
B-5	<p>Were the goals and objectives identified in the Florida Transportation Plan considered?</p> <p>s.339.175(7)(a), F.S.</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-6 – 2-7)</p>
B-6	<p>Does the plan assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?</p> <p>s.339.175(7)(c), F.S.</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures - (Goal 1, Goal 3, Goal 5); (pp. 2-12)</p> <p>Chapter 4 – Transportation Plan</p> <p>Chapter 6 – Performance Evaluation</p> <p>Appendix A – System Performance Report</p>
B-7	<p>Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?</p> <p>s.339.175(7)(d), F.S.</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, a Performance Measures (Goal 1, Goal 4)</p> <p>Chapter 4 – Transportation Plan (pp. 4-20 – 4-21, 4-36 – 4-37)</p> <p>Chapter 5 – Public Involvement</p> <p>Chapter 6 – Performance Evaluation</p>
B-8	<p>Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?</p> <p>s.339.175(13) F.S.</p>	<p>Yes.</p> <p>Resolution 2020-13</p>



# Federal and State Requirements Checklist

Section C Proactive Recommendations		Where and How Addressed
C-1	<p>Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?</p> <p>23 C.F.R 450.306(b)(9)</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, a Performance Measures (Goal 3)</p> <p>Chapter 6 – Performance Evaluation</p>
C-2	<p>Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, a Performance Measures (Goal 3)</p> <p>Chapter 4 – Transportation Plan (p. 4-8, 4-29)</p>
C-3	<p>Do the plan consider the transportation system's accessibility, mobility, and availability to better serve an aging population?</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (Goal 2)</p> <p>Chapter 5 – Public Involvement (p. 5-4)</p> <p>Chapter 6 – Performance Evaluation</p>
C-4	<p>Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?</p>	<p>Yes.</p> <p>Chapter 2 – Goals, Objectives, and Performance Measures (Goal 1, Goal 3, Goal 4)</p> <p>Chapter 3 – Planning Assumptions</p> <p>Chapter 4 – Transportation Plan (pp. 4-20 - 4-23, 4-31 - 4-35)</p> <p>Chapter 6 – Performance Evaluation</p>
C-5	<p>Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?</p>	<p>Yes.</p> <p>Chapter 3 – Planning Assumptions</p>



# **Appendix I: List of Acronyms**

# List of Acronyms

Acronym	Definition
AADT	Annual Average Daily Traffic
ACES	Automated, Connected, Electric, and Shared Use Vehicles
ACS	American Community Survey
BEBR	University of Florida Bureau of Economic and Business Research
CFR	Code of Federal Regulations
CAC	Citizens Advisory Committee
CFMPOA	Central Florida Metropolitan Planning Organization Alliance
CFP	Cost Feasible Plan
CFRPM	Central Florida Regional Planning Model
CMP	Congestion Management Process
CR	County Road
CST	Construction
DOT	Department of Transportation
E+C	Existing Plus Committed
ECFRPC	East Central Florida Regional Planning Council
EJ	Environmental Justice
FS	Florida Statute
FAST Act	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FLU	Future Land Use
FMTF	Freight Mobility and Trade Plan
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
IRI	International Roughness Index
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
LOPP	List of Priority Projects
LOTTR	Level of Travel Time Reliability
LRTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
M-CORES	Multi-use Corridors of Regional Economic Significance
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
NAAQS	National Ambient Air Quality Standards
NBI	National Bridge Inventory
NHS	National Highway System
NTD	National Transit Database

# List of Acronyms

Acronym	Definition
O&M	Operations and Maintenance
OA	Other Arterials
PDC	Present Day Cost
PDE or PD&E	Project Development and Environment
PE	Preliminary Engineering
PM	Performance Measure
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHS	State Highway System
SHSP	Florida Strategic Highway Safety Plan
SIS	Strategic Intermodal System
SJRWMD	St. Johns River Water Management District
SR	State Road
STIP	State Transportation Improvement Program
SUN	Shared-Use Nonmotorized
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAZ	Transportation Analysis Zone
TDCB	Transportation Disadvantaged Coordinating Board
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TRIP	Transportation Regional Incentive Program
TSM&O	Transportation Systems Management and Operations
TTR	Truck Travel Time Reliability index
USC	United States Code
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
V/C	Volume-to-Capacity
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure