



2018 List of Priority Projects

Coverage of Fiscal Years 2023/24 through 2039/40

Lake~Sumter Metropolitan Planning Organization

Adopted May 2018

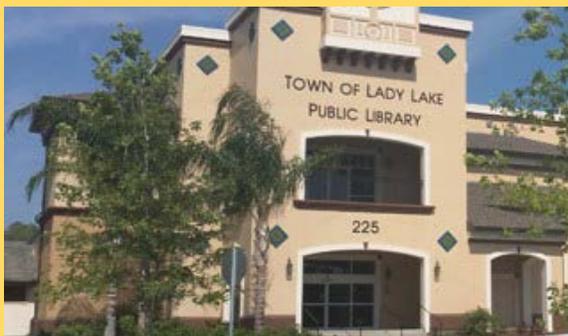
CONTENTS

About the MPO.....	1
Introduction.....	2
Prioritization Process	2
Public Involvement.....	3
LOPP Amendments	3
Title VI Policy Statement & Responsibilities	3
Limited English Proficiency Policy	4
2018 Priority Projects.....	5

TABLES

Table 1 Top 15 Priority Projects	6
Table 2 Construction Projects.....	2
Table 3 Right of Way Projects	3
Table 4 Design Projects.....	5
Table 5 PD&E Projects	7
Table 6 Planning Study Projects.....	8
Table 7 Candidate Projects.....	9

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



Lake~Sumter MPO Office

225 W. Guava Street, Suite 211

Lady Lake, FL 32159

Phone: (352) 315-0170

Fax: (352) 315-0993

Web: www.LakeSumterMPO.com

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2018-9

**RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
ADOPTING THE 2018 LIST OF PRIORITY PROJECTS AND AUTHORIZING
TRANSMITTAL OF THE NEW FUNDING PRIORITIES TO THE FLORIDA DEPARTMENT
OF TRANSPORTATION.**

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

WHEREAS, Section 339.175, Florida Statutes, 23 U.S.C. 134, and 49 U.S.C. 5303 require that the urbanized area, as a condition for the receipt of federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, Section 339.175(8)(a), Florida Statutes requires that the MPO is responsible for developing, annually, a list of project priorities ranking the transportation needs of the MPO area; and

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

WHEREAS, the 2018 List of Priority Projects must be based upon project selection criteria that considers, in part, the MPO long range transportation plan; the Florida Department of Transportation (FDOT) Strategic Intermodal System Plan; criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4); the results of the transportation management systems; and the MPO public involvement plan; and

WHEREAS, the 2018 List of Priority Projects must be used by the FDOT in developing the district work program and must be used by the MPO in developing its transportation improvement program; and

WHEREAS, the FDOT has established a deadline of September 1, 2018, for the submittal of new project priorities, pursuant to Section 339.175(8)(b), Florida Statutes, with said priorities serving as a basis upon which FDOT District 5 makes funding decisions relative to the FDOT five-year Work Program; and

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

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

1. The 2018 List of Priority Projects was developed with consideration given to preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility; and
2. The 2018 List of Priority Projects is consistent with the MPO's adopted long range transportation plan, *TRANSPORTATION 2040*, which was adopted December 9, 2015; and
3. The 2018 List of Priority Projects is consistent with the FDOT Strategic Intermodal System Plan; and
4. The 2018 List of Priority Projects was developed in consideration of criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4); and
5. The 2018 List of Priority Projects was developed using the procedures of the MPO public involvement plan; and
6. The 2018 List of Priority Projects is hereby endorsed and adopted; and
7. The Chair of the MPO is hereby authorized and directed to submit the list of priority projects to the Florida Department of Transportation and to the Chair of both the Lake County Board of County Commissioners and the Sumter County Board of County Commissioners.

PASSED AND ADOPTED this 23 day of may, 2018.

Lake~Sumter Metropolitan Planning Organization



Tim Sullivan, Chair

Approved as to Form and Legality:



Melanie Marsh, MPO Attorney

ACRONYM	NAME / TITLE
4P	Priority Projects Programming Process
ADA	Americans with Disabilities Act
CAC	Citizens Advisory Committee
CLR	Clermont
CR	County Road
CST	Construction
DOT	Department of Transportation
EUS	Eustis
FDOT	Florida Department of Transportation
FTE	Florida Turnpike Enterprise
GRV	Groveland
ITS	Intelligent Transportation System
LC	Lake County
LEP	Limited English Proficiency
LEES	Leesburg
LOPP	List of Priority Projects
LRTP	Long Range Transportation Plan
LSMPO	Lake~Sumter MPO
MAS	Mascotte
MD	Mount Dora
MIN	Minneola
MON	Montverde
MPO	Metropolitan Planning Organization
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PIA	Project Information Application
PIP	Public Involvement Plan
ROW	Right of Way
SC	Sumter County
SR	State Road
TAC	Technical Advisory Committee

ACRONYM	NAME / TITLE
TAV	Tavares
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TSMO	Transportation Systems Management and Operations
UMA	Umatilla
UPWP	Unified Planning Work Program
US	United States (route)
USDOT	United States Department of Transportation
WEB	Webster
WW	Wildwood

ABOUT THE MPO

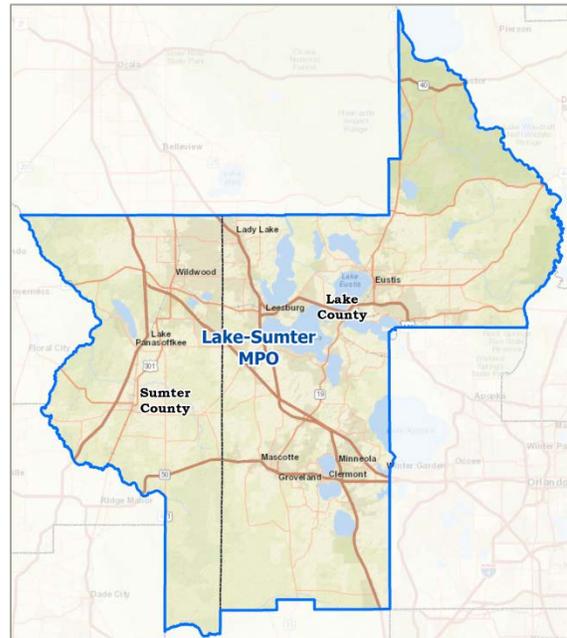
Representatives of Lake County and Sumter County governments, the 14 municipalities of Lake County, the five (5) municipalities of Sumter County, the Florida Department of Transportation (FDOT), Florida Central Railroad, Lake County Schools, Sumter District Schools and the U.S. Department of Transportation (USDOT) are involved in the transportation planning process facilitated by the Lake~Sumter Metropolitan Planning Organization (LSMPO). LSMPO's purpose is to provide effective leadership in the initiation and development of transportation plans, programs and strategies.

As the governmental body most directly responsible for the guidance of the transportation planning process, LSMPO strives to ensure recommendations comply with the goals and standards of the Federal Government, the State, Lake County, Sumter County, and the 19 incorporated jurisdictions. LSMPO functions include, but are not limited to, the preparation of the tasks required by state rule or by federal policy.

LSMPO's major annual responsibilities are to perform the tasks of preparing the Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Public Involvement Plan (PIP), the Transportation Improvement Program (TIP), the annual List of Priority Projects (LOPP), the Transportation Disadvantaged Service Plan (TDSP), and the annual LSMPO Audit Report.

As with all transportation planning legislated by federal and state laws, LSMPO is responsible for ensuring adequate representation of and compatibility among state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to various members of the public. For example, LSMPO incorporates into its planning efforts the needs of the elderly and persons with disabilities as outlined in the Americans with Disabilities Act (ADA).

As part of the MPO planning process, public involvement is a major priority. Projects funded through public dollars are planned in a manner that encourages public participation and incorporates public comments into planning efforts. As a result, a responsibility is placed on MPOs to develop a plan where the opportunity for public involvement is assured. As part of that plan, a required element is the outlining of the means by which to measure the success of the public involvement activities. By strategizing public involvement techniques and then monitoring and measuring the effectiveness, better planning products emerge that genuinely capture the needs of the public.



Anyone wishing to contact the MPO with comments, questions, or complaints, please contact:



Michael Woods

Interim Executive Director

(352)

315-0170

mwoods@LakeSumterMPO.com

INTRODUCTION

Each year, LSMPO prepares a TIP, which contains the highway, bicycle/pedestrian, and other transportation-related projects in the LSMPO region that are programmed for funding over the next five years. This process begins with the development of a List of Priority Projects (LOPP). Each MPO is required to develop a LOPP, in coordination with the FDOT District Planning staff, and to submit the list to the District by September 1st of each year. The LOPP represents those projects that have not yet been programmed but are considered high priorities by the MPO.

After this document is approved by the LSMPO Board, it will be submitted to FDOT. FDOT will use the LOPP to select projects for funding in their FY 2019/20 - 2023/24 Tentative Five-Year Work Program. Once a project in the LOPP has been fully funded through construction in the TIP, it is taken off the list. The projects remaining on the LOPP can then be advanced to a higher priority, and new projects can be added to the list. In addition, the ranking of a project on the LOPP can be advanced more quickly if additional funds from local governments or other sources are applied to that project.

PRIORITIZATION PROCESS

LSMPO has a formal process for prioritizing projects in the LOPP. This process begins every year in the fall. Local governments are asked to submit new projects for consideration and to update existing projects on the LOPP. All projects on the LOPP must have a Priority Projects Programming Process (4P) application. This Project Information Application (PIA) is completed by the local sponsoring jurisdiction and must be submitted to FDOT for the project to be eligible for programming in FDOT's Five Year Work Program and the TIP once funding becomes available. The MPO has created an online application to aid local partners in the information-gathering process for new projects being submitted for inclusion in the LOPP. Applicants can access the application via the LSMPO website: <http://www.lakesumtermpo.com/documents/lopp.aspx>. The local sponsor agency should review and update the PIA every year and for each new phase of project development.

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

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

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

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

PUBLIC INVOLVEMENT

Throughout the process, there are opportunities for public comment. Prior to Board adoption, the public is provided with the opportunity to review and comment on the draft LOPP during a 21-day public review period. The public can also provide feedback during the public comment periods of each advisory committee meeting. During this review process and following Board adoption, the LOPP is electronically published on www.LakeSumterMPO.com and is available in print, by request.

Citizens unable to attend the committee or Governing Board meetings may submit written public comments to LSMPO during the official public comment period: 1) via postal service, 2) via the Voice your Ideas form on the website www.lakesumtermpo.com/voice.aspx or, 3) by emailing mwoods@LakeSumterMPO.com.

This process is outlined in Exhibit 1. Additional information on public outreach strategies and response policies can we found in the **2018 Public Involvement Plan**.

Exhibit 1 | List of Prioritized Projects (LOPP) Public Involvement Checklist

<i>Outreach Step</i>	<i>Timeframe</i>
Draft LOPP published electronically on the LSMPO website: www.LakeSumterMPO.com	21 days prior to Board approval, opening public comment period
Draft LOPP presented at LSMPO advisory committee meetings, with public comment during meeting	During the meeting cycle prior to Board approval
Board vote on approval, after public comment period at the meeting and consideration of committee input	First Board meeting after committee review
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, lakesumtermpo.com contact form, or email	Throughout official public comment period
Approved Prioritized Project List published on the LSMPO website: www.LakeSumterMPO.com	As soon as final documents can be uploaded to the website

LOPP AMENDMENTS

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

TITLE VI POLICY STATEMENT & RESPONSIBILITIES

The Lake~Sumter MPO assures that no person shall based on race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation

in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. The Lake~Sumter MPO further assures that every effort will be made to ensure nondiscrimination in all its programs and activities, whether those programs and activities are federally funded or not. In the event the LSMPO distributes federal aid funds to another governmental entity, the MPO will include Title VI language in all written agreements and will monitor for compliance.

The Executive Director is responsible for ensuring implementation of the organization's **2018 Title VI Nondiscrimination Plan** and provides direction to the **Title VI Specialist**. The Title VI Specialist, on behalf of the Executive Director, is responsible for the overall management and day to day administration of the Title VI program.

Lake~Sumter Metropolitan Planning Organization



Michael Woods

Interim Executive Director & Title VI Specialist
(352) 315-0170

Additional information on Title VI objectives and strategies for engaging Title VI Protected Groups and Individuals can be found in the **2018 Title VI Nondiscrimination Plan**.

LIMITED ENGLISH PROFICIENCY POLICY

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

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

- A mechanism to provide ongoing assessment of needs, programs, and activities of target audiences, along with the organization's capacity to meet these needs using the Limited English Proficiency Plan;
- Translation of vital written materials in languages other than English where there is a significant number or percentage of persons with limited English proficiency;
- Oral language assistance to Limited English Proficiency (LEP) persons for programs, where such assistance is requested and/or anticipated;
- Identified procedures and a designated representative from Lake~Sumter MPO responsible for implementing activities related to the Limited English Proficiency Plan;
- Notification of the availability of free language services to those persons in the target audience, through oral and written notice in the relevant primary language assistance activities; and
- Staff training on policies and procedures of the organization's language assistance activities.

All advertisements for public meetings sponsored by the Lake~Sumter MPO will contain the following language: “Persons who require special accommodations under the Americans with disabilities Act or persons who require translation services, which are provided at no cost, should contact the Lake~Sumter MPO at (352)315-0170 or by email mwoods@lakesumtermpo.com, at least three (3) business days prior to the event.” Additional information on engaging individuals with Limited English Proficiency can be found in [2018 Limited English Proficiency Plan](#).

2018 PRIORITY PROJECTS

The 2018 priority projects are summarized in Table 1 through Table 7. An interactive map showing the limits of each project is available on the LSMPO website:

<http://www.lakesumtermpo.com/documents/lopp.aspx>.

Table 1 | Top 15 Priority Projects

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
1	2383943	SR 500/US 441	Perkins St	SR 44 (E Dixie Ave)	FDOT	Widen to 6 Lanes	ROW 2012/13	CST	\$7.9M
2	4293561	SR 500 (US 441)	SR 44	SR 46	FDOT	Widen to 6 Lanes	ROW 2020/21	CST 2022/23	\$20.4M
3	430253-5	CR 466A Phase 3B	Poinsettia Ave	Timbertop Rd Ln	LC	Widen to 4 Lanes	ROW 2018/19	CST	\$7 M
4	439223	C-478	SR 471	Center Hill City Limit	SC	Resurfacing	NA	DSB	\$1.7 M
5	4270561	SR 50 Realignment/ South Lake Trail, Phase 3	Crittenden Rd	Villa City	FDOT	Realignment	PD&E/PE 2014/15	ROW 2018/19	\$24.4 M
6	4301321	SR 35 (US 301)	C-470 (W)	SR 44	FDOT	Widen to 4 Lanes	PE 2020/21	ROW 2022/23	TBD
7	4349121	C-470 - Segment 1	CR 527	SR 91 (FL TPK)	FDOT	Widen to 4 Lanes	PD&E 2014/15 PE 2020/21	ROW 2021/22	\$30 M
8	--	Sumter County ITS (Phase 2)			SC	ITS	STUDY 2016/17	PE 2020/21 CST 2021/22	PE: \$400 K CST: \$2.8 M
9	441710-1	Round Lake Rd Extension/CR 439	Lake/ Orange County Line	SR 44	LC	New Alignment/ Add Lanes	PD&E 2018/19	PE	\$2.3M
10	--	Rolling Acres Rd	US 27/US441	CR 466	LC	Widen to 4 Lanes	PD&E 2018/19	PE 2020/21	\$2M
11	435740-1	US 27 & SR 44			FDOT	Intersection Improvement	STUDY 2013/14 PER 2014/15	PD&E 2018/19	TBD
12	--	US 27	CR 561 (S)	Florida's Turnpike North Ramps	FDOT	Widen to 6 Lanes	N/A	PD&E 2018/19	TBD
13	--	Hartle Rd/ CR 455	Magnolia Island Blvd	Hartwood Marsh Rd	LC	Widen to 4 Lanes	N/A	PD&E	\$500 K
14	--	Webster SR 471	CR 478A	NW 10TH Ave/ CR 730	WEB	Complete Streets	N/A	STUDY 2018/19	\$104K
15	--	Wolf Branch Innovation Blvd	CR 437	Round Lake Rd	MD	New 4 Lane Road	N/A	STUDY 2018/19	\$200K

PD&E | Project Development & Environmental Study
 PE | Preliminary Engineering (Design)
 ROW | Right of Way
 CST | Construction

CLR | Clermont
 EUS | Eustis
 FTE | Florida Turnpike Enterprise
 GRV | Groveland
 LC | Lake County
 LEES | Leesburg
 MAS | Mascotte
 MD | Mount Dora

MIN | Minneola
 MON | Montverde
 SC | Sumter County
 TAV | Tavares
 UMA | Umatilla
 WEB | Webster
 WW | Wildwood

Table 2 | Construction Projects

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
1	2383943	SR 500/US 441	Perkings St	SR 44 (E Dixie Ave)	FDOT	Widen to 6 Lanes	ROW 2012/13	CST	\$7.9M
2	4293561	SR 500 (US 441)	SR 44	SR 46	FDOT	Widen to 6 Lanes	PE 2013/14 ROW 2020/21	CST 2022/23	\$20.4M
3	430253-5	CR 466A Phase 3B	Poinsettia Ave	Timbertop Rd Ln	LC	Widen to 4 Lanes	ROW 2018/19	CST	\$7 M
4	439223	C-478	SR 471	Center Hill City Limit	SC	Resurfacing	NA	DSB	\$1.7M
5	--	Sumter County ITS (Phase 1)			SC	ITS	PE 2018/19	CST 2019/20	\$690K
6	4098701	SR 44	SR 500 (US 441)	SR 44/E Orange E Ave	FDOT	Widen to 4 Lanes	ROW 2013/14	CST	
7	434912-2	CR 470 - Segment 2	TP East Ramps	Bay Rd	FDOT	Widen to 4 Lanes	ROW 2012/13	CST 2023	\$9.3 M
8	--	US 27 ATMS	SR 44	SE HWY 42	FDOT	Corridor ATMS	N/A	DSB	\$1.60 M
9	4354761	CR 514 Interchange	@ I-75		FDOT	New Interchange	PD&E 2015/16	DSB 2020/21	TBD
10	--	CR 455	Waterbrooke	Lost Lake Rd	LC	Widen to 4 Lanes	PE 2020/21	CST	\$1.7 M
11	--	Ridgewood Ave Roundabout	Ridgewood Ave	CR 455	LC	Roundabout	PE/ROW 2019/20	CST	\$1 M
12	430975-5	Wekiva Trail Trailhead @ SR 46 (Horizontal)			LC	Construct Trailhead	PE 2016/17	CST 2018/20	\$742K
13	430975-5	Wekiva Trail Trailhead @ SR 46 (Vertical)			LC	Construct Trailhead	PE 2016/17	CST 2018/20	\$1.8M

CST | Construction

LC | Lake County

SC | Sumter County

Table 3 | Right of Way Projects

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
1	4270561	SR 50 Realignment/ South Lake Trail, Phase 3	Crittenden Rd	Villa City	FDOT	Realignment	PD&E/PE 2014/15	ROW 2018/19	\$24.4 M
2	4301321	SR 35 (US 301)	C-470 (W)	SR 44	FDOT	Widen to 4 Lanes	PD&E 2013/14 PE 2020/21	ROW 2022/23	TBD
3	4349121	C-470 - Segment 1	CR 527	SR 91 (FL TPK)	FDOT	Widen to 4 Lanes	PD&E 2014/15 PE 2020/21	ROW 2021/22	\$30 M
4	4309753	Wekiva Trail Segment 2	CR 437	Red Tail Blvd	LC	Mixed Use Trail	PE 2015/16	ROW 2019/20	\$7 M
5	4309752	Wekiva Trail Segment 1	Tremain St	CR 437	LC/MD	Mixed Use Trail	PE 2015/16	ROW 2019/20	\$10 M
6	4354711	South Sumter Connector Trail	Van Fleet Trail	Withlacoochee Trail	FDOT	Mixed Use Trail	PD&E 2016/17 PE 2018/19	ROW 2021/22	\$9 M
7	--	CR 437 Realignment	Adair Ave	SR 44	LC	Widen to 4 Lanes	N/A	ROW	\$3 M
8	--	CR 470 - Segment 3	Bay Rd	CR 33	FDOT	Widen to 4 Lanes	PER/PE 2009/10	ROW 2022/23	\$155 K
9	--	CR 48/470 - Segment 4	CR 33	East of Palatka Bridge	FDOT	Widen to 4 Lanes	PER/PE 2009/10	ROW 2022/23	\$824 K
10	4374641	Eudora Rd Roundabout	Eudora Rd	Old/CR 19A	LC	Roundabout/ Intersection Improvement	PE 2018/19	ROW	\$300 K
11	435859-2, 435859-3, 435859-4, 435859-5, 435859-6	W. SR 50	US 98 (Hernando County)	CR 33 (Lake County)	FDOT	Widen to 4 Lanes	STUDY 2015/16 PE 2018/19	ROW 2020/21	TBD
12	439048-1	East Orange Ave	Fruitwood Ave	Sunrise Ln	LC	New Sidewalk	PE 2021/22	ROW	\$120 K
13	439684-1	Radio Rd (Treadway Elementary)	Silver Bluff	Treadway School Rd	LC	New Sidewalk	PE 2021/22	ROW	\$100 K
14	439685-1	CR 561 (Monroe St) Astatula Elementary	Tennessee Ave	CR 48/Florida Ave	LC	New Sidewalk	PE 2021/22	ROW	\$100 K
15	439686-1	CR 44 Bypass/Deland Rd (Eustis Middle School)	East Orange Ave	Cypress Grove Rd	LC	New Sidewalk	PE 2021/22	ROW	\$400 K

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
16	439663-1	Hancock Rd (Lost Lake Elementary)	Sunburst Ln	Greater Pines Blvd	LC	New Sidewalk	PE 2021/22	ROW	\$450 K
17	439683-1	Log House Rd (Pine Ridge Elementary School)	CR 561	Lakeshore Dr	LC	New Sidewalk	PE 2021/22	ROW	\$150 K
18	439687-1	Lakeshore Dr (Pine Ridge Elementary School)	Cherith Ln	Oleander Dr	LC	New Sidewalk	PE 2021/22	ROW	\$100 K

ROW | Right of Way

LC | Lake County

MD | Mount Dora

Table 4 | Design Projects

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
1	--	Sumter County ITS (Phase 2)			SC	ITS	STUDY 2016/17	PE 2020/21 CST 2021/22	PE: \$400 K CST: \$2.8 M
2	441710-1	Round Lake Rd Extension/CR 439	Lake/ Orange County Line	SR 44	LC	New Alignment/ Add Lanes	PD&E 2018/19	PE	\$2.3 M
3	--	Rolling Acres Rd	US 27/US441	CR 466	LC	Widen to 4 Lanes	PD&E 2018/19	PE 2020/21	\$2 M
4	--	US 27	SR 44	US 441	LEES	Complete Streets	STUDY 2015/16	PE 2018/19	TBD
5	--	Hartwood Marsh Rd	Heritage Hills Blvd	Orange County Line	LC	Paved Shoulders	N/A	PE 2018/19	\$300 K
6	--	CR 435	SR 46	Orange County Line	LC	Complete Streets	STUDY 2018/19	PE	\$1.2 M
7	4363601	Black Bear Scenic Trail	Marion/Lake County Line	Volusia/Lake County Line	FDOT	Suntrail Project	PD&E 2019/20	PE 2023/24	TBD
8	--	Peninsula (Captain Haynes) Roadway Extension	Lane Park Rd	Woodlea Rd	TAV	New Roadway	STUDY 2016/17	PE	\$345 K
9	439756-1	Umatilla SR 19	CR 450-A	Old Mill Stream RV Park	UMA	Complete Streets	STUDY 2016/17	PE 2018/19	TBD
10	--	SR 91 (FL TPK)	Minneola Interchange	CR 470	FTE	Widen to 8 Lanes	PD&E	PE	TBD
11	4349101	SR 91 (FL TPK)	CR 470	SR 25 (US 27) (N)	FTE	Widen to 8 Lanes	PD&E	PE	TBD
12	--	SR 91 (FL TPK)	SR 35 (US 301)	CR 470	FTE	Widen to 8 Lanes	PD&E	PE	TBD
13	--	Picciola Rd	US 441	Sail Fish Ave	LC	New Sidewalk	STUDY 2017/18	PE	\$115 K
14	--	Old US 441	N Disston Ave/ E Alfred St	N McDonald St/ Old 441	TAV/MD	Complete Streets	PER 2008	PE	\$2.1 M
15	--	Sorrento Ave	Orange Ave	Hojin St	LC	Complete Streets	STUDY	PE 2018/19	\$1 M
16	--	Hooks St	Hancock Rd	Hartle Rd	LC	Widen to 4 Lanes	N/A	PE	\$1.1 M
17	--	Hammock Ridge Roundabout	Hammock Ridge	Lakeshore Dr	LC	Roundabout Design	STUDY	PE	\$325 K
18	--	CR 561A	CR 561	N Hancock Rd	LC	Paved Shoulders	N/A	PE	\$500 K
19	--	Round Lake Rd Roundabout	Round Lake Rd	at Wolfbranch Rd	LC	Roundabout	N/A	PE	\$500 K

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
20	4357231	Wellness Way	US 27	SR 429	LC	New Road, Alternative Corridor Evaluation	N/A	PE	TBD
21	--	Lakeshore Dr	Hammock Ridge	Hooks St	LC	New Sidewalk	N/A	PE	\$250 K
22	--	Intelligent Transportation System (ITS)			LC	Initial Deployment	N/A	PE	\$60 K
23	--	Intelligent Transportation System (ITS)			LC	ITS Fiber Infrastructure	N/A	PE	\$876 K
24	--	East Ave	Grand Hwy	Minnehaha Ave	CLR	Complete Streets	STUDY 2018/19	PE	TBD
25	--	US 301	Cleveland Ave (C-466A)	Huey St (C-44A)	WW	Complete Streets	STUDY 2018/19	PE	TBD
26	--	Sumter County ITS (Phase 3)			SC	ITS	STUDY 2016/17	PE 2022/23 CST 2023/24	TBD

PE | Preliminary Engineering (Design)

CLR | Clermont

FTE | Florida Turnpike Enterprise

LC | Lake County

LEES | Leesburg

MD | Mount Dora

SC | Sumter County

TAV | Tavares

UMA | Umatilla

Table 5 | PD&E Projects

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
1	435740-1	US 27 & SR 44			FDOT	Intersection Improvement	STUDY 2013/14 PER 2014/15	PD&E 2018/19	TBD
2	--	US 27	CR 561 (S)	Florida's Turnpike North Ramps	FDOT	Widen to 6 Lanes	N/A	PD&E 2018/19	TBD
3	--	Hartle Rd/ CR 455	Magnolia Island Blvd	Hartwood Marsh Rd	LC	Widen to 4 Lanes	N/A	PD&E	\$500 K
4	441626-1	North Lake Trail	CR 450	SR 40	UMA	New Trail	STUDY	PD&E 2020/21	\$2.2M
5	--	SR 44	SR 44 & Orange Ave	CR 46A	FDOT	Widen to 4 Lanes	N/A	PD&E 2018/19	TBD
6	--	SR 19	SR 50	CR 455	FDOT	Widen to 4 Lanes	N/A	PD&E 2020/21	TBD
7	--	Fosgate Rd Extension and Bridge	Citrus Grove Rd	Blackstill Lake Rd	FTE	New Roadway and Bridge	N/A	PD&E	TBD
8	--	Hartwood Marsh Rd	US 27	Savanna Ridge Ln (Proposed CR 455 Extension)	LC	New 4 Lane Road	N/A	PD&E	\$925 K
9	--	CR 561A	CR 561	CR 455	LC	Realignment of CR 561A W/CR 561 & Roundabout	STUDY	PD&E	\$750 K

PD&E | Project Development & Environmental Study

FTE | Florida Turnpike Enterprise

GRV | Groveland

LC | Lake County

UMA | Umatilla

Table 6 | Planning Study Projects

Rank	FM Number	Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
1	--	Webster SR 471	CR 478A	NW 10th Ave/ CR 730	WEB	Complete Streets	N/A	STUDY 2018/19	\$104k
2	--	Wolf Branch Innovation Blvd	CR 437	Round Lake Rd	MD	New 4 Lane Road	N/A	STUDY 2018/19	\$200k
3	--	Orange St & Broad St (SR 50)	Alabama Ave	Illinois St	GRV	Complete Streets	N/A	STUDY 2018/19	\$75k
4	--	Eustis SR 19 Complete Streets			EUS	Complete Streets	N/A	STUDY 2018/19	\$228K
5	--	West Main St Improvements	CR 468	US 27	LEES	Curb & Gutter, ADA Upgrade, On Street Parking	N/A	STUDY 2018/19	\$100 K
6	--	East Main St Improvements	Canal St	SR 44	LEES	Curb & Gutter, ADA Upgrade, On Street Parking	N/A	STUDY 2019/20	\$113 K
7	--	I-75 Exit 309 Sumter Scenic Byway Project			SUMTER SCENIC BYWAY/ SC	Enhance Interstate Exit to National Cemetery	N/A	STUDY 2018/19	\$78 K
8	--	Lake Denham Trail	Trail Head at W Main St Leesburg	SR 50	LEES	New Trail	N/A	STUDY 2019/20	\$156K
9	--	SR 50 Complete Streets	CR 561 (12th St)	East Avenue	CLR	Complete Streets	N/A	STUDY FY 2018/19	\$254K
10	--	Tav-Dora Trail Study	Wooton Park, Tavares	Tremain St Trestle, Mount Dora	TAV, MD, LC	New Trail	N/A	STUDY	TBD
11	--	Cagan's Crossing Pedestrian Overpass			LC	US 27 Pedestrian Overpass	N/A	STUDY	TBD

CLR | Clermont
 EUS | Eustis
 GRV | Groveland
 LC | Lake County
 LEES | Leesburg
 MD | Mount Dora
 SC | Sumter County

Table 7 | Candidate Projects

Project Name	From	To	Sponsor/ Location	Project Description	Funded Phase(s)	Request for New Funding	Cost Estimate
Fosgate Rd Extension	Grassy Lake Rd	US 27	MIN	New Road	N/A		
Montverde Greenway Trail Extension	Existing Greenway Trail Terminus	Stretcher Property	MON	3,042 FT Extension to Existing Trail	N/A	STUDY 2018/19	\$50 K

LC | Lake County

MIN | Minneola

MON | Montverde

APPENDIX A – POTENTIAL FUNDING SOURCES

The MPO and partner agencies rely on various federal, state, local, and private funding sources to fund the transportation projects outlined in the List of Priority Projects (LOPP). This document summarizes available revenue sources and the types of projects that can be funded with each.

Bridge Repair and Replacement

The bridge program includes funding for construction of a new bridge as a replacement for a pre-existing deficient structure and the repair and rehabilitation of existing bridges. This program is not to be used for modification to a structurally sound bridge, new bridges on new alignments, or for routine bridge maintenance. Funds can be used for bridges inspected and inventoried using the National Bridge Inspection Standards and which meet the Federal Highway Administration (FHWA) minimum qualifying criteria. Sumter County is eligible for 100% federal funding up to \$5 million per bridge. Lake County is eligible for 75% federal funding up to \$3.75 million per bridge.

County Incentive Grant Program

The [County Incentive Grant Program](#) provides 50% of the cost for projects which improve a transportation facility on the State Highway System (SHS) or which relieve congestion on the SHS. This includes transit projects, resurfacing, and paving local dirt roads if the statutory requirement is met to relieve SHS congestion.

High Risk Rural Roads

The High Risk Rural Roads program can be used on any “rural major or minor collector or rural local road with significant safety risks” according to 23 U.S. Code 148 (a)(1). The qualifying functional classifications are rural major collector, rural minor collector, and rural local roads. Roads eligible are those with higher than the district and statewide average crash rate for the same roadway type and which have a statistically significant number of fatal and serious injury crashes (8 or more over three years for rural collector roads, 3 or more over 3 years for rural local roads).

Small County Outreach Program (Sumter County Only)

The Small County Outreach Program (SCOP) program is available to assist small counties with various projects on county roads. To qualify, counties should have a population of 170,000 or less as determined by the most recent official estimate. Sumter County currently qualifies with a population of approximately 120,000. Project types include: repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, and constructing capacity or safety improvements to county roads. Projects are prioritized if the road is on an evacuation route, has high levels of agricultural travel, is considered a major arterial or feeder road, and other criteria related to the impact of the project.

Small County Road Assistance Program (Sumter County Only)

The Small County Road Assistance Program (SCRAP) program is available to assist small counties, including Sumter County, with resurfacing or reconstructing county roads. For this program, small counties are those with a population 75,000 or less at the time of the 1990 Census. Eligible roads are those which were part of the county road system on June 10, 1995. The [Sumter County Roads GIS](#) map contains an “Accepted Date” field which is used to determine eligibility. Capacity improvements are allowed but only when necessary to address safety concerns. Projects are prioritized if the road is on an evacuation route, has high levels of agricultural travel, is considered a major arterial or feeder road, and other criteria related to the impact of the project. There is approximately \$1.5 million available annually for District 5 to be split between Sumter and Flagler Counties.

Safe Routes to School

The Safe Routes to School Program (SRTS) can be used for infrastructure projects that improve the ability to safely walk and bicycle to and from school or for non-infrastructure activities to encourage safe walking and bicycling to school. Projects must be within two miles of a K-12 school. Projects may include:

- Sidewalk improvements
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Bicycle parking facilities at public school locations
- Traffic diversion improvements near K through 12 schools (within two miles)
- Student sessions on bicycle and pedestrian safety, health, and environment
- Training for SRTS programs

Conducting training or developing approved public educational materials

SUN Trail

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to use the State Transportation Trust Fund (STTF) to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) Plan. The funding is allocated in two tiers. The first tier funds the Coast-to-Coast Trail and the St. Johns River to Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail Network. Over the period of the Five-Year Work Program, approximately 2/3 of the allocation will be programmed for completing the two Regional Trail Systems and approximately 1/3 will be programmed for projects in the Individual Trail category. Lake and Sumter counties contain incomplete portions of the Coast-to-Coast Trail which are eligible for funding under tier 1.

Transportation Infrastructure Finance and Innovation Act

The Transportation Infrastructure Finance and Innovation Act (TIFIA) is intended to use existing Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit for projects of national or regional significance. This project can be used by states and local agencies for up to 33% of the project cost. This credit assistance is available for projects of the following types:

- Highway and Bridges
- Intelligent Transportation Systems
- Intermodal Connectors
- Transit Vehicles and Facilities
- Intercity Buses and Facilities
- Freight Transfer Facilities
- Pedestrian Bicycle Infrastructure Networks
- Transit-Oriented Development
- Rural Infrastructure Projects
- Passenger Rail Vehicles and Facilities
- Surface Transportation Elements of Port Projects

Additional information can be found in the FHWA [Fact Sheet](#).

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) funds low cost (\$1 million or less), short term (completed within 3 years) safety projects. These projects should correct specific crash problems and may additionally address other safety defects. This program is available for all public roads, except Florida's Turnpike.

A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven state [Strategic Highway Safety Plan \(SHSP\)](#) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. Projects authorized under the HSIP must be classified under one or more of the following categories:

- Intersection safety improvement
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition)
- Installation of rumble strips or another warning device, if the rumble strips or other warning devices do not adversely affect the safety or mobility of bicyclists and pedestrians, including persons with disabilities
- Installation of a skid-resistant surface at an intersection or other location with a high crash frequency
- An improvement for pedestrian or bicyclist safety or safety of persons with disabilities.
- Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices
- The conduct of a model traffic enforcement activity at a railway-highway crossing
- Construction of a traffic calming feature

- Elimination of a roadside hazard
- Installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with the state SHSP
- Installation of a priority control system for emergency vehicles at signalized intersections.
- Installation of a traffic control or other warning device at a location with high crash potential
- Transportation safety planning
- Collection, analysis, and improvement of safety data
- Planning integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to work zone safety
- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of road users and workers), and crash attenuators
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife
- Installation of yellow-green signs and signals at pedestrian and bicycle crossings and in school zones
- Construction and operational improvements on high risk rural roads
- Geometric improvements to a road for safety purposes that improve safety
- A road safety audit
- Roadway safety infrastructure improvements consistent with the recommendations included in the publication of FHWA entitled "Highway Design Handbook for Older Drivers and Pedestrians" (FHWA-RD-01-103), dated May 2001 or as subsequently revised and updated
- Truck parking facilities eligible for funding under section 1401 of the MAP-21
- Systemic safety improvements
- Installation of vehicle-to-infrastructure communication equipment
- Pedestrian hybrid beacons
- Roadway improvement that provides separation between pedestrian and motor vehicles, including medians and pedestrian crossing islands
- A physical infrastructure safety project not described above

Additional information can be found in the FHWA [Fact Sheet](#).

National Highway Performance Program:

The National Highway Performance Program (NHPP) funds support the condition and performance of the National Highway System (NHS) and new facilities on the NHS. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments
- Construction, replacement, rehabilitation, preservation, and protection of NHS and Federal Aid bridges
- Bridge inspection and evaluation on the NHS and inspection and evaluation of other NHS and non-NHS highway infrastructure assets, if they are on the Federal Aid Highway System
- Roadway and transit improvements on a federal-aid highway not on the NHS if the project is in the same corridor and in proximity to a full access-controlled NHS route, if the improvement is more cost-effective than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow
- Bicycle transportation and pedestrian walkways
- Highway safety improvements on the NHS
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs
- TIFIA subsidy and administrative costs
- Infrastructure-based ITS capital improvements
- Environmental restoration and pollution abatement
- Environmental mitigation related to NHPP projects
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS
- Installation of vehicle-to-infrastructure communication equipment
- Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied)
- A project to reduce the risk of failure of critical NHS infrastructure (defined to mean a facility, the incapacity or failure of which would have a debilitating impact in certain specified areas)]

Additional information can be found in the FHWA [Fact Sheet](#).

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program is the most flexible program among all Federal-Aid highway programs. Its eligible activities are wide ranging from operations improvements and rehabilitation to trails and truck parking. The funds are allocated to states by the federal government, and each state sub-allocates the money by population type (urban, rural, and suburban). District 5 receives around \$50 million through this program each year which is further subdivided by population areas. The following is a full list of eligible activities:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways
- Replacement, rehabilitation, preservation, and protection for bridges on any public road, including construction or reconstruction necessary to accommodate other modes
- Construction of new bridges on a federal-aid highway
- Inspection and evaluation of bridges and other highway assets as well as training for bridge inspectors
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings
- Highway and transit research, development, technology transfer
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification
- Surface transportation planning
- Transportation Alternatives Program (TAP) eligible projects. See the Transportation Alternatives section for specific eligibilities
- Transportation control measures
- Development and establishment of management systems
- Environmental mitigation efforts (as under NHPP)
- Intersections with high accident rates or levels of congestion
- Infrastructure-based ITS capital improvements
- Environmental restoration and pollution abatement
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs
- Recreational trails projects
- Truck parking facilities
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective than an NHS improvement and will enhance NHS level of service and regional traffic flow

Additional information can be found in the FHWA [Fact Sheet](#).

Railway-Highway Crossings Program

The Railway-Highway Crossings Program was created to fund safety improvements to reduce all crashes at public railway-highway grade crossings. Projects can reconstruct or relocate existing grade crossings, separate or protect grades at an existing crossing, or eliminate hazards due to trains idling and blocking crossings.

Additional information can be found in the FHWA [Fact Sheet](#).

Transportation Alternatives

Transportation Alternatives (TA) funds are available for projects or activities that are related to surface transportation and are for smaller scale projects such as pedestrian and bicycle facilities, recreational trails, community improvements, and environmental mitigation. District 5 receives about \$6 million per year from this program which is further subdivided by population area. Projects that are eligible for funding under this category are:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, including—
 - Inventory, control, or removal of outdoor advertising
 - Historic preservation and rehabilitation of historic transportation facilities
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
 - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
 - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

In addition to defined transportation alternatives (as described above), the following are eligible activities:

- The recreational trails program under 23 USC 206
- The safe routes to school program under §1404 of SAFETEA-LU
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways

Additional information can be found in the FHWA [Fact Sheet](#).

National Highway Freight Program

The National Highway Freight Program is intended to facilitate the construction of infrastructure projects that are difficult to complete solely using existing federal, state, local, and private funds. These projects should reduce the impact of congestion, generate national and regional economic benefits, and facilitate the efficient movement of freight. Specifically, projects should reduce freight bottlenecks which significantly slow interstate commerce. It should be noted that up to 10% of the funds of this program may be used for freight intermodal or freight rail projects. Funds can be used for:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance
- ITS and other technology to improve the flow of freight, including intelligent freight transportation system
- Efforts to reduce the environmental impacts of freight movement
- Environmental and community mitigation for freight movement. Railway-highway grade separation
- Geometric improvements to interchanges and ramps
- Truck-only lanes
- Adding or widening of shoulders
- Truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. 137)
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems
- Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies
- Traffic signal optimization, including synchronized and adaptive signals
- Work zone management and information systems
- Highway ramp metering
- ITS to increase truck freight efficiencies inside the boundaries of intermodal facilities
- Additional road capacity to address highway freight bottlenecks
- Physical separation of passenger vehicles from commercial motor freight
- Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight
- A highway or bridge project to improve the flow of freight on the [National Highway Freight Network](#)
- Any other surface transportation project to improve the flow of freight into and out of a public or private freight rail
- Carrying out diesel retrofit or alternative fuel projects for class 8 vehicles
- The necessary costs of conducting analyses and data collection related to this program, developing and updating performance targets, and reporting to comply with the freight performance target

Additional information can be found in the FHWA [Fact Sheet](#).

Nationally Significant Freight and Highway Projects Program

The Nationally Significant Freight and Highway Projects Program is a freight-focused grant program. Infrastructure for Rebuilding America (INFRA) grants are awarded through this program. The projects must either be on the National Highway Freight Network, be a capacity or national scenic area project on the NHS or be another eligible freight project. Projects are split into two categories, full projects and small projects. Ninety-percent of funds are used for projects at least \$25 million. Ten percent of funds are reserved for small projects, at least \$5 million. Twenty-five percent of grants are reserved for rural areas, which are any area outside of a Census designated urbanized area with a population over 200,000. Eligible projects include:

- A highway freight project on the [National Highway Freight Network](#)
- A project on the NHS to add capacity to the Interstate System to improve mobility
- A freight intermodal or freight rail project
- A freight project within the boundaries of a public or private freight rail or intermodal facility that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility
- A railway-highway grade crossing or grade separation project

Additional information can be found in the FHWA [Fact Sheet](#).

Better Utilizing Investments to Leverage Development

The Better Utilizing Investments to Leverage Development (BUILD) is a discretionary grant program with \$1.5 billion available. Grants are awarded to projects that have significant local or regional impact and can be awarded for projects for roads, bridges, transit, rail, ports, or intermodal transportation. At least 30% of the grants will be awarded in rural areas. Projects are prioritized for including safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments.

Additional information can be found in the FHWA [Fact Sheet](#).

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was established to encourage regional planning by providing funds for regionally significant transportation facilities. Funds are awarded to partners, such as two or more contiguous MPOs, one or more MPOs and a contiguous county not in an MPO, and other multi-county regions. TRIP funds up to 50% of the total project costs. District 5 receives around \$1.5 million per year under this program. Projects should:

- Serve national, statewide, or regional functions as part of an integrated transportation system;
- Be consistent with the SIS plan; and
- Have a commitment of local, regional, or private matching funds.

Motor Fuel Taxes

State Motor Fuel Taxes Distributed to Counties:

The State of Florida levies three motor fuel taxes from which Lake and Sumter Counties and their municipalities receive funding. This funding is distributed to counties through the District Dedicated Revenue (DDR) fund.

Constitutional Motor Fuel Tax:

A state tax of 2 cents per gallon on motor fuel is levied. All counties are eligible to receive proceeds and the allocation formula is comprised of a geographic area, population, and collection component. The tax credited to each county is first used to meet any applicable debt service requirement. Of the remaining revenues, 20% is distributed to the Board of County Commissioners for use in the County and the remaining portion is held by FDOT for any construction currently underway on behalf of the county. Funds can be used for acquisition, construction, or maintenance of roads. Funds may also be used as matching funds for any grants for these purposes. The county allocation in Lake and Sumter Counties is currently committed to operations and maintenance.

County Motor Fuel Tax:

A state tax of 1 cent per gallon is levied with the same allocation formula as the Constitutional Motor Fuel Tax. The revenues are distributed to the county and can be used for ROW, construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways therein; or the reduction of bonded indebtedness of such county or of special road and bridge districts within such county, incurred for road and bridge or other transportation purposes. The county motor fuel tax in Lake and Sumter Counties is currently committed to operations and maintenance.

Municipal Motor Fuel Tax:

A state tax of 1 cent per gallon is levied and allocated to municipalities based on a formula using factors of adjusted municipal population, derived municipal sales tax collections, and municipality's relative ability to raise revenue. The municipality can use the funds for the purchase of transportation facilities, ROW, construction, reconstruction, transportation related public safety activities, maintenance, and operation of transportation facilities.

Local Option Fuel Taxes:

County governments are also authorized to levy local option motor fuel taxes up to 12 cents per gallon through three separate taxes – the Ninth Cent Motor Fuel Tax, the 5-Cent Motor Fuel Tax, and the 6-Cent Motor Fuel Tax. Lake and Sumter have both levied 7 out of the 12 cents permissible for local option fuel taxes. These tax revenues can be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan or for transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Expenditures for the construction of new roads, the reconstruction or resurfacing of existing roads, or the paving of existing graded roads are considered to increase capacity and should be part of the comprehensive plan. The local option fuel tax in Lake and Sumter Counties is currently committed to debt service and operations and maintenance.

The Ninth Cent Motor Fuel Tax,

This is a 1 cent county levied tax currently collected in both Lake and Sumter Counties. The ninth cent motor fuel tax in Lake and Sumter Counties is currently committed to operations and maintenance.

6-Cent Motor Fuel Tax

This is a 6-cent county levied tax currently collected in both Lake and Sumter Counties.

5-Cent Motor Fuel Tax

This is a 5-cent county levied tax not currently collected in both Lake and Sumter Counties. Currently, 34 of the 67 counties in Florida levy all or a portion of this Motor Fuel tax.

Sales Surtax Tax

Lake County levies a 1% sales tax in addition to the Florida state sales tax rate of 6%. A portion of the Lake County sales tax, \$7.4 million in 2017, funds operation and maintenance. The sales tax is not currently used for capacity projects.

Sumter County levies the Small County Sales Surtax at 1% in addition to the Florida state sales tax rate of 6%. The County received, on average, \$10 million between 2013 and 2015. These funds are not currently being used for capacity projects.

Impact Fees

Development impact fees are one-time charges collected from developers and/or property owners to fund public infrastructure and services made necessary by new development. These funds are applied to highly localized improvements with a clear link between fees collected and benefits received. Rates are typically based on a formula taking into consideration the number of new dwelling units or square footage of non-residential space and the relative benefit the funded infrastructure improvements provides the property. The impact fee schedules for [Lake](#) and [Sumter](#) Counties can be found online. Lake County has received, on average, \$2.5 million per year from impact fees over the past nine years; however, the revenue received between 2013 and 2016 was on average \$35,000 per year. Sumter County received on average \$9.2 million between 2013 and 2015.

Transit Funding

Federal Transit Administration

Federal grants are available to reimburse up to 80 percent of the cost of capital programs and a portion of operating expenses to improve and continue transit service.

Urbanized Area Formula Program

This program provides the largest source of federal transit funding. Formula funds are appropriated based on population, transit service provided, and the number of low-income individuals and may be used for capital projects, planning, job access and reverse commute projects and operating costs. The Job Access and Reverse Commute program was incorporated into the Urbanized Area Formula program which provides low-income individuals access to jobs. Funds may be used for operating expenses for urban areas with a population fewer than 200,000 and areas with a population over 200,000 if they operate no more than 100 buses during peak periods.

Bus and Bus Facilities Formula Grant

These grants may be used for capital projects to purchase buses and related equipment and to construct bus facilities.

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

These grants may be used to plan, design, and carry out public transportation projects to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, exceeds the requirements of the Americans with Disabilities Act of 1990, or provides alternative transportation to assist seniors and individuals with disabilities.

State Programs

Park and Ride Lot Program

This program can be used to purchase or lease land to construct park and ride lots based on FDOT criteria. This program is part of the commuter assistance program to encourage transit and carpools.

Public Transit Block Grant Program

This program provides funds for eligible transit capital and operating costs, consistent with local government comprehensive plans. Funds are available to public transit providers eligible for FTA Urbanized Area funding and to Community Transportation Coordinators.

Public Transit Service Development Program

This program provides initial funding for special projects that incorporate new or innovative techniques to improve or expand public transit services. Projects may include new technologies, routes, services, or the purchase of special transportation services.

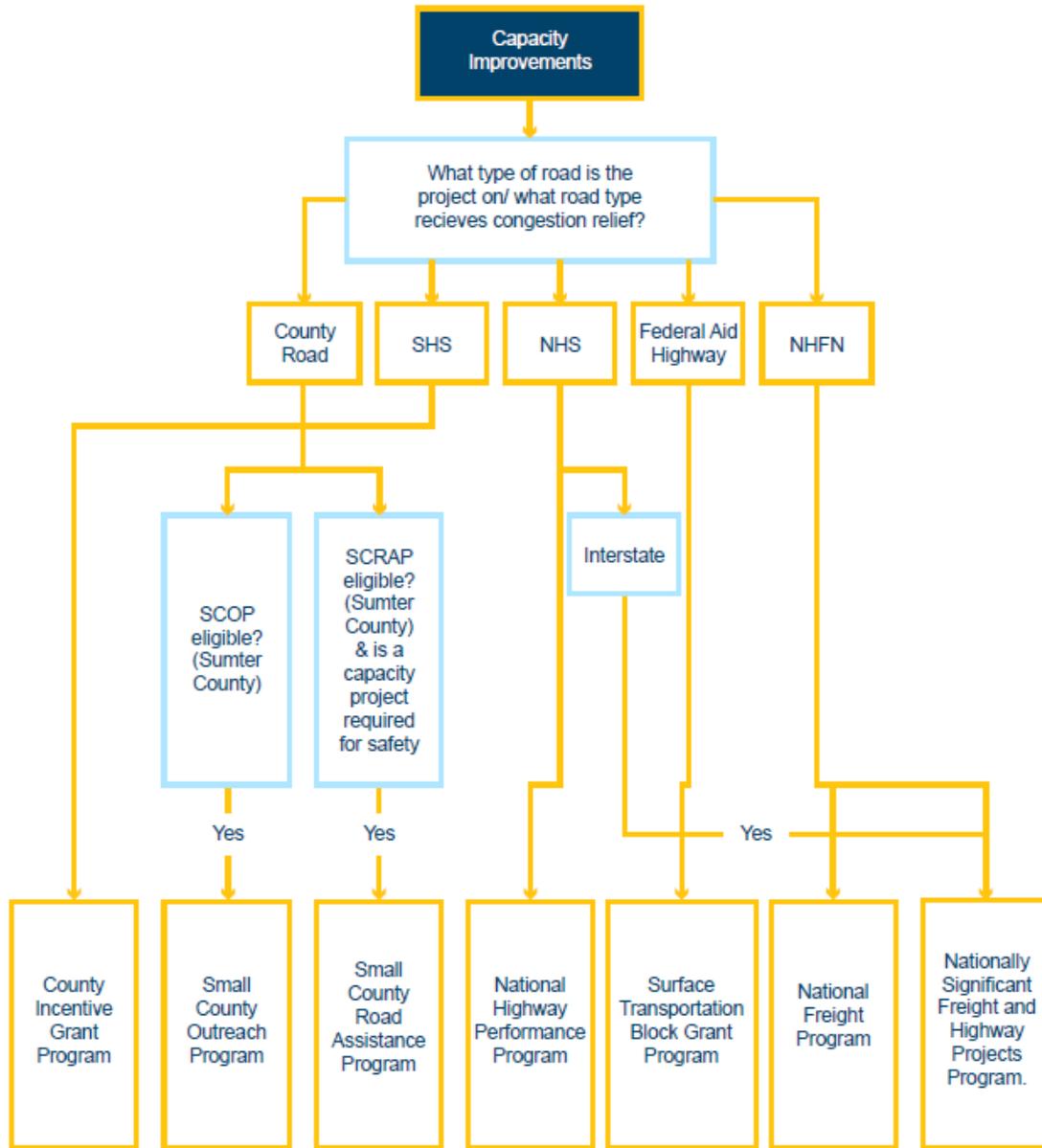
Transit Corridor Program

This program provides discretionary funds based on need to support new services within specific corridors that will reduce or alleviate congestion or other mobility issues. These funds can be used for transit capital or operating expenses as identified in a formal study undertaken by a public agency.

Summary of Funding Sources by Project Type

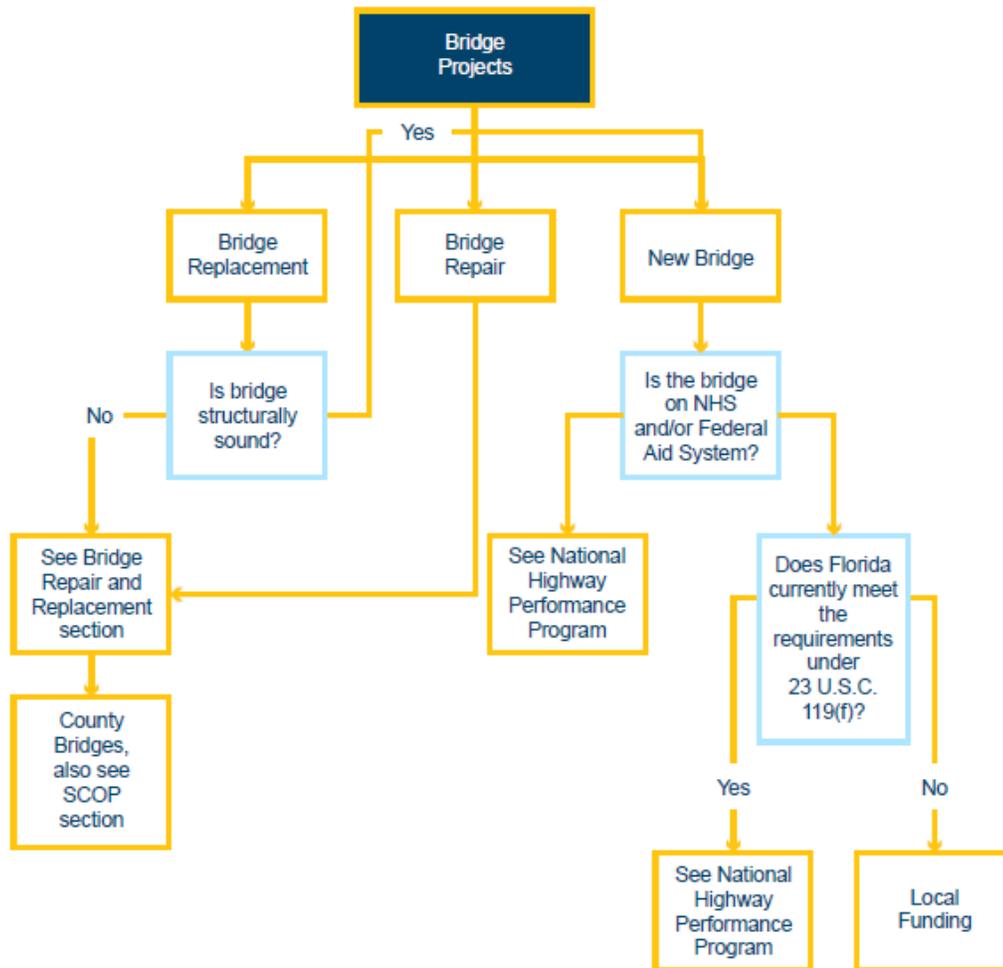
Flow charts were created as a quick reference guide for funding for major project types. These figures are not intended to be a complete guide and do not contain all qualifiers or prioritizing factors, nor does it contain all possible funding sources or project types. Each project may have several paths through the flow charts ending at different funding sources.

Figure 1 Overview of Capacity Improvement Funding Sources



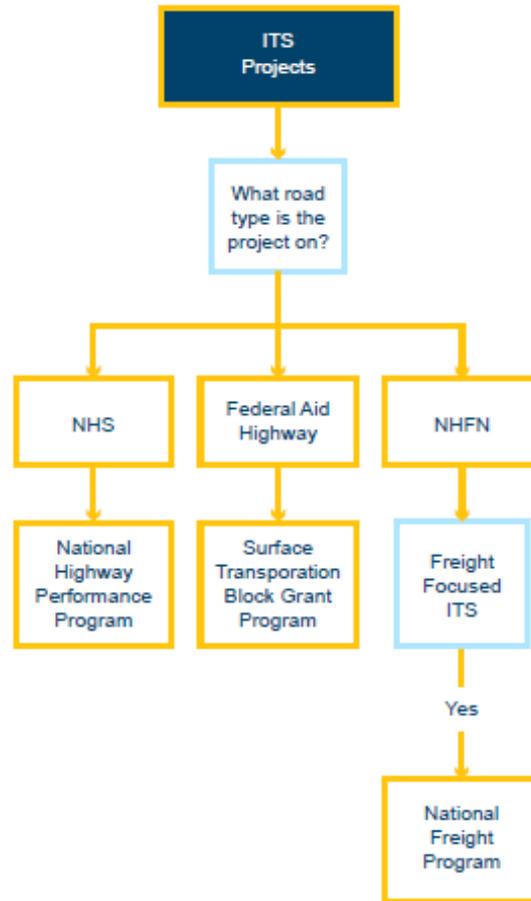
Note: Charts are an illustrative representation of common funding sources available for a variety of project types. These are intended to be a sketch level overview, NOT a complete list of funding sources. Additionally, each funding source has eligibility criteria that are not fully captured here. Consult the preceding text and source documentation for full eligibility. Some funding sources may have limited funds and all projects eligible for funding may not be awarded funds.

Figure 2 Overview of Bridge Project Funding Sources



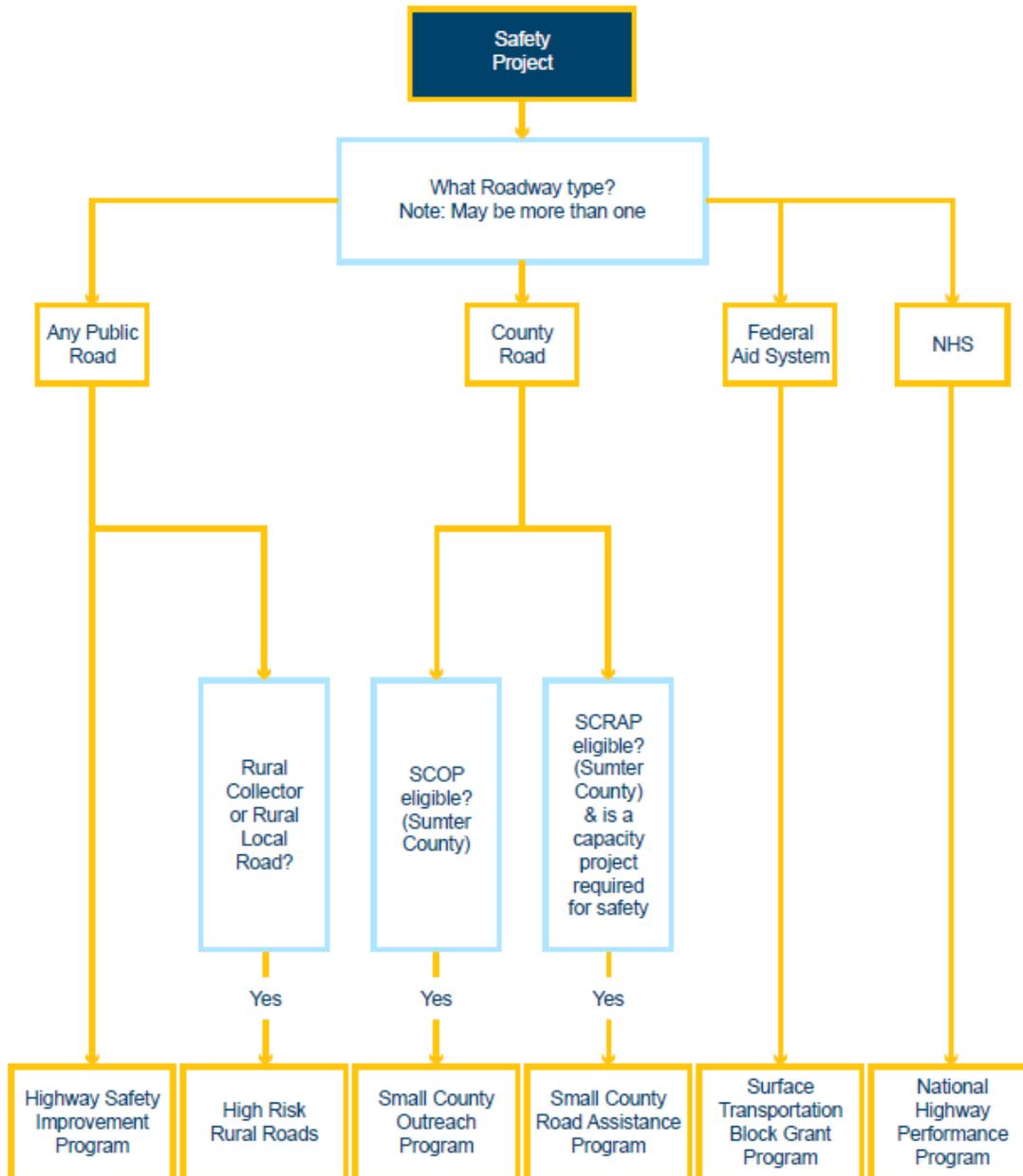
Note: Charts are an illustrative representation of common funding sources available for a variety of project types. These are intended to be a sketch level overview, NOT a complete list of funding sources. Additionally, each funding source has eligibility criteria that are not fully captured here. Consult the preceding text and source documentation for full eligibility. Some funding sources may have limited funds and all projects eligible for funding may not be awarded funds.

Figure 3 Overview of ITS Project Funding Sources



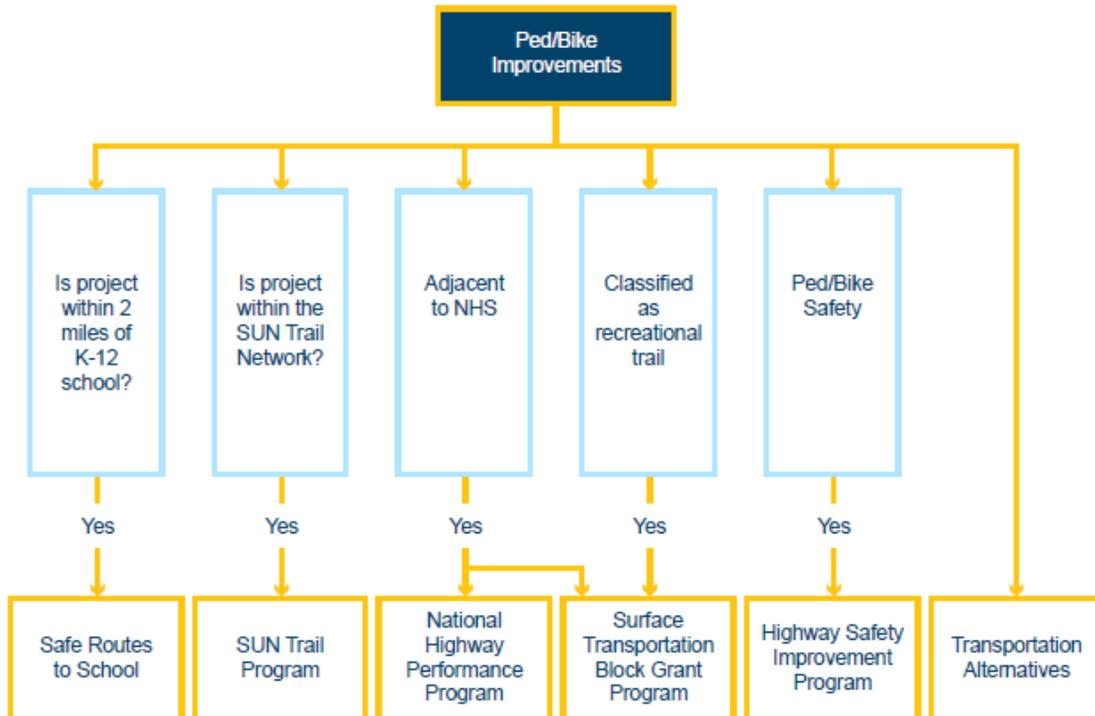
Note: Charts are an illustrative representation of common funding sources available for a variety of project types. These are intended to be a sketch level overview, NOT a complete list of funding sources. Additionally, each funding source has eligibility criteria that are not fully captured here. Consult the preceding text and source documentation for full eligibility. Some funding sources may have limited funds and all projects eligible for funding may not be awarded funds.

Figure 4 Overview of Safety Project Funding



Note: Charts are an illustrative representation of common funding sources available for a variety of project types. These are intended to be a sketch level overview, NOT a complete list of funding sources. Additionally, each funding source has eligibility criteria that are not fully captured here. Consult the preceding text and source documentation for full eligibility. Some funding sources may have limited funds and all projects eligible for funding may not be awarded funds.

Figure 5 Overview of Pedestrian and Bicycle Project Funding



Note: Charts are an illustrative representation of common funding sources available for a variety of project types. These are intended to be a sketch level overview, NOT a complete list of funding sources. Additionally, each funding source has eligibility criteria that are not fully captured here. Consult the preceding text and source documentation for full eligibility. Some funding sources may have limited funds and all projects eligible for funding may not be awarded funds.

MPO Staff

**Interim Executive Director,
Multimodal Project Manager**

Michael F. Woods

Transportation Concurrency & GIS Manager

Francis Franco, GISP

Project Manager

Brian Hutt

Executive Assistant

Doris LeMay

Member Governments

Lake County

Sumter County

Town of Astatula

City of Bushnell

City of Center Hill

City of Clermont

City of Coleman

City of Eustis

City of Fruitland Park

City of Groveland

Town of Howey-in-the-Hills

Town of Lady Lake

City of Leesburg

City of Mascotte

City of Minneola

Town of Montverde

City of Mount Dora

City of Tavares

City of Umatilla

City of Webster

City of Wildwood



225 W. Guava Street, Suite 211

Lady Lake, FL 32159

Phone: (352) 315-0170 / Fax: (352) 315-0993

www.lakesumtermpo.com