

## **LSMPO 2050 LRTP - DRAFT Cost Feasible Plan**

The Lake~Sumter MPO 2050 Long Range Transportation Plan (LRTP) was developed with an implementation focus for the first 10 years of the 20 year plan. The DRAFT 2050 Cost Feasible Plan takes a new approach to Long Range Transportation Planning with annual funding estimates and project planning to provide better cohesion with existing Lake~Sumter MPO documents and plans. This includes the Transportation Improvement Program (TIP) Process and the List of Priority Projects (LOPP).

In previously adopted Long Range Transportation Plans, funding estimates and project planning was developed through 5-year blocks of time (2031 – 2035, 2036-2040, etc.). For planning purposes this provided the ability to collect funding over a 5-year period to make a project Cost Feasible; however, the project programming in the Transportation Improvement Program only has the funding available for one year, not a 5-year accumulation that the LRTP has traditionally used. The 2050 LRTP DRAFT Cost Feasible Plan developed annual estimates of funding similar to the Transportation Improvement Program, identifying when federal funds and state funds need to be reserved over only one or two fiscal years to accumulate enough funding to fully fund a more expensive transportation project. The 2050 Plan forecasts approximately \$419 million of federal funds and \$163 million in state funds over the 20 year planning horizon. Annually, the MPO has available for programming into the TIP, \$21 million per year in federal funds, \$8 million in state funds and \$2.50 million in Transportation Alternative funding. The Transportation Alternative funding has been boxed (reserved) for annual call for projects to support smaller safety, complete streets and intersection projects that may be stand alone or part of a resurfacing project (starting in FY 2031). Local funds are not assumed for Cost Feasibility; however Local Funds contributions could accelerate the implementation plan by as much as 50% over the next 10 years.

The DRAFT Cost Feasible Plan Summary table identifies the year a project or project phase is estimated to be Cost Feasible using a reserve funds methodology for Cost Feasibility, and taking into account the cost of projects increases over time with inflation. The project cost is inflated to represent the cost of the project when its implemented 10, 15 years from now. The 2050 LRTP has estimated the project cost in both present day cost (PDC) and year of expenditure (YOE) by using inflation factors of 137% for project funded between 2031 -2035, 161% for project funded between 2036 - 2040, and 206% for project funded after 2040, to demonstrate there is enough funding in each fiscal year to fund a project or project phase (fiscal constraint).

## Funding Considerations:

State Highway System-

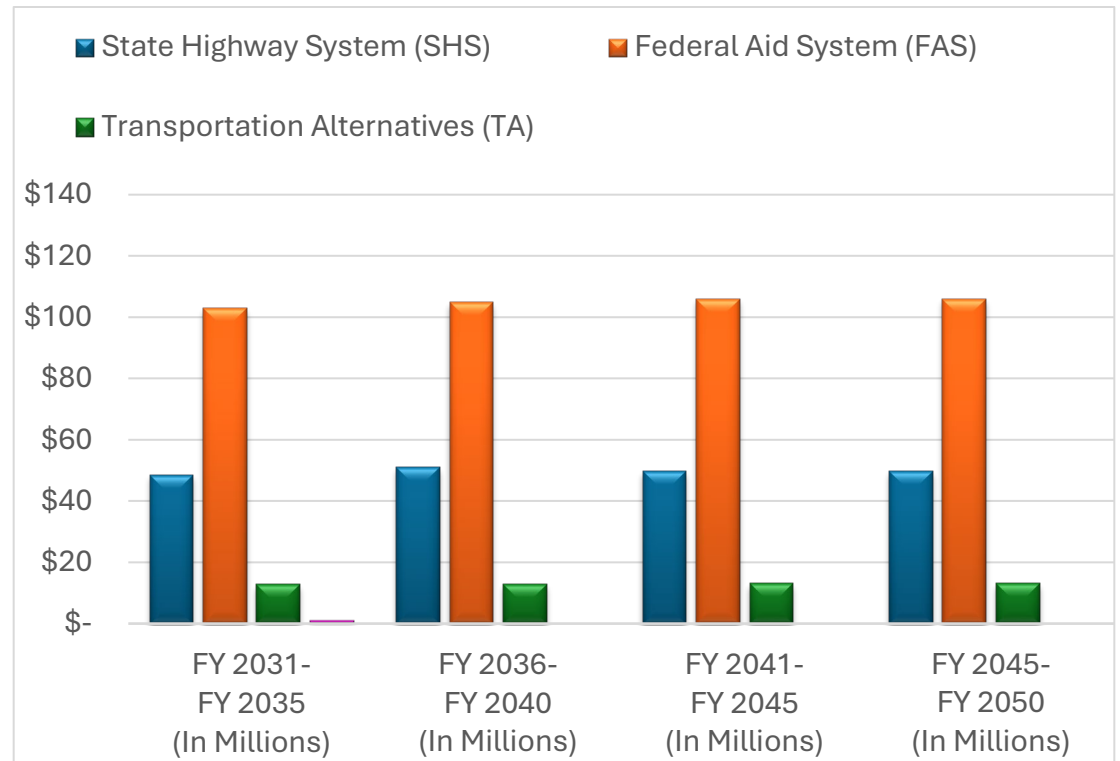
(\$8 Million / Year)

Federal Aid System-

( \$21 Million / Year)

Transportation Alternatives-

(\$2.5 Million / Year)



Inflation Factors:

137%

161%

206%

206%

Page 3 of 7

State Strategic Intermodal System (SIS)										
Project Name	From	To	Limits (mi)	Project Description	Present Day Cost (PDC)	Cost Feasible Phase	Source	Year of Expenditure Cost (YOE)	Unfunded Need Cost	Cost Feasible Status
I-75 Truck Parking	Hernando / Sumter County Line	Sumter / Marion County Line	-	Truck Parking (Freight Project)	-	PD&E / NEPA	Federal \$ State \$ Other \$	\$0 \$2,500,000 \$0	TBD	Partially Funding - PD&E 2035-2040
SR 40	SR 19	SR 15	14.32	Road Widening to 4 lanes	-	PD&E / NEPA	Federal \$ State \$ Other \$	\$0 \$3,500,000 \$0	TBD	Partially Funding - PD&E 2035-2040
SR 50	US 27	Montevista Rd	5.81	Road Widening	-	PD&E / NEPA	Federal \$ State \$ Other \$	\$0 \$3,500,000 \$0	TBD	Partially Funding - PD&E 2035-2040
SR 50	CR 478A	Sumter / Lake County Line	8.18	Road Widening	-	CST & CEI	Federal \$ State \$ Other \$	\$0 \$97,119,000 \$0	TBD	Fully Funded - CST 2041-2045
SR 50	Sumter / Lake County Line	CR 33	4.3	Road Widening	-	CST & CEI	Federal \$ State \$ Other \$	\$0 \$82,018,000 \$0	TBD	Fully Funded - CST 2046-2050
US 27	SR 19	Florida Turnpike North Ramps	4.1	Road Widening	-	PD&E / NEPA	Federal \$ State \$ Other \$	\$0 \$3,500,000 \$0	TBD	Partially Funding - PD&E 2035-2040
US 27	CR 561A	SR 19	3.6	Road Widening	-	PD&E / NEPA	Federal \$ State \$ Other \$	\$0 \$3,500,000 \$0	TBD	Partially Funding - PD&E 2035-2040
I-75 - Monarch Ranch Interchange	CR - 514		-	New Interchange (Freight Project)	-	PD&E / NEPA	Federal \$ State \$ Other \$	\$0 \$3,500,000 \$0	TBD	Partially Funding - PD&E 2035-2040
FTE - Monarch Ranch Interchange	Florida Turnpike (between I-75 and US 301)		-	New Interchange (Freight Project)	-	PD&E / NEPA	Federal \$ State \$ Other \$	\$0 \$3,500,000 \$0	TBD	Partially Funding - PD&E 2035-2040

Regional Roads (Federal & State Funded)										
Project Name	From	To	Limits (mi)	Project Description	Present Day Cost (PDC)	Cost Feasible Phase	Source	Year of Expenditure Cost (YOE)	Unfunded Need Cost	Cost Feasible Status
Boxed Funds	-	-	-	TA funds Boxed for Complete Streets & Safety Projects			Federal \$ State \$ Other \$	\$51,900,000 \$0 \$0	\$0 \$0 \$0	Fully Funded - \$2.5 M per year (TA Funds)
SR 44 (CR44B)	US 441	SR 44	2.11	Road widening	\$ 29,150,000	CST & CEI	Federal \$ State \$ Other \$	\$25,958,075 \$13,977,425 \$0	\$0 \$0 \$0	Fully Funded - CST 2032
SR 500 (US 441)	Perkins Street	SR 44	1.67	Road Widening	\$ 15,173,991	CST & CEI	Federal \$ State \$ Other \$	\$11,433,602 \$9,354,765 \$0	\$0 \$0 \$0	Fully Funded - CST 2033
SR 19	SR 50	CR 455	9.3	Corridor Improvements (Freight Project)	\$ 94,665,612	CST & CEI	Federal \$ State \$ Other \$	\$103,370,647 \$40,592,040 \$0	\$0 \$0 \$0	Fully Funded - CST 2038
US 301 Complete Street	East Kentucky Avenue	Lion Street	0.54	Complete Streets	\$ 11,000,000	CST & CEI	Federal \$ State \$ Other \$	\$15,070,000 \$0 \$0	\$0 \$0 \$0	Fully Funded - CST 2031
CR 747	C 48	1000 ft. south of C 478	2.69	Safety Project	\$ 10,095,985	CST & CEI	Federal \$ State \$ Other \$	\$16,254,536 \$0 \$0	\$0 \$0 \$0	Fully Funded - CST 2038
Central Parkway	US 301	Jansen Loop	2.54	Road Widening	\$ 6,600,000	CST & CEI	Federal \$ State \$ Other \$	\$10,626,000 \$0 \$0	\$0 \$0 \$0	Fully Funded - CST 2039
C470	US 301	SR 471	0.32	Roadway Extension	\$ 2,909,024	CST & CEI	Federal \$ State \$ Other \$	\$4,683,528 \$0 \$0	\$0 \$0 \$0	Fully Funded - CST 2040
SR 500 (US 441)	SR 44	N of SR 46	2.4	Road Widening	\$ 28,380,000	CST & CEI	Federal \$ State \$ Other \$	\$0 \$58,462,800 \$0	\$0 \$0 \$0	Fully Funded - CST 2046

Regional Roads (Federal & State Funded)										
Project Name	From	To	Limits (mi)	Project Description	Present Day Cost (PDC)	Cost Feasible Phase	Source	Year of Expenditure Cost (YOE)	Unfunded Need Cost	Cost Feasible Status
Wellness Way	Hancock Road Extension	Orange County Line	3.09	Widening	\$ 9,496,832	CST & CEI	<b>Federal \$</b> \$19,563,475 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$0	Fully Funded - CST 2041
Round Lake Road	Wolf Branch Road	SR 44	2.67	New Road Construction	\$ 33,000,000	CST & CEI	<b>Federal \$</b> \$67,980,000 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$0	Fully Funded - CST 2046
Hammock Ridge Roundabout	Hammock Ridge Road	Lakeshore Drive	0.3	Roundabout	\$ 3,300,000	CST & CEI	<b>Federal \$</b> \$6,798,000 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$0	Fully Funded - CST 2047
Rolling Acres Road	West Lady Lake Avenue	Griffin Avenue	1.63	Add Lanes & Reconstruct	\$ 14,434,902	ROW	<b>Federal \$</b> \$11,416,843 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$22,338,576	Partially Funded - ROW 2049
CR 455 (Ray Goodgame Parkway)	Lost Lake Road	Hartwood Marsh Road	1.12	Roadway Extension	\$ 21,780,000	CST & CEI	<b>Federal \$</b> \$44,866,800 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$0	Fully Funded - CST 2047
CR 455 Extension	Wellness Way	Schofield Road	2.56	Roadway Extension	\$ 21,807,631	ROW	<b>Federal \$</b> \$16,163,038 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$35,071,280	Partially Funded - ROW 2050
CR 437 Realignment	Oak Tree Drive	SR 46	1.47	New Corridor	\$ 4,400,000	CST & CEI	<b>Federal \$</b> \$9,064,000 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$0	Fully Funded - CST 2048
Hartwood Marsh Road	Regency Hills Drive	CR 455 / Ray Goodgame Parkway	2.25	Road Widening	\$ 20,798,898	ROW	<b>Federal \$</b> \$17,638,040 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$0	Fully Funded - CST 2050
Micro Racetrack Road	CR 466A	Lake Ella Road	1.75	Paved Shoulders	\$ 13,228,656		<b>Federal \$</b> \$10,300,000 <b>State \$</b> \$0 <b>Other \$</b> \$0		\$0 \$0 \$20,670,383	Partially Funded - ROW 2050

Regional Roads (Federal & State Funded)										
Project Name	From	To	Limits (mi)	Project Description	Present Day Cost (PDC)	Cost Feasible Phase	Source	Year of Expenditure Cost (YOE)	Unfunded Need Cost	Cost Feasible Status
CR 44	US 441	Eustis Bypass / Deland Road	13.07	Corridor Improvements	\$ 130,272,062	PD&E / NEPA	<b>Federal \$</b> <b>State \$</b> <b>Other \$</b>	\$1,545,000 \$0 \$0	\$0 \$0 \$325,359,421	Partially Funded - PD&E 2048
Vista Ridge Drive / Wolf Branch Innovation Blvd	Niles Road	CR 437	4.94	Corridor Improvements	\$ 40,662,753		<b>Federal \$</b> <b>State \$</b> <b>Other \$</b>	\$0 \$0 \$0	\$0 \$0 \$102,144,837	Unfunded Need
SR 19 Northern Segment	CR 561 (end of the current 4 lane section)	CR 448 (Lane Park Rd)	3.7	Widening with Intersection Improvements	\$ 40,864,105	CST & CEI	<b>Federal \$</b> <b>State \$</b> <b>Other \$</b>	\$0 \$40,713,525 \$0	\$0 \$0 \$53,003,847	Partially Funded - ROW 2050