

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2026 - 06

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION ADOPTING THE FYs 2027 – 2031 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE PROJECTS IN THE FLORIDA DEPARTMENT OF TRANSPORTATION WORK PROGRAM FOR FISCAL YEARS 2027 THROUGH 2031

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

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

WHEREAS, 23 U.S.C. Section 134(j) and Section 339.175(8), Florida Statutes, require the MPO to formulate a Transportation Improvement Program (TIP), defined by 23 CFR Section 450.104, as a prioritized listing/program of transportation projects that are developed and formally adopted by an MPO as part of the metropolitan transportation planning process; and

WHEREAS, Section 339.175(8), Florida Statutes, requires that the TIP include projects and project phases to be funded with state or federal funds that are recommended for advancement during the next fiscal year and four subsequent fiscal years; and

WHEREAS, the MPO is adopting the FY 2027-2031 TIP to include projects that were not completed or that were not committed to in the previous state fiscal year and that, under federal regulations, must be included in the MPO FYs 2027-2031 adopted TIP for consistency with the Florida Department of Transportation (FDOT) Work Program and the State Transportation Improvement Plan (STIP).

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

1. FY 2027-2031 TIP, as detailed in **Exhibit A**, attached hereto and incorporated herein, is hereby endorsed and adopted; and
2. The FY 2027-2031 TIP includes projects in the FDOT FY 2027-2031 Work Program; and
3. Federally aided projects listed in the FY 2027-2031 TIP will be initiated within the MPO Planning Area; and

4. The Chair of the Lake~Sumter MPO is hereby authorized and directed to submit the FY 2027-2031 TIP to the:
 - a. Federal Highway Administration (FHWA) through FDOT; and
 - b. Federal Transit Administration (FTA) through FDOT; and
 - c. Federal Aviation Administration (FAA); and
 - d. Bureau of Community Planning, Division of Community Development, and the Florida Department of Economic Opportunity (DEO); and
 - e. Members of the Florida Legislature representing the Lake~Sumter MPO.

PASSED AND ADOPTED this _____ day of _____, 2026.

Lake~Sumter Metropolitan Planning Organization

Sandy Gamble, Chair

Approved as to Form and Legality:

Melissa Martinez Utley, MPO Attorney

Transportation Improvement Program

Prepared for
Lake – Sumter Metropolitan Planning Organization
1300 Citizens Blvd., Suite 175
Leesburg, FL 34748

FISCAL YEARS 2027 - 2031

DRAFT

ADOPTION DATE: PENDING

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



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Lake-Sumter MPO Governing Board Resolution Adoption - Pending

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2025 - 06

RESOLUTION OF THE LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION ADOPTING THE FISCAL YEARS 2026 THROUGH 2030 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE PROJECTS IN THE FLORIDA DEPARTMENT OF TRANSPORTATION WORK PROGRAM FOR FISCAL YEARS 2026 THROUGH 2030.

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

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

WHEREAS, 23 U.S.C. §134(j) and Section 339.175(8), Florida Statutes, require the Lake-Sumter MPO to formulate a Transportation Improvement Program (TIP), defined by 23 C.F.R. §450.104, as a prioritized listing/program of transportation projects that are developed and formally adopted by an MPO as part of the metropolitan transportation planning process; and

WHEREAS, Section 339.175(8), Florida Statutes, requires that the TIP include projects and project phases to be funded with state or federal funds that are recommended for advancement during the next fiscal year and four subsequent fiscal years; and

WHEREAS, the Lake-Sumter MPO is adopting the FY 2026-2030 TIP to include projects that were not completed or that were not committed in the previous state fiscal year and that, under federal regulations, must be included in the Lake-Sumter MPO FYs 2026-2030 adopted TIP for consistency with the FDOT Work Program and the State Transportation Improvement Plan (STIP).

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

1. FY 2026-2030 TIP is hereby endorsed and adopted in Exhibit A; and
2. The FY 2026-2030 TIP includes projects in the FDOT FY 2026-2030 Work Program; and
3. Federally aided projects listed in the FY 2026-2030 TIP will be initiated within the MPO Area; and
4. The Chairman of the Lake-Sumter MPO is hereby authorized and directed to submit the FY 2026-2030 TIP to the:

Resolution 2025-06

- a. Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT).
- b. Federal Transit Administration (FTA) through FDOT.
- c. Federal Aviation Administration (FAA).
- d. Bureau of Community Planning, Division of Community Development, and Florida Department of Economic Opportunity; and

Members of the Florida Legislature representing the Lake-Sumter MPO.

AND ADOPTED this 18 day of June, 2025.

Lake-Sumter Metropolitan Planning
Organization

For Sean Parks
Sean Parks, Chairman

Approved as to Form and Legality:

Melanie Marsh
Melanie Marsh, MPO Attorney

Placeholder



INTRODUCTION



A Metropolitan Planning Organization (MPO) is an agency created by federal law to provide local input for urban transportation planning and allocation of federal transportation funds.

In 1974, the U.S. Congress amended the Federal Aid Highway Act, which mandated that all urbanized areas having a population of 50,000 or more designate a single agency to administer federal transportation funds. The agencies that were established were called Metropolitan Planning Organizations. These organizations were to provide a transportation planning process for local, state, and federal officials. Today, there are more than 410 MPOs across the country and 27 MPOs in Florida, including the Lake-Sumter MPO (LSMPO).

Transportation planning is vital for a region to grow sustainably. How easily a resident can travel to work, school, the shopping mall, or the hospital affects their safety and quality of life. The mission of an MPO is to provide comprehensive, coordinated, and continuous transportation planning for the safe and efficient movement of people and goods consistent with the region's overall economic, social, and environmental goals.

MPOs place special emphasis on providing access to a variety of transportation choices and promoting effective public involvement in the planning process. The LSMPO works together with its transportation partners, including the public, to enhance the intermodal mobility of the community by developing a comprehensive Long Range Transportation Plan (LRTP) that supports the mobility needs and economic development of the community. MPOs are established by state and federal laws and through interlocal agreements to provide

a process for local governments within a non-Transportation Management Area (TMA) to coordinate with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The MPO develops the Transportation Improvement Program (TIP) annually in accordance with state and federal requirements and the FDOT MPO Program Management Handbook. According to the dates, processes, and agencies described in the handbook, the TIP is submitted to federal and state review agencies.

About Your MPO

The LSMPO was established on February 25, 2004, after the 2000 U.S. Census determined the urbanized areas around Leesburg, Eustis, and Lady Lake had exceeded a population of 50,000.

The LSMPO is the regional transportation planning entity within Lake and Sumter counties, including the Orlando Urbanized Area, the Leesburg/Eustis Urbanized Area, and the Lady Lake/Villages Urbanized Area (UZA). The LSMPO seeks to improve transportation in both counties for all modes of travel, including mass transit, walking, bicycling, rail, air, as well as the automobile. The MPO prioritizes capital improvements to address the counties' travel needs and allocates federal funding to implement the projects identified in the LRTP and the TIP.

The LSMPO Board is tasked with effectively identifying the public's transportation needs. The Board consists of elected officials representing all the local governments in the region, including municipal and county entities. The LSMPO

Governing Board meetings and its advisory committees are all open to the public and provide opportunities for public comments. In addition, public hearings are held during the development of the LRTP to allow residents to provide input on the plan before the LSMPO Governing Board approves it. Regarding public involvement related to the TIP, the TIP is reviewed and approved by the Community Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the LSMPO Governing Board. The formal public review period began on May 27, 2026, and closed on June 17, 2026, after the LSMPO Governing Board meeting. The TIP is also made available on the MPO's website. This process meets the public hearing requirements of 49 U.S.C. Section 5307(c), the public notice of public involvement activities, and the time established for public review and comment per the Federal Transit Administration's Urbanized Area Formula Program.

In addition, FDOT presents the Five-Year Work Program at a public hearing before the Work Program is adopted. The LSMPO's planning area also includes federal lands. The federal land management agencies are included in the stakeholder's email list to review the draft TIP as per 23 Code of Federal Regulations (CFR) 450.316(d) before final approval of the TIP.

Mission & Vision

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

- Planning a regional, multimodal transportation network that balances accessibility and mobility;
- Incorporating the visions of the member governments into a cohesive regional approach; and
- Coordinating with regional partners and state and federal agencies to meet the needs of the public.

Figure 1 | Lake and Sumter County

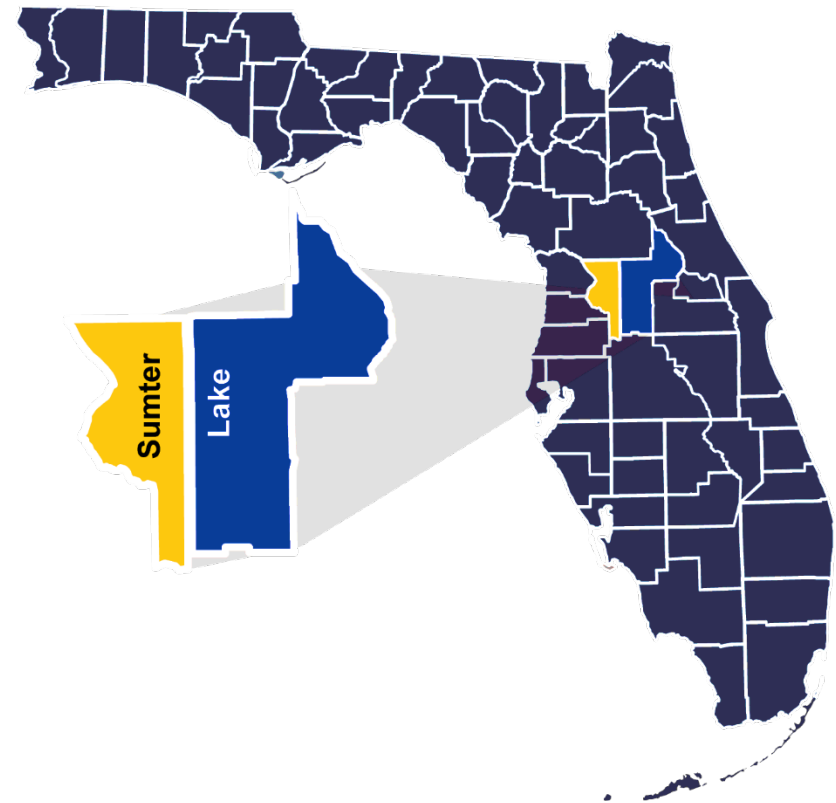
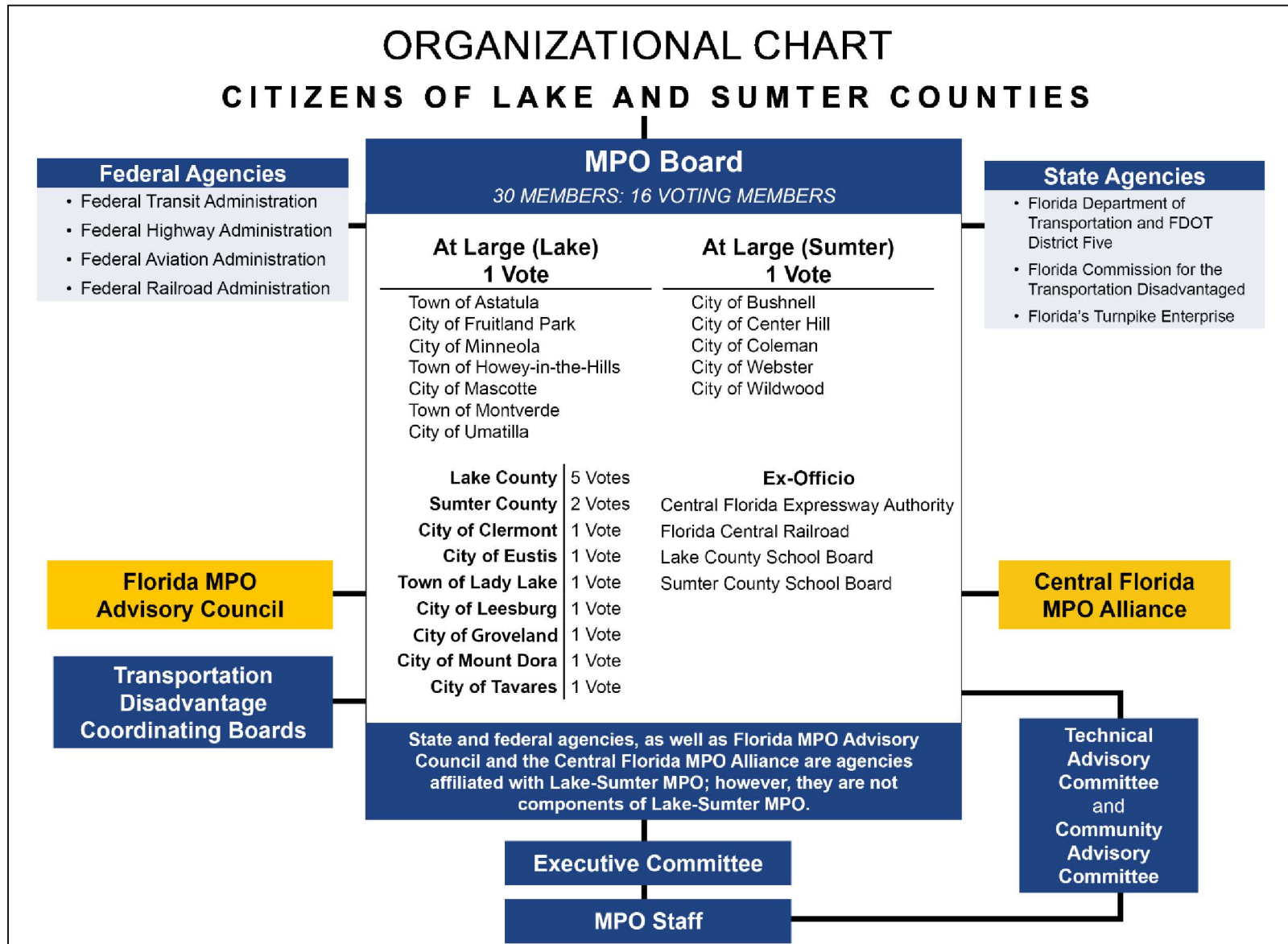


Figure 2 | LSMPO Organizational Chart



Governing Board

The LSMPO Governing Board consists of 30 board members (16 voting and 14 non-voting) representing the communities of the Lake-Sumter region). Each member government appoints elected representation to the MPO Governing Board, along with an alternate representative).¹

The apportionment of membership on the LSMPO Governing Board includes one voting representative from each of the seven most populated cities in Lake County, including Clermont, Eustis, Lady Lake, Leesburg, Minneola, Mount Dora, and Tavares. The seven least populated cities of Lake County (Astatula, Fruitland Park, Groveland, Howey-in-the-Hills, Mascotte, Montverde, Umatilla), share one at-large vote that rotates alphabetically each year.

An at-large representative voting position rotates annually among the five Sumter County municipalities of Bushnell, Center Hill, Coleman, Webster, and Wildwood. In addition, the five members of the Lake County Board of County Commissioners and two designated County Commissioners from the Sumter County Board of County Commissioners are each voting members. Ex-officio board members from Lake County Schools, Sumter District Schools, Central Florida Expressway, and the Florida Central Railroad round out the membership of the LSMPO Governing Board . The MPO Governing Board typically meets on the fourth Wednesday of every month and all meetings are open to the public. Regular meeting dates and times may be changed by the action of the

¹ [Bylaws of the Lake-Sumter Metropolitan Planning Organization Governing Board, Executive Committee, Technical Advisory Committee, Community Advisory Committee Amended December 9, 2023.](#)

MPO to accommodate holidays or other reasons. Therefore, please consult the calendar to verify meeting dates and times. For the most current list of the Board and Executive Committee members please go to the LSMPO website.²

Executive Committee

The Executive Committee is comprised of the following Governing Board members: Chairman, Chairman-Elect, 1st Vice Chairman/ Treasurer, 2nd Vice Chairman, Immediate Past Chairman, and an At-Large Representative. To provide balanced representation on the Executive Committee among counties and municipalities, the MPO Board at the time of the election of officers shall attempt to fill, if feasible, officer positions by rotating between municipal and county representatives as officers are advanced, when feasible, to the next level of elected office.

Advisory Committees

LSMPO has a CAC that meets regularly. The members of the CAC are private citizens with an interest in the transportation issues affecting the area. These individuals receive information on transportation issues from the LSMPO staff and other agencies and provide input to the local governing bodies regarding these issues. The CAC assists the LSMPO Governing Board to develop transportation-related goals and objectives to shape the urban environment and conduct public information programs.

LSMPO also has a TAC which is comprised of planners and engineers from the various local governments comprising the

² [Board & Executive Committee | \(lakesumtermo.com\)](#)

MPO. The input provided by the TAC is of a very technical nature and may include technical design recommendations and verification that all documents conform to the appropriate standards.

The LSMPO also supports planning for the transportation disadvantaged with funds from the Florida State Commission for the Transportation Disadvantaged (CTD). The two Transportation Disadvantaged Coordinating Boards (TDCB), Lake County TDCB and Sumter County TDCB, serve in an advisory capacity to the LSMPO. The TDCB focuses on compliance with state requirements and ensuring that public transportation is accessible to everyone, including the transportation disadvantaged. TDCB membership is composed of several representatives such as health and human services agencies, the elderly and disabled citizens, and the private transportation industry and is established pursuant to Rule 41- 2.012(3), Florida Administrative Code (FAC) Federal Requirements.

The public involvement process requirements are documented in 23 CFR450, Section 450.316. These requirements encourage proactive public involvement and support early and continuing public involvement in the planning process.

Title 23 CFR, Section 450.316(b) (1), the Metropolitan Transportation Planning Process, sets forth the requirements for the public involvement process in conjunction with all aspects of transportation planning. The regulation states that the public involvement process shall provide “complete information, timely public notice, full public access to key decisions, and support early and continuing public involvement in developing plans and the major planning documents” produced by MPO. MPO’s public participation and

development of the TIP satisfies the federal public participation requirements for developing the FTA, Program of Projects.

Process

The MPO public participation process provides the public with many opportunities to comment on transportation plans and programs. The process includes, but is not limited to, the following:

- Twenty-one (21) day comment period on the adoption of the TIP
- Regional Transportation Forum on key issues
- Regional Transportation Summit to gain stakeholder input
- Public meetings on specific transportation projects
- MPO website: <https://www.lakesumtermpo.com/>
- MPO social media page and feeds
- MPO Board and committee meetings (TAC, CAC)
- Transportation Disadvantaged Coordinating Boards (Lake & Sumter counties)
- Efficient Transportation Decision Making (ETDM) Process.
- Presentations to other governmental bodies (counties and municipalities)
- Presentations to civic and community groups and organizations

Interagency Cooperation and Support

The MPO actively assists local governments and transportation agencies in developing and implementing public participation techniques for transportation planning and other related studies. For example, in the LRTP and TIP development processes, MPO will assist Lake County Public Transportation with their FTA requirement for Section 5307 Program of Projects public involvement by including the following statement in advertisements and other collateral materials as appropriate:

“The MPO’s LRTP/TIP development process is being used to satisfy the public comment period requirements of FTA’s Section 5307 program. This public notice of public involvement activities and the time established for public review and comment on the LRTP/TIP will satisfy the FTA Program of Projects requirements.”

Public Involvement and Outreach

The LSMPO develops its TIP annually in accordance with all applicable state and federal laws governing public involvement. This includes 23 CFR 450.316 and 23 CFR 450.324(b). Specific procedures for the use of public involvement in the annual development of the TIP have been clearly defined in the MPO’s adopted Public Participation Plan (PPP). Before adopting the final TIP, the LSMPO sought public comment on the Draft TIP by making the document available on their website (LakeSumterMPO.com). In addition, all LSMPO meetings are held in accordance with Florida’s open meetings law (the Sunshine Law), and an opportunity is provided for public comment. The Draft TIP was on the agenda of the June 2026 LSMPO Governing Board meeting for review and approval (See **Table 5**).

Federal law requires a formal public comment period before Board adoption, providing a structured process for public input. The official public comment period for the TIP follows the same timeline as the advisory committee review, with a Draft document available at least twenty-one (21) days before Board action. The deadline to submit a comment is included in legal advertisements and notifications associated with the public comment period. This deadline is generally seven (7) days before the date the Board action is scheduled.

Public notification for the public comment period takes many forms. Public comment period notices are also sent to the MPO’s community database. Additionally, Draft plan documents are available on the MPO’s website and in print at locations throughout the region upon request at least seven (7) days before the public hearing.

As part of the participatory and outreach process, the LSMPO has developed an Interactive TIP Dashboard, which can be accessed on the LSMPO TIP website ([Transportation Improvement Program \(TIP\) | LSMPO](#)). This dashboard provides residents with easy access to TIP project information by providing project location maps, detailed financial information, and project phases. This tool can be accessed from any computer, tablet, or smartphone. This tool provides the LSMPO with a great opportunity to enhance public outreach capabilities and increase the public’s awareness about the projects being funded.

Public Comments

All comments received during the Draft List of Priority Projects (LOPP)/TIP development process were submitted by the MPO committee and Board members during regular committee and Board advertised meetings. Any written record of comments from the committee and/or Board actions is contained within the official approved committee and Board meeting minutes.

Table 1 | TIP/LOPP Public Participation Plan Process

| Outreach Step | Timeframe |
|---|---|
| Draft LOPP and TIP published electronically on https://www.lakesumtermpo.com/ | Twenty-one (21) days prior to Board approval, opening public comment period. |
| Draft LOPP and TIP presented at LSMPO advisory committee meetings | Draft LOPP and TIP presented at LSMPO advisory committee meetings. |
| Board vote on approval, after a public comment period at the meeting and consideration of committee input | First Board meeting after committee review. |
| Residents unable to attend committee or Board meetings are encouraged to submit written comments via postal service, www.LakeSumterMPO.com contact form, or e-mail MWoods@LakeSumterMPO.com or may submit directly to the MPO’s website Questions & Comments, Email Sign Up (lakesumtermpo.com) http://www.lakesumtermpo.com/engage/questions-comments-email-sign-up/ | Throughout the official public comment period. |
| Approved Draft LOPP and TIP published on www.LakeSumterMPO.com | As soon as final documents can be uploaded to the website. Once adopted, the TIP is made available as a web-based interactive tool located on the MPO website: www.LakeSumterMPO.com . |

MPO Certification

The LSMPO participates in an annual joint certification of its planning process with representatives from FDOT District 5. The last annual self-certification with FDOT was completed in April 2026. The next certification is scheduled for February 2027.

GLOSSARY & ABBREVIATIONS

Glossary

A

ACCESS MANAGEMENT – The regulation and control of vehicular access to public roads to ensure the safe and efficient operation of the roadway system.

ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS) —This is an intelligent transportation system (ITS) approach that uses advanced technology tools such as closed-circuit television cameras, radar detectors, and communication devices to monitor traffic, optimize signal timing, and control traffic flow.

AMERICANS WITH DISABILITIES ACT (ADA) – A federal law that requires public facilities and services to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities, and conditions related to substance abuse.

B

BICYCLE FACILITIES – Any travel corridor designed to accommodate non-motorized traffic, including bike paths and bike lanes on roadways.

C

CAPITAL IMPROVEMENT PROGRAM (CIP) – A five/six-year schedule of capital improvements adopted by local governments and transportation agencies.

CHAPTER 163, FLORIDA STATUTES (F.S.) – Requires local governments to develop comprehensive plans assessing existing and future public service and facility needs and identifies policies necessary to address them.

COMMUNITY ADVISORY COMMITTEE (CAC) – Private citizens representing municipal areas and at-large membership appointed by the MPO to review transportation issues and topics. The CAC forwards recommendations to the MPO regarding these issues and topics.

COMMUNITY TRANSPORTATION COORDINATOR (CTC) – Agency responsible for delivering coordinated transportation services to the transportation disadvantaged population in the designated service area.

CONGESTION MANAGEMENT PROCESS (CMP) – A federally mandated program within metropolitan planning areas to address and manage congestion through the implementation of strategies not calling for major capital investments. The CMP was formerly known as Congestion Management System (CMS)

D

DESIGNATED OFFICIAL PLANNING AGENCY (DOPA) – Agency designated by the state Commission for the Transportation Disadvantaged to provide planning services to the local transportation disadvantaged service area. The MPO is the DOPA.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) – These are for-profit small businesses where socially and economically

disadvantaged individuals own at least a 51% interest and also control management and daily business operations.

African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis.

E

EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) – An FDOT initiative to improve and streamline transportation projects' environmental review and permitting process by providing resource protection agencies and concerned citizens opportunities to comment on them during the initial planning phase. This is intended to improve the coordination of transportation decisions with social, land use, and ecosystem preservation concerns.

F

FEDERAL HIGHWAY ADMINISTRATION (FHWA) – The federal agency that develops regulations, policies, and guidelines to achieve safety, economic development, and other goals of FHWA programs through the construction and improvement of the nation's transportation infrastructure and highway system.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) METROPOLITAN PLANNING (PL) FUNDS – Primary source of planning funds allocated to the MPO and budgeted in the Unified Planning

Work Program (UPWP) in accordance with 23 U.S.C., Section 134.

FEDERAL TRANSIT ADMINISTRATION (FTA) – The agency that develops policy on public transit issues and allocates capital and operating funds for public transit projects.

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5303 – Source of transit planning funds.

FISCAL YEAR (FY) – Defines budget year; runs from July 1 through June 30 for the state of Florida and from October 1 through September 30 for federal and local governments.

FLORIDA ADMINISTRATIVE CODE (FAC) – A compilation of the rules and regulations of state agencies that have been filed with the Department of State pursuant to the provisions of Chapter 120, Florida Statutes.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) – FDOT is an agency responsible for the development, maintenance, and regulation of public transportation systems and facilities in the state.

FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) – A statewide network of limited and controlled access highways primarily intended for high-speed and high-volume traffic movements constructed and maintained by FDOT.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE (FSUTMS) – Computer model used in Florida for transportation planning to simulate existing and future travel patterns developed by FDOT for long-range urban area transportation modeling.

FUNCTIONAL CLASSIFICATION – The process by which streets and highways are grouped into classes, or systems, according

to the character of service they are intended to provide. Local governments are required to identify the functional classification of roadways within their jurisdiction in their comprehensive plans.

H

HIGH OCCUPANCY VEHICLE (HOV) LANES – Special lanes reserved for the use of carpools, vanpools, and buses. They are usually located next to the regular, or unrestricted, lanes. These special lanes enable those who carpool or ride the bus to bypass the traffic in the adjacent, unrestricted ("general purpose") lanes. Lanes are identified as "2+" or "3+" which refers to the minimum number of occupants to qualify. This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing.

I

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) – was signed into law by President Biden on November 15, 2021. The law authorizes transportation and infrastructure spending. Funding from the IIJA is extensive, addressing such areas as energy and power infrastructure, access to broadband internet, and water infrastructure.

INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) – An international society of professionals in transportation and traffic engineering. The organization publishes the Trip Generation Manual, which provides trip generation data.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) – An umbrella term for a range of advanced technologies that monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, respond to incidents, adverse weather, or other road capacity constricting events.

INTERMODAL FACILITIES – Transportation facilities that link different travel modes, such as rail or bus stations at airports.

J

JOINT PARTICIPATION AGREEMENT (JPA) – Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.

L

LEVEL OF SERVICE (LOS) – A qualitative assessment of operating conditions for transportation facilities using the letter grades A through F (best to worst) to describe their performance.

LOCAL COORDINATING BOARD (LCB) – A board comprised of representatives of the MPO Board, social service agencies, private transportation providers, FDOT, and citizens. The LCB is responsible for governing the Transportation Disadvantaged Program.

M

MPO LONG RANGE TRANSPORTATION PLAN (LRTP) – Federally required plan that assesses existing and future transportation

needs in the MPO planning area and identifies strategies, capital improvements, and associated funding needed to address them. The LRTP addresses all principal modes of travel including the automobile, bicycle, airplane, transit, and walking.

MPO PUBLIC PARTICIPATION PLAN (PPP) – Sets forth strategies for generating meaningful public involvement while preparing, developing, and implementing MPO plans, programs, and projects.

N

NATIONAL HIGHWAY SYSTEM (NHS) – Includes the interstate system and other routes identified as having strategic defense characteristics as well as routes providing access to major ports, airports, public transportation, intermodal transportation facilities, and routes of importance to local governments.

P

PAVEMENT MANAGEMENT SYSTEM (PMS) – A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost effective pavement construction, rehabilitation, and maintenance programs. It is required for roads in the National Highway System.

S

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM – The SRTS Program helps communities address school transportation needs while encouraging more students to walk or bicycle to school. The SRTS Program funds projects such as the construction and installation of sidewalks, shared-use paths, etc.

SINGLE-OCCUPANCY VEHICLE (SOV) – A privately operated vehicle whose only occupant is the driver. The drivers of SOVs use their vehicles primarily for personal travel, daily commuting, and for running errands.

STATE TRANSPORTATION IMPROVEMENT PLAN (STIP) – A staged, multi-year, statewide, intermodal program that is consistent with the state and MPO transportation plans and TIPs. It must be approved by the Federal Highway Administration and the Federal Transit Administration at least every two years.

STRATEGIC INTERMODAL SYSTEM (SIS) – The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. These facilities are recognized as having the top priority for state and federal funding.

T

TECHNICAL ADVISORY COMMITTEE (TAC) – comprised of planners and engineers from the various local governments comprising the MPO. The input provided by the TAC is of a very technical nature and may include technical design recommendations and verification that all documents conform to the appropriate standards.

TRANSIT ASSET MANAGEMENT PLAN (TAMP) – A business model plan that prioritizes funding based on condition and performance to achieve and maintain a state of good repair (SGR) for the nation's public transportation assets.

TRANSIT DEVELOPMENT PLAN (TDP) – Transit providers' ten-year planning, development, and operational guidance document required for Florida Public Transit Block Grant funding. The TDP is used in creating the mass transit elements of the MPO Long Range Transportation Plan, TIP, and FDOT Work Program.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) – Allows for up to two percent of Surface Transportation Program funds to be allocated for non-roadway improvements/expenditures, including pedestrian/bicycle facilities, recreational trails, and Safe Routes to Schools programs.

TRANSPORTATION DEMAND MANAGEMENT (TDM) – Employs techniques, such as vanpooling, increasing transit use and telecommuting, to reduce the demand for single occupant vehicle travel and vehicle miles traveled.

TRANSPORTATION DISADVANTAGED (TD) – Those persons who, because of physical or mental disability, income status or age

are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. These persons also include children who are handicapped or high-risk or at risk as defined in Ch. 411, F.S.

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) – A three-year implementation plan, with annual updates developed by the designated official planning agency (DOPA) in coordination with the community transportation coordinator. The TDSP contains the provisions of service delivery for the county's Transportation Disadvantaged Program and is reviewed and approved by the Local Coordinating Board.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – A five-year program of transportation improvements adopted annually by the MPO that incorporates state and federal work programs along with the capital improvement programs/elements of local governments and the transit agency within the MPO's jurisdiction.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) – A Florida program that provides state funds to improve regionally significant transportation facilities.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) – A program involving the implementation of traffic control measures, such as high occupancy vehicle (HOV) lanes, signal timing adjustments, median closings, and access management strategies to increase the operating efficiency of the traffic circulation system.

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) – A set of strategies that focus on maintaining the highest benefit out of the transportation facilities we already have.

U

UNIFIED PLANNING WORK PROGRAM (UPWP) – Identifies all transportation planning activities under the auspices of the MPO that are to receive federal and state grant funds.

UNITED STATES CODE (USC) – Also referred to as the Code of Federal Requirements, this is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

W

WORK PROGRAM (WP) – The five-year listing of all transportation projects scheduled by the Florida Department of Transportation.

Abbreviations

General

| | |
|-----------------|---|
| 3C | Continuing, Comprehensive, and Cooperative |
| 4P | Priority Projects Programming Process Application |
| ADA | Americans with Disabilities Act |
| ATMS | Advanced Traffic Management Systems |
| BRDG | Bridge |
| CAC | Community Advisory Committee |
| CFR | Code of Federal Regulations |
| CIP | Capital Improvements Program |
| CMP | Congestion Management Process |
| CMS | Concurrency Management System |
| CTD | Commission for the Transportation Disadvantaged |
| DBE | Disadvantaged Business Enterprise |
| DOPA | Designated Official Planning Agency |
| DOT | Department of Transportation |
| ETDM | Efficient Transportation Decision Making |
| FA | Federal Aid |
| FAA | Federal Aviation Administration |
| FAC | Florida Administrative Code |
| FAST Act | Fixing America's Surface Transportation Act of 2015 |

| | |
|---------------|--|
| FDOT | Florida Department of Transportation |
| FHWA | Federal Highway Administration |
| FIHS | Florida Intrastate Highway System |
| FM | Financial Management |
| FTA | Federal Transit Administration |
| FTP | Florida Transportation Plan |
| FS | Florida Statutes |
| FSUTMS | Florida Standard Urban Transportation Modeling Structure |
| FY | Fiscal Year |
| HIP | Highway Infrastructure Program |
| HOV | High Occupancy Vehicle |
| HSIP | Highway Safety Improvement Program |
| HSLD | Set Aside of NHPP for Lane Departure Improvement |
| HSP | Highway Safety Plan |
| IIJA | Infrastructure Investment and Jobs Act |
| IJR | Interchange Justification Report |
| IRI | International Roughness Index |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| ITE | Institute of Transportation Engineers |
| ITS | Intelligent Transportation Systems |
| JPA | Joint Participation Agreement |
| LAR | Local Agency Reimbursement |
| LCB | Local Coordinating Board |

| | | | |
|-------------------|--|-------------|--|
| LCT | Lake County Transit | SIS | Strategic Intermodal System |
| LOPP | List of Priority Projects | SOV | Single Occupancy Vehicle |
| LOS | Level of Service | SRA | Senior Resource Association, Inc. |
| LOTTR | Level of Travel Time Reliability | SRTS | Safe Routes to School Program |
| LRTP | Long Range Transportation Plan | STBG | Surface Transportation Block Grant Program |
| LSMPO | Lake-Sumter Metropolitan Planning Organization | STIP | State Transportation Improvement Plan |
| MAP-21 | Moving Ahead for Progress in the 21st Century Act | TAC | Technical Advisory Committee |
| MPO | Metropolitan Planning Organization | TAM | Transit Asset Management |
| NBI | National Bridge Inventory | TAMP | Transit Asset Management Plan |
| NHS | National Highway System | TAP | Transportation Alternatives Program |
| PIA | Project Information Application | TD | Transportation Disadvantaged |
| PL | Planning | TDCB | Transportation Disadvantaged Coordinating Board |
| PM1 | Performance Measure 1 | TDM | Transportation Demand Management |
| PM2 | Performance Measure 2 | TDP | Transit Development Plan |
| PM3 | Performance Measure 3 | TDSP | Transportation Disadvantaged Service Plan |
| PMS | Pavement Management System | TERM | Transit Economic Requirements Model |
| PPP | Public Participation Plan | TIF | Transportation Impact Fee |
| PST DES | Post Design | TIP | Transportation Improvement Program |
| PTO | Public Transportation Office | TMA | Transportation Management Area |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users | TRIP | Transportation Regional Incentive Program |
| SCT | Sumter County Transit | TSM | Transportation System Management |
| SGR | State-of-Good Repair | TSMO | Transportation Systems Management and Operations |
| SHSP | Strategic Highway Safety Plan | TTTR | Truck Travel Time Reliability |

| | |
|-------------|-------------------------------|
| ULB | Useful Life Benchmark |
| UPWP | Unified Planning Work Program |
| USC | United States Code |
| UZA | Urbanized Area |
| WP | Work Program |

Project Phases

| | |
|------------|--|
| CAP | Capital |
| CAX | Capital - Indirect |
| CST | Construction |
| COX | Construction - Indirect |
| CSX | Construction - Indirect |
| DSB | Design Build |
| ENV | Environmental |
| ENX | Environmental - Indirect |
| INC | Contract Incentives |
| LAR | Local Advanced Reimburse |
| MNT | Bridge/Roadway/Contract Maintenance |
| MTX | Bridge/Roadway/Contract Maintenance - Indirect |
| MSC | Miscellaneous |
| OPS | Operations |
| PDE | Project Development and Environment |

| | |
|------------|--|
| PDX | Project Development and Environment - Indirect |
| PE | Preliminary Engineering |
| PEX | Preliminary Engineering - Indirect |
| PLN | Planning |
| PLX | Planning - Indirect |
| ROW | Right of Way |
| RRU | Railroad/Utilities Construction |
| RWX | Right of Way - Indirect |

Funding Codes

| | |
|-------------|--|
| ACLD | Advance Construction Safety (HSLD) |
| ACNP | Advance Construction Bridge Replacement (MAP-21) |
| ACNR | Advance Construction National Highway Perform Resurfacing |
| ACPL | Advance Construction Planning |
| ACSA | Advance Construction (SA) |
| ACSL | Advance Construction (SL) |
| ACSM | Surface Transportation Block Grant Area - 5k – 49,999 Population |
| ACSN | Advance Construction (SN) |
| ACSS | Advance Construction (SS, HSP) |
| ART | Arterial Highways Program |
| ARTW | Arterial Widening Program |
| BNIR | Intrastate R/W & Bridge Bonds |

| | | | |
|-------------|---|-------------|--|
| CD23 | Congress Grant Fund Earmarks HIP 2023 | PKBD | Turnpike Master Bond Fund |
| CIGP | County Incentive Grant Program | PKED | 2012 Senate Bill 1998 – Turnpike Feeder Road |
| D | Unrestricted State Primary | PKOH | Turnpike Indirect Costs |
| DDR | District Dedicated Revenue | PKYI | Turnpike Improvement |
| DER | Emergency Relief – State Funds | PKYR | Turnpike Renewal & Replacement |
| DIH | State In-House Product Support | PL | Metropolitan Planning Program (85% FA; 15% Other) |
| DIOH | State 100% - Indirect/Overhead | SA | Surface Transportation Program – Any Area (Federal) |
| DITS | Statewide Intelligent Transportation System | SCED | 2012 Senate Bill 1998 – Small County Outreach |
| DPTO | State Public Transportation Office | SCOP | Small County Outreach Program |
| DRA | Rest Area | SCRA | Small County Resurfacing |
| DS | State Primary Highways and Public Transit Office | SCWR | 2015 Senate Bill 2514A- Small County Outreach |
| DSBW | Wekiva Parkway | SL | Surface Transportation Program – Areas Less Than or equal to 200k Population |
| DU | State Primary Funds/Federal Reimbursement | SM | STBG Area Pop. W/5K to 49,999 |
| FAA | Federal Aviation Administration | SN | Surface Transportation Program - Mandatory Non-Urban Less Than or equal to 5k Population |
| FC5 | Open Grade Friction Course Fixed Capital 5 | SR2T | Safe Routes - Transfer |
| FCO | Primary/Fixed Capital Outlay | TALL | Transportation Alternatives – Areas Less Than 200k Population |
| FINC | Financing Corp | TALM | Transportation Alternatives Population Area – 5K to 50K |
| FTA | Federal Transit Administration | TALT | Transportation Alternatives – Any Area |
| GFNP | National Program Federal Relief General Fund | TLWR | 2015 SB2514A-TRAIL NETWORK |
| GRSC | Growth Management for Small County Outreach Program | TMBW | Wekiva Parkway Toll Maintenance |
| HSP | Safety (Highway Safety Program) | | |
| LF | Local Funds | | |
| LFR | Local Fund Reimbursable | | |
| NHPP | IM, Bridge Replacement, National Highway-MAP21 | | |

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a 5-year financially feasible program of multimodal transportation improvement projects adopted by state and local government jurisdictions and transportation agencies. The TIP is updated annually as one of several prerequisites for continued receipt of federal assistance for transportation improvements.

The projects listed in the TIP are capital and noncapital surface transportation projects proposed for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 (including bicycle facilities, sidewalks, and transportation alternatives projects). Also included are all regionally significant projects requiring an action by the FHWA or FTA regardless of funding source. In addition, the TIP identifies major improvement projects funded with local sources.

TIP Development

The TIP is developed by the MPO in cooperation with FDOT and the region's two public transit operators, Sumter County Transit (SCT) and LakeXpress, who provide the MPO with estimates of available federal, state, and local funds in order for the MPO to develop the financial plan [23 C.F.R. 450.326(a) and s.339.175(8), F.S.]. It is developed through a continuing, comprehensive, and cooperative (3C) effort involving all counties, cities, and towns in the MPO's urbanized areas along with the Leesburg Airport Authority and the Umatilla Airport Authority. The TIP is broadly distributed for review and comment by the public before the MPO's CAC, and TAC review and recommend it to the MPO Governing Board for approval.

Consistency with Other Plans

All projects included in the LSMPO FY 2027 - 2031 TIP were sourced from the 2050 Long Range Transportation Plan. The

projects are consistent with the FDOT Five-Year Adopted Work Program and the Lake County Transit Development Plan (TDP).

Recognizing the close link between land use and transportation, the MPO FY 2027 - 2031 TIP has also been developed in a manner consistent with comprehensive plans and aviation master plans developed and adopted by local governments within the MPO's planning area.

TIP Amendments

At times, the TIP may require changes that are necessitated by adding a new project to the Work Program that is not yet in the TIP or changes due to monetary revisions to the state's budget. Such changes are reflected in the TIP through amendments. Proposed amendments are generally presented to the public as part of the MPO's regularly advertised meetings. Copies of the proposed amendments are made part of the agenda package, which is available for public review on the MPO's website. After approval by the MPO, amendments are attached to the original TIP and submitted to the state for inclusion in the State Transportation Improvement Plan (STIP).

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

Public input considered in the development and maintenance of the TIP includes the comments and recommendations of MPO committees and the public at large along with input

received during the public comment periods. The MPO complies with statutory planning and programming requirements [23 U.S.C. 134/49 U.S.C. 5303 (j) (1) and 23 U.S.C. 135/49 U.S.C. 5304 (g) (2)] that call for continuing consultation and coordination with partners, MPOs, nonmetropolitan local officials, and federal and state agencies.

Using the TIP

The TIP includes all transportation improvements with federal and state funding during the FY 2027 - 2031 period. Projects in the TIP are grouped into one of the following sections:

- A. Aviation
- B. Bicycle/Pedestrian & Sidewalk Projects
- C. Bridge Projects
- D. Planning Study Projects
- E. Roadway Capacity (Non-SIS) Projects
- F. Safety/Operations/TSM&O Projects
- G. Strategic Intermodal System (SIS) Projects
- H. Trail Projects
- I. Transit and Transportation Disadvantaged Projects

The categories have been established to coincide with the 2025 LOPP structure to provide a more seamless interaction between the two reports.

TIP Format

LSMPO has formatted the TIP project spreadsheet to include costs prior to, within, and beyond the five-year timeframe of the TIP. This reflects the projects' historic costs prior to FY 2027 (if applicable), the funding programmed during the FY 2027 - 2031 timeframe of the TIP and estimates of any future costs after FY 2031 (if applicable). These figures are added to

show the total cost of the project and are shown in the project cost summary tables (**Figure 3**).

FDOT provides the historical, current, and future cost figures for federal and state-funded projects and local governments and agencies for locally funded projects.

Figure 3 | TIP Sample Project Cost Summary Table

| 1 | PRIORITY | Project Description: | Project Name | | | | | FPN: | Funding Source(s): | Local |
|--------------------------|---------------------|--|-----------------------|-------------|-------------|-------------|--------------|----------------------|---|-------|
| | | Work Description: Congested Corridor: | BIKE PATH/TRAIL NO | | | | | FPN # L RTP Page: | PG. 62 | |
| Phase | <FY Date | FY Date | FY Date | FY Date | FY Date | FY Date | >FY Date | Amount Funded | | |
| PE | \$ 1,952,569 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,952,569 | | |
| PEX | \$ 211,373 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 211,373 | | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| ROW | \$ 4,835,196 | \$ 200,000 | \$ 759,000 | \$ - | \$ - | \$ - | \$ - | \$ 5,794,196 | | |
| Total | \$ 6,999,138 | \$ 200,000 | \$ 759,000 | \$ - | \$ - | \$ - | \$ - | \$ 7,958,138 | | |
| Responsible Agency: FDOT | | | | | | | County: LAKE | | Total Project Cost: \$ 7,958,138 | |

Financial Plan/Financial Feasibility

As structured, the TIP is financially constrained for each of the five years in the FY 2027 - 2031 period. All federal and state-funded projects identified in the TIP are reflected in FDOT's Work Program for FY 2027 - 2031, and those projects can be funded using current and proposed revenue sources. The TIP is also financially constrained for all locally funded projects. For all projects in the TIP, costs and revenues are shown in Year of Expenditure dollars.

Innovative financing techniques are used extensively in developing projects in the LSMPO, primarily as a source of local matching funds for FDOT grant dollars. Examples include transit advertising revenue and impact fees. If reasonable additional funding sources are identified beyond those

included in the financial plan, additional funding would be used to advance the construction of MPO priority projects.

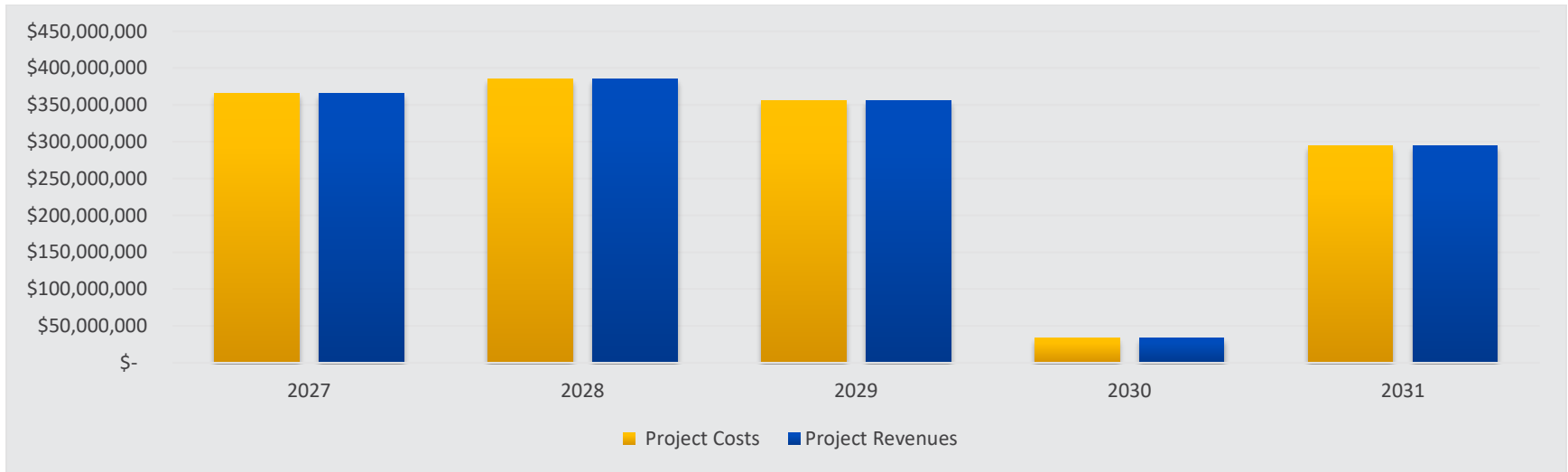
Financial Constraint

Under federal legislation, metropolitan areas are required to develop a financially constrained TIP to direct resources toward high-priority projects (See **Table 2** and **Figure 4**). Pursuant to these federal regulations, the level of authorized funding available to the state and the metropolitan area has been used as the basis for financial restraint and schedule for the projects using federal funds. Projects are financially feasible for the appropriate funding category and represent the MPO's established priorities to the maximum extent possible.

Table 2 | Fiscal Constraint Total Project Costs and Revenue

| Category | 2027 | 2028 | 2029 | 2030 | 2031 |
|---------------------------|----------------|----------------|----------------|---------------|----------------|
| Total Revenue | \$ 365,220,773 | \$ 385,162,255 | \$ 355,593,000 | \$ 33,204,043 | \$ 294,347,261 |
| Total Project Cost | \$ 365,220,773 | \$ 385,162,255 | \$ 355,593,000 | \$ 33,204,043 | \$ 294,347,261 |

Figure 4 | Total Project Cost vs. Total Revenue - (FY 2027 - 2031)



TIP Implementation

The federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on the FDOT Tentative Five-Year Work Program and locally dedicated transportation revenue. The TIP includes projects, or phases of projects, which are expected to be fully funded in the 20-year horizon of the 2050 LRTP. Additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available may be identified pursuant to s.339.175(8)(c)(3), F.S.

FDOT shall give priority to those projects that are:

1. Designed to maximize safe and efficient travel.
2. Identified in approved local government comprehensive plans to receive local matching funds according to the provisions of Section 335.20, F.S. or to be funded pursuant to Section 339.12, F.S.
3. Within transportation corridors protected by local government action.
4. Used in the operation of, or in conjunction with, public transportation facilities.
5. Located within the boundaries of a local government that has made a responsible effort to fund improvements needed to accommodate local traffic.

In 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21), which changed the way communities must document the allocation and use of federal funds. This direction was further refined in the 2015 Fixing America's Surface Transportation Act (FAST Act). The new federal law provides direction to the MPOs mandating that the TIP:

- Contains projects consistent with the current metropolitan transportation plan.
- Reflects the investment priorities established in the current metropolitan transportation plan.
- Once implemented, it is designed to make progress toward achieving the performance targets established.

States and metropolitan planning organizations are now mandated to verify how they “invest resources in projects to achieve individual targets that collectively will make progress toward national goals.”

Project Selection

The selection process for choosing projects incorporated within this TIP was carried out in accordance with the requirements of 23 USC 134(h) (2) and (i) (4). With reference to the projects included within this TIP, the selection was made by FDOT in cooperation with the MPO in accordance with the requirements of 23 CFR 450.332(a). The 2050 LRTP, the LOPP, and the Congestion Management Process (CMP) are all used to help prioritize projects to be incorporated in the TIP.

LOPP Compiling each TIP begins with the development of the LOPP the previous year. This document, updated each year, contains a list of the unfunded highway, bicycle and pedestrian, and transit projects prioritized for funding based on the criteria described in detail below. The LSMPO adopted its LOPP in June 2025. The 2025 LOPP was submitted to FDOT to develop the new outer years of the Five-Year Work Program.

The 2025 LOPP was used by FDOT to develop the FY 2027 - 2031 Tentative Five-Year Work Program based on the priority of the projects. That Five-Year Work Program was then used to develop the TIP.

Project Priority

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. The local sponsoring jurisdiction completes a Project Information Application (PIA). It must be submitted to FDOT 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 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 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;
- CMP System Performance Measure evaluation and assignment;
- Consistency with the goals and objectives of the MPO's LRTP;
- Inclusion in the MPO's LRTP Cost Feasible Plan;
- Consistency with the goals, objectives, and policies of the county's and local municipality's comprehensive plan; and
- Support for economic vitality, community development, business functionality, and/or creation or retention of employment opportunities.

The 2025 LOPP prioritization process was enhanced by adding three additional factors to guide staff, committee, and Board decision-making on project priorities. Alongside CMP data, these additional factors included:

- Program Stability – Rank of project in previous LOPP
- Project Completion – Project Phase
- Safety – Crash Density

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 TAC and the CAC. Before adoption, the Board receives a summary from each committee with recommendations and comments. The Board has final approval of the LOPP and adopts the LOPP before submitting it to FDOT.

The LSMPO, in coordination with FDOT, identifies performance measure targets for safety and travel time reliability. 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.

2050 LRTP To be included in the TIP, a project must first be identified in the MPO's LRTP. The MPO's 2050 LRTP was adopted March 2026 and identifies the transportation improvements needed to accommodate the projected population growth through 2050. Of those transportation improvement needs, a cost-feasible plan was developed that identifies the projects that can be implemented based on the projected revenues for transportation improvements.

CMP CMP specifies the transportation system performance measures by which congestion on the LSMPO roadway network is identified, tracked, and monitored. The roadway

network includes major transportation facilities in Lake County and Sumter County.

2025 LSMPO List of Priority Projects – Prioritization Process and Schedule

The annual LOPP is critical to the development of the TIP and FDOT Work Program. The projects within the LOPP should advance: the preservation of existing transportation infrastructure; enhancement of Florida’s economic competitiveness; and improvement of travel choices to ensure mobility (s. 339.175(8), F.S.).

The following additional factors were considered in the development of the 2025 LOPP:

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

LSMPO also developed three new guidance and informational documents to assist with the prioritization process. These documents include:

- *LOPP Overview and Guidance*
- *LOPP Screening Form*
- *LOPP Project Sufficiency Checklist*

The 2025 schedule for the LOPP is shown in **Table 3**.

Table 3 | 2025 LOPP Schedule

| | |
|-------------------------------|---|
| 2024 | |
| September-December | Solicit project submissions from counties, local municipalities, federal land managers, and the public. |
| 2025 | |
| January | Review project submissions and grade project applications for sufficiency. |
| February | Coordinate with project sponsors to discuss submissions, provide additional guidance, and receive updates. Discuss the LOPP schedule/approach with FDOT. |
| March - Mid-April | Staff develops preliminary Top Priority Projects, using adopted prioritization criteria. |
| Late April - Early May | Counties and municipalities review preliminary Top Priority Projects and provide comments to staff. |
| Mid-May - Late May | Staff develops Draft 2025 LOPP with Top Priority Projects as Tier 1 and remaining LOPP projects as Tier 2. |
| June | Post Draft 2025 LOPP for public review on the MPO website: www.LakeSumterMPO.com |
| | Technical and Citizen Advisory Committees / Governing Board review and approve, public comments reviewed and considered in approval process. |
| By June 30 | Submit Final 2025 LOPP to FDOT on or before July 1, 2025. |

Obligated Projects

FDOT produces an annual listing of projects for which federal funds were obligated in the previous year. This list, which can be found in Appendix A, has been published and made available for public review through FDOT.

Fully Funded Capacity Improvement Projects

There are 3 fully funded capacity improvement projects in Lake and Sumter Counties that have funding identified in the FY 2027 - 2031 TIP totaling over \$72 million.

Congestion Management Process

The MPO's CMP³ is a management system and process conducted to improve the safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or to improve the overall transportation network.

Per the FHWA, the CMP is “a systematic approach collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.”

The CMP is intended to benefit the public by improving travel conditions with approaches that may often be implemented more quickly or at a lower cost than many capacity improvements, such as adding travel lanes or creating new travel corridors. The CMP also identifies longer-term solutions that will be considered in the MPO's LRTP.

Six categories of performance measures are identified in the System Performance Monitoring Plan. They include:

- Level of Service
- Safety
- Transit
- Bicycle and Pedestrian
- Carpooling

- Truck Traffic

The evaluation established congestion levels based on the acceptable operating Level of Service (LOS) standard. Congestion levels are broken down as follows:

- Not Congested
 - Operating at acceptable LOS
- Approaching Congestion / Adopted LOS Threshold
 - Operating at 90% to 100% of LOS Standard
- Congested
 - Exceeding 100% of LOS Standard but less than 108% of physical capacity
- Extremely Congested
 - Exceeding 108% of physical capacity

Efficient Transportation Decision Making

The MPO makes extensive use of ETDM throughout the planning process. All appropriate projects in the TIP were subject to ETDM planning and programming screening.

Transportation and Transportation Disadvantaged (TD)


The projects listed in this TIP are part of the MPO's 2050 LRTP, Lake County 2023 Transit Development Plan Major Update, and Lake and Sumter County Transportation Disadvantaged Service Plans (TDSP). The plans and the projects identified in the TIP are also consistent, to the maximum extent feasible, with the adopted Comprehensive Plans of the local governments in the Lake-Sumter area.

³ [Congestion Management Process | \(lakesumtermpo.com\)](https://lakesumtermpo.com)

Sumter County Transit expenses for Transportation Disadvantaged Services were \$1,589,927 for fiscal year 2025, setting a three-year increase trend. (See **Figure 5**).

Figure 5 | Sumter County Transit Annual Report Summary

| | | | | | | | |
|----------|--|-------------------------|--|---------------|--|--|--|
| County: | Sumter | <u>Demographics</u> | | <u>Number</u> | | | |
| CTC: | Sumter County Board of County Commissioners, Sumter County Transit | | | | | | |
| Contact: | Deborah Snyder 7375 Powell Road Wildwood, FL 34785 352-689-4400 | Total County Population | | 131,832 | | | |
| | | Unduplicated Head Count | | 410 | | | |
| Email: | Deborah.Snyder@sumtercountyfl.gov | | | | | | |



Florida Commission for the
CTD
 Transportation
 Disadvantaged

| <u>Trips By Type of Service</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>Vehicle Data</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> |
|---------------------------------|---------------|---------------|---------------|---------------------|-------------|-------------|-------------|
| Fixed Route (FR) | 0 | 0 | 0 | Vehicle Miles | 375,166 | 358,945 | 379,760 |
| Deviated FR | 3,375 | 5,176 | 3,638 | Roadcalls | 5 | 3 | 3 |
| Complementary ADA | 0 | 0 | 0 | Accidents | 5 | 4 | 7 |
| Paratransit | 41,300 | 38,836 | 39,640 | Vehicles | 18 | 20 | 20 |
| TNC | 0 | 0 | 0 | Drivers | 24 | 25 | 21 |
| Taxi | 0 | 0 | 0 | | | | |
| School Board (School Bus) | 0 | 0 | 0 | | | | |
| Volunteers | 0 | 0 | 0 | | | | |
| TOTAL TRIPS | 44,675 | 44,012 | 43,278 | | | | |


| <u>Passenger Trips By Trip Purpose</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>Financial and General Data</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> |
|--|---------------|---------------|---------------|-----------------------------------|--------------|--------------|--------------|
| Medical | 8,314 | 6,316 | 8,487 | Expenses | \$ 1,377,281 | \$ 1,534,409 | \$ 1,589,927 |
| Employment | 10,050 | 10,746 | 11,179 | Revenues | \$ 1,368,749 | \$ 1,534,409 | \$ 1,573,803 |
| Ed/Train/DayCare | 13,074 | 11,796 | 8,633 | Commendations | 0 | 0 | 0 |
| Nutritional | 3,409 | 4,199 | 4,511 | Complaints | 0 | 0 | 0 |
| Life-Sustaining/Other | 9,828 | 10,955 | 10,468 | Passenger No-Shows | 680 | 670 | 623 |
| TOTAL TRIPS | 44,675 | 44,012 | 43,278 | Unmet Trip Requests | 0 | 0 | 0 |

| <u>Passenger Trips By Revenue Source</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>Performance Measures</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> |
|--|---------------|---------------|---------------|-----------------------------|-------------|-------------|-------------|
| CTD | 25,335 | 24,588 | 27,426 | Accidents per 100,000 Miles | 1.33 | 1.11 | 1.84 |
| AHCA | 0 | 0 | 0 | Miles between Roadcalls | 75,033 | 119,648 | 126,587 |
| APD | 12,163 | 11,255 | 7,895 | Avg. Trips per Passenger | 121.73 | 124.33 | 105.56 |
| DOEA | 2,237 | 1,739 | 2,521 | Cost per Trip | \$30.83 | \$34.86 | \$36.74 |
| DOE | 0 | 0 | 0 | Cost per Paratransit Trip | \$30.83 | \$34.86 | \$36.74 |
| Other | 4,940 | 6,430 | 5,436 | Cost per Total Mile | \$3.67 | \$4.27 | \$4.19 |
| TOTAL TRIPS | 44,675 | 44,012 | 43,278 | Cost per Paratransit Mile | \$3.67 | \$4.27 | \$4.19 |

| <u>Trips by Provider Type</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> |
|-------------------------------|---------------|---------------|---------------|
| CTC | 0 | 0 | 0 |
| Transportation Operator | 44,675 | 44,012 | 43,278 |
| Coordination Contractor | 0 | 0 | 0 |
| TOTAL TRIPS | 44,675 | 44,012 | 43,278 |

LakeXpress expenses for FY 2025 were \$7,264,280. This is an increase from fiscal year 2024. (See **Figure 6**).

Figure 6 | Lake County Transit Annual Report Summary

| | | | | | | | |
|--|--|-------------------------|----------------|-----------------------------------|--------------|---|--------------|
| County: | Lake | <u>Demographics</u> | | <u>Number</u> | | | |
| CTC: | Lake County Board of County Commissioners | Total County Population | 386,829 | | | | |
| Contact: | Jill Brown 2440 US Highway 441/27 Fruitland, FL 34731 352-901-0606 | Unduplicated Head Count | 941 | | | | |
| Email: | jill.brown@lakecountyfl.gov | | | | |  | |
| Trips By Type of Service | | | | | | | |
| | 2023 | 2024 | 2025 | Vehicle Data | | | |
| Fixed Route (FR) | 0 | 0 | 0 | Vehicle Miles | 1,124,507 | 1,298,896 | 1,269,355 |
| Deviated FR | 626 | 560 | 399 | Roadcalls | 49 | 37 | 50 |
| Complementary ADA | 19,036 | 19,557 | 18,634 | Accidents | 19 | 13 | 7 |
| Paratransit | 106,370 | 115,261 | 115,217 | Vehicles | 82 | 86 | 83 |
| TNC | 0 | 0 | 0 | Drivers | 187 | 166 | 149 |
| Taxi | 0 | 0 | 0 | | | | |
| School Board (School Bus) | 0 | 0 | 0 | | | | |
| Volunteers | 0 | 0 | 0 | | | | |
| TOTAL TRIPS | 126,032 | 135,378 | 134,250 | | | | |
| Passenger Trips By Trip Purpose | | | | | | | |
| Medical | 34,800 | 29,474 | 31,430 | Financial and General Data | | | |
| Employment | 5,231 | 8,129 | 8,339 | Expenses | \$ 6,036,862 | \$ 7,206,656 | \$ 7,264,280 |
| Ed/Train/DayCare | 45,532 | 45,589 | 35,958 | Revenues | \$ 5,185,897 | \$ 7,347,402 | \$ 7,264,280 |
| Nutritional | 9,072 | 13,129 | 12,684 | Commendations | 10 | 5 | 5 |
| Life-Sustaining/Other | 31,397 | 39,057 | 45,839 | Complaints | 7 | 12 | 29 |
| TOTAL TRIPS | 126,032 | 135,378 | 134,250 | Passenger No-Shows | 1,740 | 2,355 | 3,245 |
| | | | | Unmet Trip Requests | 0 | 0 | 0 |
| Passenger Trips By Revenue Source | | | | | | | |
| CTD | 25,489 | 26,050 | 27,130 | Performance Measures | | | |
| AHCA | 0 | 0 | 0 | Accidents per 100,000 Miles | 1.69 | 1.00 | 0.55 |
| APD | 34,873 | 35,871 | 34,636 | Miles between Roadcalls | 22,949 | 35,105 | 25,387 |
| DOEA | 2,480 | 5,384 | 4,937 | Avg. Trips per Passenger | 103.90 | 103.66 | 142.67 |
| DOE | 0 | 0 | 0 | Cost per Trip | \$47.90 | \$53.23 | \$54.11 |
| Other | 63,190 | 68,073 | 67,547 | Cost per Paratransit Trip | \$47.90 | \$53.23 | \$54.11 |
| TOTAL TRIPS | 126,032 | 135,378 | 134,250 | Cost per Total Mile | \$5.37 | \$5.55 | \$5.72 |
| | | | | Cost per Paratransit Mile | \$5.37 | \$5.55 | \$5.72 |
| Trips by Provider Type | | | | | | | |
| CTC | 0 | 0 | 0 | | | | |
| Transportation Operator | 59,987 | 67,037 | 66,005 | | | | |
| Coordination Contractor | 66,045 | 68,341 | 68,245 | | | | |
| TOTAL TRIPS | 126,032 | 135,378 | 134,250 | | | | |

PERFORMANCE MANAGEMENT

Florida Transportation Plan (FTP)

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

MPOs are required to address the goals included in the FTP. These goals, as outlined in the May 2020 FTP Vision Element, are:

- Safety and security for residents, visitors, and businesses,
- Agile, resilient, and quality transportation infrastructure,
- Connected, efficient, and reliable mobility for people and freight,
- Transportation choices that improve accessibility and equity,
- Transportation solutions that strengthen Florida’s economy,
- Transportation solutions that enhance Florida’s communities,
- Transportation solutions that enhance Florida’s environment.

MPOs must also incorporate any performance targets included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans.

Fixing America’s Surface Transportation (FAST) Act

Enacted in 2015, the FAST Act (Public Law No. 114-94) provides support and enhancement to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is

the first federal law to provide long-term funding to infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

FAST Act Planning Factors

The FAST Act has established specific planning factors that call for the recognition of and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2050 LRTP and include:

- Supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increasing the safety of the transportation system for motorized and non-motorized users.
- Increasing the security of the transportation system for motorized and non-motorized users.
- Increasing accessibility and mobility of people and freight.
- Protecting and enhancing the environment, promoting energy conservation, improving quality of life, and promoting consistency between transportation improvements and state and local growth and economic development patterns.
- Enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promoting efficient system management and operation.
- Emphasizing the preservation of the existing transportation system.

LSMPO 2050 LRTP

The 2050 LRTP has been developed to ensure compliance with the requirements of the FAST Act and includes a performance-based approach to the transportation decision-

making process. The goals and objectives reflecting the vision of the planning area remain consistent from the 2045 LRTP and provide continuity in addressing regional priorities. The 2050 LRTP goals are as follows:

GOAL 1 – Economy

- Support economic development and tourism

GOAL 2 – Safety

- Increase safety of the counties' transportation systems

GOAL 3 – Mobility

- Provide for mobility needs of the community

GOAL 4 – Intermodal

- Maintain existing transportation system

GOAL 5 – Livability

- Preserve, and where possible, enhance social, cultural, physical, and natural environmental values

GOAL 6 – Preservation

- Preserve, and maintain a resilient transportation infrastructure and transit assets

GOAL 7 – Implementation

- Effectively execute strategies and actions to achieve the county's transportation system goals, ensuring measurable progress and adaptability

A matrix showing consistency between the LRTP Goals and the planning factors from the FTP is shown in **Table 4**.

Table 4 | 2050 LRTP Goals and Florida Transportation Plan Goals

| 2050 LRTP Goals | Florida Transportation Plan Goals | | | | | | |
|-----------------------|-----------------------------------|------------|------------|------------------------|--------------------------|----------------|-------------|
| | Safety and Security | Resilience | Efficiency | Transportation Choices | Economic Competitiveness | Quality Places | Environment |
| Economy | | | ● | ● | ● | ● | |
| Safety | ● | ● | ● | ● | ● | ● | |
| Mobility | ● | | ● | ● | ● | ● | |
| Intermodal | ● | ● | ● | ● | | ● | ● |
| Livability | ● | | ● | ● | ● | ● | ● |
| Preservation | ● | ● | ● | ● | ● | ● | ● |
| Implementation | ● | | ● | ● | ● | | |

Federal Performance Measures

Pursuant to MAP-21, enacted in 2012, and the 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 establishing and using a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

In accordance with the Planning Rule, the descriptions of the performance targets and a System Performance Report is provided in the following sections. 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 federal Performance Measures are listed below.

Highway Safety Measures (PM1)

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

Pavement and Bridge Condition (PM2)

- Pavement Condition
- Bridge Condition

System Performance, & Air Quality Improvement Program Measures (PM3)

- Level of Travel Time Reliability (LOTTR) - on the Interstate
- LOTTR - on non-Interstate
- Truck Travel Time Reliability (TTTR) index

Transit Asset Management Measure (TAM)

- State of good repair for
 - Equipment
 - Rolling Stock
 - Infrastructure
 - Facilities

The U.S. Secretary of Transportation established criteria for evaluating the new performance-based planning processes. This included the identification of specific performance measures that all states and each MPO must evaluate. The process required FDOT to develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. This also requires MPOs in Florida to either accept and support FDOT's performance targets or establish, formally adopt, and monitor their own performance targets.

Overview of Statewide Performance Measures and Targets

FDOT worked in collaboration with MPOs and public transportation providers to establish statewide targets for the following:

Safety. Florida shares the national traffic safety vision "Toward Zero Deaths," and formally adopted its own version of the national vision, "Target Zero." FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable, and based on that, zero is the target for all the safety performance measures. This goal is reflected as part of each statewide transportation performance measure in the FTP Policy element, Florida's Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), and Highway Safety Plan (HSP).

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

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

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

Safety Performance Targets (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, the HSIP and Safety Performance Management Measures Rule (Safety PM Rule) were finalized and published in the Federal Register. The rule requires MPOs to establish targets for the following safety-related performance measures and report progress to the state DOT:

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.

The LSMPO, along with FDOT and other traffic safety partners, shares a concern about the unacceptable number of traffic fatalities, both statewide and nationally. As such, on February 27 of each year, the LSMPO agrees to support FDOT’s statewide safety performance targets for calendar year 2026, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to help achieve these targets.

The LSMPO and statewide safety performance measures and targets are listed in **Table 5**. Overall, Lake and Sumter Counties are seeing change in the right direction concerning safety, with the exception of serious injuries and non-motorized fatalities and serious injuries.

Based on FDOT’s Source Book⁴, the following are LSMPO’s 5-year rolling average safety statistics:

- Number of fatalities on public roads has *decreased 2.6%* from 2023.
- Rate of fatalities per 100 million VMT on public roads has also *decreased 4.8%* from 2023.
- Number of serious injuries on public roads has *increased 2.6%* from 2023.
- Rate of serious injuries on public roads has *decreased 0.5%* from 2023.
- Number of non-motorized fatalities and serious injuries on public roads have *increased 2.1%* from 2023.

⁴<https://fdotsourcebook.com/federal-measures/safety>

Table 5 | PM1 Performance Measures and Targets

| Performance Measures | FDOT 2025 Statewide Targets | LSMPO 2025 Targets | LSMPO Rolling Average 2024 | Statewide Rolling Average 2024 |
|---|-----------------------------|--------------------|----------------------------|--------------------------------|
| Number of fatalities | 0 | 0 | 90.8 | 3,423.2 |
| Rate of fatalities per 100 million VMT | 0 | 0 | 1.5 | 1.5 |
| Number of serious injuries | 0 | 0 | 563.0 | 15,564.2 |
| Rate of serious injuries per 100 million VMT | 0 | 0 | 9.4 | 6.8 |
| Number of non-motorized fatalities and non-motorized serious injuries | 0 | 0 | 58.0 | 3,145.2 |

The TIP includes specific investment priorities that support the MPO’s goals and objectives, including safety, using a prioritization and project selection process established in the 2050 LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO’s goal of reducing fatal and serious injury crashes is linked to the TIP and the process used in prioritizing the projects is consistent with federal requirements.

Safety projects in the FY 2027 - 2031 LSMPO TIP are split into two categories:

- Bike/Ped and Sidewalk
- Safety/Operations/TSMO

These project categories, as presented in this report, contain several FDOT work descriptions. The categories have been

created to make it easier to capture the projects in the TIP and correlate them to the LOPP report. A list of the project categories and FDOT work descriptions can be found in Appendix D.

The FY 2027 - 2031 TIP includes a total of 39 projects under these two categories with only two of the projects under Bike/Ped and Sidewalk. The total amount that is programmed for these projects over the five-year period is approximately \$170 million, a decrease from last year’s TIP. These projects represent 11.9% of the total project costs in the FY 2027 - 2031 TIP.

Complete Streets

A transportation system that addresses the needs of all users of the road, including the needs of people who walk, bike, drive, and take transit is an essential component of the MPO's safety commitment. Complete Streets are roadways designed to accommodate all users and may include sidewalks, bicycle lanes/paved shoulders, dedicated bus lanes, pedestrian crossings, and traffic calming measures. The MPO supports Complete Streets as an alternative transportation strategy to balance quality of life and mobility issues.

There are no complete streets projects included in this FY 2027 - 2031 TIP. The 2025 LOPP listed a total of 15 complete street projects, with one project listed in the Top Priority Projects. Nevertheless, because safety is inherent in so many FDOT and LSMPO programs and projects, this TIP is anticipated to support progress toward achieving the safety targets.

Vision Zero and High Injury Networks

In 2024, the University of Central Florida was awarded a Safe Streets for All grant to assist LSMPO with developing a Vision Zero Action Plan. As of the writing of the FY 2027 TIP, the report is still in draft form, but the data analysis is available and complete. A crash analysis was completed utilizing Signal 4 Analytics crash data between January 2015 and December 2024 within street segments, signalized intersections, and unsignalized intersections in Lake and Sumter Counties. A

total of 108 high-injury corridors and 70 high-injury intersections were identified across the MPO region.

A prioritization scoring methodology was developed and used to determine the top 30 highest risk corridors. The list of the top 30 corridors will be available by request or on the LSMPO website after adoption in June 2026. Along with a final report, a dashboard was also developed to display all the crash information⁵.

⁵ [LSMPO Vision Zero Dashboard](#)

Pavement & Bridge Condition Measures (PM2)

The second of the performance measures rules issued by the FHWA became effective on May 20, 2017, establishing measures to assess pavement and bridge conditions on the NHS. Requirements involve measuring the condition of these facilities and reporting conditions that are considered “Good” and those considered “Poor.” Facilities rated as “Good” suggest that no major investments are needed. Facilities rated as “Poor” indicate major investments will likely be needed in the near term.

In December 2022, FDOT established statewide pavement and bridge targets and in September 2024, adjusted the 2025 target for the percentage of NHS bridges (by deck area) in poor condition. In February 2026, the LSMPO agreed to support FDOT’s statewide bridge and pavement performance targets, thereby agreeing to plan and program projects in the

TIP that, once implemented, are expected to contribute to the achievement of the statewide targets. Overall, Lake and Sumter Counties are seeing a slightly positive change with pavement conditions.

Based on FDOT’s Source Book⁶, the following are LSMPO’s trends:

- Percentage of interstate pavement in good condition has *decreased 6.1% points* from 2023.
- Percentage of interstate pavement in poor condition has *remained unchanged at 0%* from 2023.
- Percentage of non-interstate NHS pavement in good condition has *increased 0.7% points* from 2023.
- Percentage of non-interstate pavement in poor condition has *decreased 0.1% points* from 2023.

Table 6 shows LSMPO’s pavement and bridge condition performance measures for the year 2024 as well as the Statewide numbers.

⁶<https://fdotsourcebook.com/federal-measures/pavement>

Table 6 | PM2 Performance Measures and Targets

| Performance Measures | 2023 Statewide Target | 2025 Statewide Target | LSMPO Annual Numbers 2024 | Statewide Annual Numbers 2024 |
|---|-----------------------|-----------------------|---------------------------|-------------------------------|
| Pavement | | | | |
| Percent of Interstate NHS Pavement in: Good Condition | 60% | 60% | 71.2% | 65.3% |
| Percent of Interstate NHS Pavement in: Poor Condition | 5% | 5% | 0.0% | 0.1% |
| Percent of Non-Interstate NHS Pavement in: Good Condition | 40% | 40% | 63.3% | 50.2% |
| Percent of Non-Interstate NHS Pavement in: Poor Condition | 5% | 5% | 0.3% | 0.5% |
| Bridges | | | | |
| Percent of NHS Bridges by Deck Area in: Good Condition | 50% | 50% | 40.5% | 53.9% |
| Percent of NHS Bridges by Deck Area in: Poor Condition | 10% | 5% | 0.0% | 0.8% |

The LSMPO TIP reflects investment priorities established in the LSMPO 2050 LRTP. The focus of LSMPO’s investments in bridge and pavement conditions, such as those in the following categories:

- Bridge replacement or reconstruction,
- New bridge capacity on the NHS,
- System resiliency projects that improve NHS bridge components (e.g., upgrading culverts),
- Pavement replacement or reconstruction (on the NHS),
- New NHS lanes or widenings, including resurfacing existing lanes associated with new capacity.

Based on FDOT's Source Book⁷, the following are LSMPO's bridge performance trends:

- Percentage of NHS bridges in good condition has *increased by 2.1% points* from 2023.
- Percentage of NHS bridges in poor condition has *remained unchanged at 0%* from 2023.

Pavement and Bridge Investments in the TIP

The projects included in the TIP are consistent with FDOT's Five-Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

The FY 2027 - 2031 TIP includes 30 projects, representing 115 miles of roadway, which focus on improving pavement and bridge conditions. These projects total over \$1.2 billion in funding, an increase from last year's TIP. Twenty-five of these projects are part of the regionally significant project's list found in Appendix B.

⁷<https://fdotsourcebook.com/federal-measures/bridge>

Travel Time Reliability (PM3)

The third set of Performance Measures were established in January 2017 by the USDOT. These measures assess passenger and freight performance on the Interstate and non-Interstate NHS. Federal rules require MPOs to establish four-year performance targets for the LOTTR and TTTR performance measures.

LOTTR is the percent of reliable person-miles on the interstate system. It is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile) during four time periods throughout the day.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the interstate during five time periods throughout the day.

On December 16, 2022, FDOT established statewide targets, and in September 2024, adjusted the 2025 targets for the percentage of person-miles traveled on the Interstate and on the non-Interstate NHS that are reliable.

In February 2026, the LSMPO agreed to support FDOT's statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets.

Based on FDOT's Source Book⁸, the following are LSMPO's travel time reliability trends:

- Percentage of interstate person-miles traveled that are reliable is at 100% in 2024.
- Percentage of non-interstate NHS person-miles traveled that are reliable *increased by 0.9% points* from 2023.
- Truck Travel Time reliability index *increased by 4.2% points* from 2023.

Table 7 presents a statewide target for each PM3 measure along with the 2024 performance measures by LSMPO and the State.

⁸<https://fdotsourcebook.com/federal-measures/system-performance>

Table 7 | PM3 Statewide System Performance Measures and Targets

| Performance Measure | 2023 Statewide Target | 2025 Statewide Target | LSMPO Annual Numbers 2024 ⁹ | Statewide Annual Numbers 2024 |
|---|-----------------------|-----------------------|--|-------------------------------|
| Percent of person-miles on the Interstate system that are reliable | 75% | 75% | 100% | 80.7% |
| Percent of person-miles on the non-Interstate NHS that are reliable | 50% | 60% | 98.4% | 90.0% |
| Truck travel time reliability index | 1.75 | 2.0 | 1.48 | 1.54 |

System Performance and Freight Investments in the TIP

The LSMPO TIP reflects investment priorities established in the 2050 LRTP. The focus of LSMPO’s investments that address system performance and freight include projects in the following categories:

- Corridor improvements
- Intersection improvements (on NHS roads)
- Projects evaluated in the CMP and selected for the TIP
- Investments in transit, bicycle, or pedestrian systems that promote mode shift
- Managed lanes
- Freight improvements (Interstate) that increase reliability (could include improved weigh stations, addressing identified truck bottlenecks on the Interstate, etc.)
- TSMO/ITS projects or programs
- Travel demand management programs, park-and-ride lots, etc.

⁹ Higher percentage of reliable Person Miles Traveled (PMT) indicates better performance; the higher the TTRI, the worse the performance.

Transit Asset Management Performance Measures

The FTA published the final TAM rule in July 2016. The rule applies to recipients of Federal transit funds and requires that public transit providers develop and maintain a TAM plan, establish state-of-good (SGR) repair standards, and performance measures for the assets as described in **Table 8**.

The transit provider's TAM 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 capital investment plans for improving these assets.

Table 8 | TAM Performance Measures

| Asset Category | Performance Measures |
|----------------|--|
| Equipment | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark |
| Rolling Stock | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark |
| Infrastructure | Percentage of track segments with performance restrictions (There is currently no rail operating in Lake County) |
| Facilities | Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale |

Two transit service providers, LakeXpress and Sumter County Transit, serve the MPO's planning area and are considered Tier II providers. On September 26, 2018, LakeXpress established TAM targets for each of the applicable asset categories. **Table 9** presents the targets for Tier II providers that are not part of the Group TAM Plan.

Sumter County Transit is part of the Group TAM Plan developed by FDOT for Tier II providers in Florida. The FY 2024 targets for the Tier II providers are shown in **Table 10**.

Table 9 | FTA TAM Targets for Tier II Providers

| Asset Category | Asset Class | 2024 Performance Target |
|---|--|-------------------------|
| Revenue Vehicles | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Bus | 25% |
| | Cutaway Bus | 50% |
| | Mini-Van | 0% |
| | Van | 0% |
| Equipment | | |
| Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their ULB | Trucks and other Rubber Tire Vehicles | 0% |
| Facilities | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale | Administration/ Maintenance Facilities | 0% |

Table 10 | FDOT Group Plan TAM Targets for Tier II Providers

| Asset Category | Asset Class | 2024 Performance Target |
|---|--|-------------------------|
| Revenue Vehicles | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB | Automobile | 66 % |
| | Bus | 12% |
| | Cutaway Bus | 18% |
| | School Bus | 0% |
| | Mini-Van | 31% |
| | SUV | 6% |
| | Van | 35% |
| Equipment | | |
| Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their ULB | Non-Revenue Automobile | 71% |
| | Trucks and other Rubber Tire Vehicles | 8% |
| Facilities | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Passenger/Parking Facilities | 0% |
| | Administration/ Maintenance Facilities | 9% |

Transit Asset Management Investments in the TIP

The LSMPO's TIP was developed and is managed in cooperation with LakeXpress and Sumter County Transit. It reflects the investment priorities established in the LSMPO 2050 LRTP.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of LSMPO's investments address transit state of good repair such as those in the following categories:

- Bus and other vehicle purchases and replacements,
- Equipment purchases and replacements,
- Retrofits,
- Repair, rehabilitation, and replacement of transit facilities,
- Repair, rehabilitation, and replacement of transit infrastructure.

Transit asset condition and state of good repair is a consideration in the methodology that LSMPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. The LSMPO TIP devotes resources to projects that will maintain and improve transit state of good repair. Investments in transit assets in the TIP include \$10.8 million for capital improvements.

The LSMPO TIP has been evaluated, and the overall program's anticipated effect is that, once implemented, progress will be made toward achieving the TAM performance targets. The LSMPO will continue to coordinate with

LakeXpress and Sumter County Transit to maintain the region's transit assets in a state of good repair.

Investment decisions for asset replacement in the FDOT Group TAM Plan inventory are made with the goal to maintain or improve the percentage of vehicles, equipment, and facilities in adequate or better condition. FDOT and its subrecipient transit providers will monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. If an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable. The subrecipients prioritize the rehabilitation and replacement of vehicles that provide transit service over non-revenue vehicles and facilities.

Transit Safety Performance Measures

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply 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 PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the [National Public Transportation Safety Plan](#), which was updated in April 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider 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 FTA PTASP requirements.¹⁰

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established

when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the LSMPO must reflect those targets in LRTP and TIP updates.

Transit Safety Targets

The following public transportation providers operate in the LSMPO planning area: Sumter County Transit, and LakeXpress. Of these, LakeXpress is responsible for developing a PTASP and establishing transit safety performance targets annually as they receive federal funds under the FTA Urbanized Area Formula Grants.

¹⁰ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://protect-us.mimecast.com/s/doMqC31KO7tpVgR7TgWrmm>

Transit Agency Safety Targets

LakeXpress established the transit safety targets identified in **Table 11** on January 7th, 2021:

Table 11 | Transit Safety Performance Targets for LakeXpress

| Transit Mode | Fatalities (total) | Fatalities (rate) | Injuries (total) | Injuries (rate) | Safety Events (total) | Safety Events (rate) | System Reliability |
|-----------------|--------------------|-------------------|------------------|-----------------|-----------------------|----------------------|--------------------|
| Fixed Route Bus | 0 | 0 | 45 | 0.00002 | 19 | 0.000007 | 12,534 |
| ADA Paratransit | 0 | 0 | 27 | 0.000006 | 9 | 0.000002 | 40.813 |

MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO’s must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On September 26, 2018, the LSMPO agreed to support the LakeXpress and Sumter County Transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider’s targets.

Transit Safety Investments in the TIP

The LSMPO TIP was developed and is managed in cooperation with LakeXpress and Sumter County Transit. It reflects the investment priorities established in the 2050 LRTP.

FTA funding, as programmed by the region’s transit providers and FDOT, is used for programs and products to improve the safety of the region’s transit systems. The focus of LSMPO’s investments that address transit safety include additional funding from the FTA Section 5307 funding.

Transit safety is a consideration in the methodology LSMPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all the MPO’s goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are

anticipated to improve transit safety in the MPO's planning area.

The LSMPO TIP has been evaluated, and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The LSMPO will continue to coordinate with the LakeXpress and Sumter County Transit to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

FIVE-YEAR SUMMARIES

The indirect costs are calculated at a set rate that FHWA approves. These are FDOT expenses, like salaries, that support each transportation project and are included in total project costs. The state funded indirect costs are utilized to satisfy the federal matching requirements necessary to obtain the federal funds for the projects.

5-year Summary by Fund Code

Table 12 | Fund Code Summary

| Fund Code | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Total |
|-----------|---------------|--------------|--------------|--------------|-------------|-------------|-------|---------------|
| ACNP | \$38,920,518 | \$2,203,578 | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,124,096 |
| ACNR | \$0 | \$4,861,409 | \$0 | \$32,415,112 | \$0 | \$0 | \$0 | \$37,276,521 |
| ACPL | \$0 | \$1,070,188 | \$1,070,188 | \$1,070,188 | \$1,070,188 | \$1,070,188 | \$0 | \$5,350,940 |
| ACSA | \$7,902,213 | \$3,990,118 | \$0 | \$3,378,709 | \$0 | \$0 | \$0 | \$15,271,040 |
| ACSL | \$0 | \$1,299,950 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,299,950 |
| ACSM | \$0 | \$603,633 | \$0 | \$0 | \$0 | \$0 | \$0 | \$603,633 |
| ACSN | \$0 | \$7,161,378 | \$0 | \$1,856,284 | \$0 | \$0 | \$0 | \$9,017,662 |
| ACSS | \$652,000 | \$5,967,439 | \$1,583,792 | \$1,501,782 | \$0 | \$0 | \$0 | \$9,705,013 |
| ART | \$69,530,460 | \$91,409,242 | \$2,840,132 | \$4,708,999 | \$0 | \$0 | \$0 | \$168,488,833 |
| ARTW | \$42,109,398 | \$13,300,000 | \$2,931,549 | \$0 | \$0 | \$0 | \$0 | \$58,340,947 |
| BNIR | \$2,725,365 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,725,365 |
| CD23 | \$500,000 | \$3,112,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,612,000 |
| CIGP | \$0 | \$9,881,561 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,881,561 |
| D | \$100,026,834 | \$6,478,595 | \$5,749,197 | \$3,382,145 | \$3,759,640 | \$3,703,000 | \$0 | \$123,099,411 |
| DDR | \$35,404,235 | \$21,661,802 | \$42,274,436 | \$14,689,781 | \$1,805,013 | \$800,000 | \$0 | \$116,635,267 |
| DER | \$215,785 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$215,785 |
| DIH | \$5,838,006 | \$1,949,355 | \$78,713 | \$406,711 | \$24,816 | \$0 | \$0 | \$8,297,601 |
| DIOH | \$28,794,391 | \$9,772,914 | \$2,517,316 | \$2,726,072 | \$1,092,880 | \$670,463 | \$0 | \$45,574,036 |
| DITS | \$3,248,816 | \$146,351 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,395,167 |
| DPTO | \$3,695,814 | \$1,394,444 | \$1,067,108 | \$1,099,121 | \$1,132,095 | \$1,966,058 | \$0 | \$10,354,640 |
| DS | \$4,116,425 | \$7,580,732 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,697,157 |
| DSBW | \$14,367,368 | \$7,774,177 | \$4,022,040 | \$0 | \$0 | \$0 | \$0 | \$26,163,585 |
| DU | \$2,557,784 | \$1,428,759 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,986,543 |
| FAA | \$0 | \$0 | \$405,000 | \$0 | \$0 | \$0 | \$0 | \$405,000 |
| FINC | \$644,502 | \$59,859,144 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,503,646 |
| FTA | \$30,051,956 | \$6,061,867 | \$6,061,867 | \$0 | \$0 | \$0 | \$0 | \$42,175,690 |

| Fund Code | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Total |
|--------------|----------------------|----------------------|----------------------|----------------------|---------------------|----------------------|----------------------|------------------------|
| GFNP | \$2,368,808 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,368,808 |
| GRSC | \$0 | \$0 | \$0 | \$1,990,021 | \$0 | \$0 | \$0 | \$1,990,021 |
| HSP | \$375,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$375,000 |
| LF | \$26,338,415 | \$39,334,811 | \$4,241,575 | \$4,765,248 | \$1,502,095 | \$1,566,058 | \$0 | \$77,748,202 |
| LFR | \$22,215,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,215,000 |
| NHPP | \$6,609,916 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,609,916 |
| PKBD | \$331,270,605 | \$4,631,665 | \$281,854,528 | \$267,398,201 | \$0 | \$275,653,887 | \$633,350,704 | \$1,794,159,590 |
| PKED | \$4,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,000 |
| PKOH | \$20,026,866 | \$1,233,833 | \$7,359,916 | \$6,669,211 | \$250,474 | \$6,778,867 | \$15,551,356 | \$57,870,523 |
| PKYI | \$170,992,174 | \$45,644,132 | \$19,559,624 | \$5,836,204 | \$10,202,854 | \$2,138,740 | \$4,000,000 | \$258,373,728 |
| PKYR | \$54,591 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$54,591 |
| SA | \$1,620,124 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,620,124 |
| SCED | \$0 | \$0 | \$0 | \$526,316 | \$0 | \$0 | \$0 | \$526,316 |
| SCOP | \$0 | \$0 | \$0 | \$526,316 | \$0 | \$0 | \$0 | \$526,316 |
| SCWR | \$0 | \$0 | \$0 | \$646,579 | \$0 | \$0 | \$0 | \$646,579 |
| SL | \$6,517,524 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,517,524 |
| SN | \$5,278,107 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,278,107 |
| SR2T | \$0 | \$1,077,035 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,077,035 |
| TALL | \$3,450,634 | \$100,000 | \$701,876 | \$0 | \$0 | \$0 | \$0 | \$4,252,510 |
| TALM | \$46,488 | \$66,473 | \$0 | \$0 | \$0 | \$0 | \$0 | \$112,961 |
| TALT | \$5,796,731 | \$4,164,188 | \$843,398 | \$0 | \$0 | \$0 | \$0 | \$10,804,317 |
| TLWR | \$1,985,213 | \$0 | \$0 | \$0 | \$12,363,988 | \$0 | \$0 | \$14,349,201 |
| TMBW | \$847,961 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$847,961 |
| TOTAL | \$997,100,027 | \$365,220,773 | \$385,162,255 | \$355,593,000 | \$33,204,043 | \$294,347,261 | \$652,902,060 | \$3,083,529,419 |

5-year Summary by Funding Source

Table 13 | Funding Source Summary

| Funding Source | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Total |
|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|----------------------|----------------------|------------------------|
| Federal | \$112,647,803 | \$43,168,015 | \$10,666,121 | \$40,222,075 | \$1,070,188 | \$1,070,188 | \$0 | \$208,844,390 |
| Local | \$48,553,415 | \$39,334,811 | \$4,241,575 | \$4,765,248 | \$1,502,095 | \$1,566,058 | \$0 | \$99,963,202 |
| R/W and Bridge Bonds | \$2,725,365 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,725,365 |
| State 100% | \$295,613,879 | \$223,434,140 | \$57,458,451 | \$30,702,061 | \$20,178,432 | \$7,139,521 | \$0 | \$634,526,484 |
| Toll/ Turnpike | \$537,559,565 | \$59,283,807 | \$312,796,108 | \$279,903,616 | \$10,453,328 | \$284,571,494 | \$652,902,060 | \$2,137,469,978 |
| TOTAL | \$997,100,027 | \$365,220,773 | \$385,162,255 | \$355,593,000 | \$33,204,043 | \$294,347,261 | \$652,902,060 | \$3,083,529,419 |

5-year Summary by Project Category

Table 14 | Project Category Summary

| Project Category | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Total |
|--|----------------------|----------------------|----------------------|----------------------|---------------------|----------------------|----------------------|------------------------|
| Aviation | \$764,700 | \$764,700 | \$1,215,582 | \$2,039,200 | \$1,988,710 | \$2,039,200 | \$0 | \$8,812,092 |
| Bike/Ped and Sidewalk Projects | \$181,983 | \$1,299,730 | \$812,586 | \$0 | \$0 | \$0 | \$0 | \$2,294,299 |
| Bridge Projects | \$0 | \$1,454,445 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,454,445 |
| Planning Studies | \$0 | \$1,222,797 | \$1,222,797 | \$1,222,797 | \$1,222,797 | \$1,222,797 | \$0 | \$6,113,985 |
| Roadway Capacity Projects (Non-SIS) | \$114,680,665 | \$217,854,449 | \$2,758,334 | \$6,000,491 | \$241,777 | \$0 | \$0 | \$341,535,716 |
| Safety/Operations /TSMO Projects | \$132,498,020 | \$44,470,335 | \$53,516,765 | \$61,490,587 | \$4,213,045 | \$4,153,086 | \$0 | \$300,341,838 |
| Strategic Intermodal System Projects (SIS) | \$679,971,130 | \$75,979,695 | \$313,592,819 | \$282,614,755 | \$10,453,328 | \$284,571,494 | \$652,902,060 | \$2,300,085,281 |
| Trail Projects | \$14,450,562 | \$7,857,217 | \$805,678 | \$0 | \$12,792,460 | \$0 | \$0 | \$35,905,917 |
| Transit and Transportation Disadvantage Projects | \$54,552,967 | \$14,317,405 | \$11,237,694 | \$2,225,170 | \$2,291,926 | \$2,360,684 | \$0 | \$86,985,846 |
| Total | \$997,100,027 | \$365,220,773 | \$385,162,255 | \$355,593,000 | \$33,204,043 | \$294,347,261 | \$652,902,060 | \$3,083,529,419 |

PROJECT SUMMARY TABLES

The following section includes illustrative maps and summary tables based on project categories as follows:

- Aviation Projects
- Bike/Ped and Sidewalk Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operations/TSMO Projects
- Strategic Intermodal System Projects (SIS)
- Trail Projects
- Transit and Transportation Disadvantaged Projects

The summary tables are organized, and color-coded, by the nine project categories, and include the following information:

- A. Priority Project Identifier: Funded (projects funded through construction that were on LOPP Top Priority), Top Priority projects in LOPP, Priority (all other projects listed in LOPP)
- B. Project Description: Location of Project
- C. Work Description: Type of Project
- D. FPN: FDOT Project Identification Number
- E. Funding Source: Federal, State, Local, or a combination thereof.
- F. LRTP Page: Where the project is referenced in the LSMPO 2050 LRTP
- G. Project Phase: See Glossary and Abbreviation Section
- H. Project Costs: Broken into Historic Project Cost, Current TIP Project Costs; Future Project Costs; and Total Project Costs
- I. Responsible Agency
- J. County

Figure 7 | Summary Table Sample

| Phase | <FY Date | | FY Date | | FY Date | | FY Date | | >FY Date | | Amount Funded | | |
|--------------------------|-----------|------------------|-----------|----------------|-----------|----------------|-----------|----------|-----------|----------|---------------|------------------|---|
| | | | | | | | | | | | | | |
| PE | \$ | 1,952,569 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 1,952,569 | |
| PEX | \$ | 211,373 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 211,373 | |
| PDE | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | |
| PDX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | |
| ROW | \$ | 4,835,196 | \$ | 200,000 | \$ | 759,000 | \$ | - | \$ | - | \$ | 5,794,196 | |
| Total | \$ | 6,999,138 | \$ | 200,000 | \$ | 759,000 | \$ | - | \$ | - | \$ | 7,958,138 | |
| Responsible Agency: FDOT | | | | | | | | | | | County: LAKE | | Total Project Cost: \$ 7,958,138 |

Aviation Projects

TIP & LOPP Dashboard

Lake-Sumter MPO

Select by Type
Aviation

Select by County
All Counties

Select by Responsible Agency
All Agencies

Select by SIS
All Projects

Select for Federal Funding
All Funding

Toggle between Adopted Draft

TIP Project List

4384493 - Lake - Leesburg International Construct Hangar - Phase 3
 Draft - Lake County
 Aviation
 Fund Codes: DDR, DIOH, LF

4424841 - Lake - Leesburg International Land Acquisition
 Draft - Lake County
 Aviation
 Fund Codes: DDR, DIOH, LF

4448733 - Lake - Leesburg International Fuel Farm Tanks
 Draft - Lake County
 Aviation
 Fund Codes: DDR, DIOH, LF

4448751 - Lake - Umatilla Muni Relocate Road
 Draft - Lake County
 Aviation
 Fund Codes: DDR, DIOH, LF

4480101 - Leesburg International Airport Taxiway
 Draft - Lake County
 Aviation
 Fund Codes: DDR, DIOH, FAA, LF

4541131 - Lake - Umatilla Storage Hangars
 Draft - Lake County
 Aviation

TIP
LOPP

1 of 8
»

Draft TIP: 438449-3

| | |
|------------------|--|
| FPN | 438449-3 |
| FM NUMBER | 4384493 |
| PROJECT NAME | Lake - Leesburg International Construct Hangar - Phase 3 |
| PROJECT SEGMENT | |
| FROM | |
| TO | |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Lake County |
| DESCRIPTION | Lake - Leesburg International Construct Hangar - Phase 3 |
| MARK DESCRIPTION | Aviation Projects/Operational |

TIP
LOPP

Draft Cost Records

Selection required on one or more elements

Adopted
Draft

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operator Projects
- Strategic Interm System Projects (
- Trail Projects
- Transit and Transportation Disadvantaged P

Lake-Sumter MPO Boundary

Sum 5-Year Cost
 \$8,047,392

Total
5-Year

Number of TIP Projects

8

TIP
LOPP

Aviation

By Type
By County
Sum Total Cost by Type
Sum 5-Year Cost by Type
Sum Historical Cost by Type
Sum Future Cost by Type
Adopted Total by Source
Draft Total by Source

| | | | | | | | | | |
|--------------------------------------|----------------------|-------------|---|-------------|-------------|--------------|---------------------------------------|----------------------|-------|
| 1 | Project Description: | | LAKE - LEESBURG INTERNATIONAL LAND ACQUISITION | | | | FPN: | Funding Source(s): | Local |
| | Work Description: | | AVIATION REVENUE/OPERATIONAL | | | | 442484-1 | | |
| | Congested Corridor: | | NO | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| CAP | \$ - | \$ - | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ 500,000 | |
| CAX | \$ - | \$ - | \$ 9,800 | \$ - | \$ - | \$ - | \$ - | \$ 9,800 | |
| Total | \$ - | \$ - | \$ 9,800 | \$ - | \$ - | \$ - | \$ - | \$ 509,800 | |
| Responsible Agency: CITY OF LEESBURG | | | | | | County: LAKE | Total Project Cost: \$ 509,800 | | |

| | | | | | | | | | |
|--------------------------------------|----------------------|-------------|---|-------------|-----------------|--------------|---------------------------------------|----------------------|-------|
| 2 | Project Description: | | LAKE - UMATILLA MUNI RELOCATE ROAD | | | | FPN: | Funding Source(s): | Local |
| | Work Description: | | AVIATION PRESERVATION PROJECT | | | | 444875-1 | | |
| | Congested Corridor: | | NO | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ 200,000 | \$ - | \$ - | \$ 200,000 | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ 4,410 | \$ - | \$ - | \$ 4,410 | |
| Total | \$ - | \$ - | \$ - | \$ - | \$ 4,410 | \$ - | \$ - | \$ 204,410 | |
| Responsible Agency: CITY OF UMATILLA | | | | | | County: LAKE | Total Project Cost: \$ 204,410 | | |

| | | | | | | | | | |
|--|----------------------|-------------|---|-------------|-------------|--------------|---------------------------------------|----------------------|-------|
| 3 | Project Description: | | LEESBURG INTERNATIONAL AIRPORT TAXIWAY | | | | FPN: | Funding Source(s): | Local |
| | Work Description: | | AVIATION PRESERVATION PROJECT | | | | 448010-1 | | |
| | Congested Corridor: | | NO | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| CAP | \$ - | \$ - | \$ 450,000 | \$ - | \$ - | \$ - | \$ - | \$ 450,000 | |
| CAX | \$ - | \$ - | \$ 882 | \$ - | \$ - | \$ - | \$ - | \$ 882 | |
| Total | \$ - | \$ - | \$ 882 | \$ - | \$ - | \$ - | \$ - | \$ 450,882 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | County: LAKE | Total Project Cost: \$ 450,882 | | |

| | | | | | | | | | |
|--|----------------------|-------------|---|------------------|------------------|------------------|---|----------------------|-------------------|
| 4 | Project Description: | | LAKE - LEESBURG INTERNATIONAL CONSTRUCT HANGAR - PHASE 3 | | | | FPN: | Funding Source(s): | Local, State 100% |
| | Work Description: | | AVIATION REVENUE/OPERATIONAL | | | | 438449-3 | | |
| | Congested Corridor: | | NO | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| CAP | \$ - | \$ - | \$ - | \$ 1,000,000 | \$ 750,000 | \$ 1,000,000 | \$ - | \$ 2,750,000 | |
| CAX | \$ - | \$ - | \$ - | \$ 19,600 | \$ 14,700 | \$ 19,600 | \$ - | \$ 53,900 | |
| Total | \$ - | \$ - | \$ - | \$ 19,600 | \$ 14,700 | \$ 19,600 | \$ - | \$ 2,803,900 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | County: LAKE | Total Project Cost: \$ 2,803,900 | | |

| | | | | | | | | | | |
|--------------------------------------|----------------------|------------------|--|-------------|--------------|-------------|-------------------------------|----------------------|--------------------|-------|
| 5 | Project Description: | | LAKE - LEESBURG INTERNATIONAL FUEL FARM TANKS | | | | | FPN: | Funding Source(s): | Local |
| | Work Description: | | AVIATION REVENUE/OPERATIONAL | | | | | 444873-3 | | |
| | Congested Corridor: | | NO | | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| CAP | \$ 750,000 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ | 1,500,000 | |
| CAX | \$ 14,700 | \$ 14,700 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ | 29,400 | |
| Total | \$ 14,700 | \$ 14,700 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ | 1,529,400 | |
| Responsible Agency: CITY OF LEESBURG | | | | | County: LAKE | | Total Project Cost: \$ | | 1,529,400 | |

| | | | | | | | | | | |
|--|----------------------|-------------|--|-------------|-----------------|------------------|-------------------------------|----------------------|--------------------|----------------|
| 6 | Project Description: | | LAKE - UMATILLA STORAGE HANGARS | | | | | FPN: | Funding Source(s): | Bonds, Federal |
| | Work Description: | | AVIATION REVENUE/OPERATIONAL | | | | | 454113-1 | | |
| | Congested Corridor: | | NO | | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ 250,000 | \$ 1,000,000 | \$ - | \$ | 1,250,000 | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ 4,900 | \$ 19,600 | \$ - | \$ | 24,500 | |
| Total | \$ - | \$ - | \$ - | \$ - | \$ 4,900 | \$ 19,600 | \$ - | \$ | 1,274,500 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | County: LAKE | | Total Project Cost: \$ | | 1,274,500 | |

| | | | | | | | | | |
|--|----------------------|-------------|--|-------------|------------------|--------------|---------------------------------------|----------------------|-------|
| 7 | Project Description: | | LAKE - LEESBURG INTERNATIONAL AIRPORT RUNWAY 4-22 | | | | FPN: | Funding Source(s): | Local |
| | Work Description: | | AVIATION PRESERVATION PROJECT | | | | 457739-1 | | |
| | Congested Corridor: | | NO | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ 750,000 | \$ - | \$ - | \$ 750,000 | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ 14,700 | \$ - | \$ - | \$ 14,700 | |
| Total | \$ - | \$ - | \$ - | \$ - | \$ 14,700 | \$ - | \$ - | \$ 764,700 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | County: LAKE | Total Project Cost: \$ 764,700 | | |

| | | | | | | | | | |
|--|----------------------|-------------|---------------------------------------|------------------|-------------|--------------|---|----------------------|-------|
| 8 | Project Description: | | LAKE - UMATILLA TAXILANE REHAB | | | | FPN: | Funding Source(s): | Local |
| | Work Description: | | AVIATION PRESERVATION PROJECT | | | | 457740-1 | | |
| | Congested Corridor: | | NO | | | | LRTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| CAP | \$ - | \$ - | \$ 250,000 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ 1,250,000 | |
| CAX | \$ - | \$ - | \$ 4,900 | \$ 19,600 | \$ - | \$ - | \$ - | \$ 24,500 | |
| Total | \$ - | \$ - | \$ 4,900 | \$ 19,600 | \$ - | \$ - | \$ - | \$ 1,274,500 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | County: LAKE | Total Project Cost: \$ 1,274,500 | | |

Bike/Ped & Sidewalk Project

TIP & LOPP Dashboard
Lake-Sumter MPO

 Select by Type: Bike/Ped and Sidewalk Projects |
 Select by County: All Counties |
 Select by Responsible Agency: All Agencies |
 Select by SIS: All Projects |
 Select for Federal Funding: All Funding |
 Toggle between: Adopted Draft

TIP Project List

4396832 - Log House Rd (Pine Ridge Elementary School)
Draft - Lake County
Bike/Ped and Sidewalk Projects
Fund Codes: DIOH, LF, TALT

4479901 - Beverly Shores Neighborhood Sidewalk Project At Various Locations
Draft - Lake County
Bike/Ped and Sidewalk Projects
Fund Codes: DIOH, LF, SR2T

1 of 2

Draft TIP: 439683-2

| | |
|-----------------|--|
| FPN | 439683-2 |
| FM NUMBER | 4396832 |
| PROJECT NAME | Log House Rd (Pine Ridge Elementary School) |
| PROJECT SEGMENT | From CR 561 To Lakeshore Drive |
| FROM | CR 561 |
| TO | Lakeshore Drive |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Lake County |
| DESCRIPTION | Log House Rd (Pine Ridge Elementary School) From CR 561 To Lakeshore Drive |

WORK DESCRIPTION

TIP
LOPP

Draft Cost Records

Selection required on one or more elements

Adopted
Draft

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operator Projects
- Strategic Intermodal System Projects
- Trail Projects
- Transit and Transportation Disadvantaged P

Lake-Sumter MPO Boundary

Sum 5-Year Cost

\$2,112,316

Total
5-Year

Number of TIP Projects

2

TIP

LOPP

By Type

By County

Sum Total Cost by Type

Sum 5-Year Cost by Type

Sum Historical Cost by Type

Sum Future Cost by Type

Adopted Total by Source

Draft Total by Source

| | | | | | | | | | | |
|--------------------------------------|----------------------|---------------------|--|-------------|-------------|--------------|-----------------|---|---------------------|--------------|
| 1 | Project Description: | | BEVERLY SHORES NEIGHBORHOOD SIDEWALK PROJECT AT VARIOUS LOCATIONS | | | | | FPN: | Funding Source(s): | Bonds, Local |
| | Work Description: | | SIDEWALK | | | | | 447990-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 36; PG. 64 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ 1,264,570 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,264,570 | |
| CSX | \$ - | \$ 5,354 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,354 | |
| COX | \$ - | \$ 29,806 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 29,806 | |
| Total | \$ - | \$ 1,299,730 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,299,730 | |
| Responsible Agency: CITY OF LEESBURG | | | | | | County: LAKE | | Total Project Cost: \$ 1,299,730 | | |

| | | | | | | | | | | | |
|--------------------------------------|---------------------|----------------------|-------------------|---|-------------|--------------|-----------------|---------------------------------------|-------------------|--------------------|-------|
| 2 | TOP PRIORITY | Project Description: | | LOG HOUSE RD (PINE RIDGE ELEMENTARY SCHOOL) FROM CR 561 TO LAKESHORE DRIVE | | | | | FPN: | Funding Source(s): | Local |
| | | Work Description: | | SIDEWALK | | | | | 439683-2 | | |
| | | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 36; PG. 64 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | | |
| ROW | \$ 172,758 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 172,758 | | |
| RWX | \$ 9,225 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,225 | | |
| CST | \$ - | \$ - | \$ 786,274 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 786,274 | | |
| CSX | \$ - | \$ - | \$ 3,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,800 | | |
| COX | \$ - | \$ - | \$ 22,512 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 22,512 | | |
| Total | \$ 181,983 | \$ - | \$ 812,586 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 994,569 | | |
| Responsible Agency: LAKE COUNTY BOCC | | | | | | County: LAKE | | Total Project Cost: \$ 994,569 | | | |

Bridge Projects

TIP & LOPP Dashboard

Lake-Sumter MPO

Select by Type
Bridge Projects

Select by County
All Counties

Select by Responsible Agency
All Agencies

Select by SIS
All Projects

Select for Federal Funding
All Funding

Toggle between Adopted Draft

☰

TIP Project List

4534881 - Morse Boulevard Bridge Rehabilitation
 Draft - Sumter County
 Bridge Projects
 Fund Codes: ACSL, DIOH, LF

Draft TIP: 453488-1

| | |
|------------------------|---------------------------------------|
| FPN | 453488-1 |
| FM NUMBER | 4534881 |
| PROJECT NAME | Morse Boulevard Bridge Rehabilitation |
| PROJECT SEGMENT | |
| FROM | |
| TO | |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Sumter County |
| DESCRIPTION | Morse Boulevard Bridge Rehabilitation |
| WORK DESCRIPTION | Bridge Repair/Rehabilitation |
| WP CATEGORY | Highways |
| PROJECT LENGTH (MILES) | 0.21 |

TIP
LOPP

Adopted Cost Records

Selection required on one or more elements

Adopted
Draft

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operator Projects
- Strategic Intermodal System Projects
- Trail Projects
- Transit and Transportation Disadvantaged F

Lake-Sumter MPO Boundary

Sum 5-Year Cost

\$1,454,445

Total
5-Year

Number of TIP Projects

1

TIP
LOPP

Bridge Projects

By Type
By County
Sum Total Cost by Type
Sum 5-Year Cost by Type
Sum Historical Cost by Type
Sum Future Cost by Type
Adopted Total by Source
Draft Total by Source

| | | | | | | | | | | |
|--|-----------------|----------------------|-------------|--|-------------|-------------|-----------------|----------------------|-------------------------------|------------------|
| 1 | PRIORITY | Project Description: | | MORSE BOULEVARD BRIDGE REHABILITATION | | | | FPN: | Funding Source(s): | Local |
| | | Work Description: | | BRIDGE-REPAIR/REHABILITATION | | | | 453488-1 | | |
| | | Congested Corridor: | | NO | | | | L RTP Page: | PG. 40 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| CST | \$ - | \$ 1,433,960 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ | 1,433,960 | |
| CSX | \$ - | \$ 2,649 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ | 2,649 | |
| COX | \$ - | \$ 17,836 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ | 17,836 | |
| Total | \$ - | \$ 1,454,445 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ | 1,454,445 | |
| Responsible Agency: SUMTER COUNTY BOCC | | | | | | | County: SUMTER | | Total Project Cost: \$ | 1,454,445 |

Planning Studies

TIP & LOPP Dashboard Lake-Sumter MPO

Select by Type
Planning Studies
Select by County
All Counties
Select by Responsible Agency
All Agencies
Select by SIS
All Projects
Select for Federal Funding
All Funding
Toggle between Adopted Draft

TIP Project List

4393296 - Lake Sumter Urban Area FY 2026/2027 - 2027/2028 UPWP
Draft - Lake County
Planning Studies
Fund Codes: ACPL, DIOH

4393297 - Lake Sumter Urban Area FY 2028/2029 - 2029/2030 UPWP
Draft - Lake County
Planning Studies
Fund Codes: ACPL, DIOH

4393298 - Lake Sumter Urban Area FY 2030/2031 - 2031/2032 UPWP
Draft - Lake County
Planning Studies
Fund Codes: ACPL, DIOH

Draft TIP: 439329-6

| | |
|------------------|--|
| FPN | 439329-6 |
| FM NUMBER | 4393296 |
| PROJECT NAME | Lake Sumter Urban Area FY 2026/2027 - 2027/2028 UPWP |
| PROJECT SEGMENT | |
| FROM | |
| TO | |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Lake County |
| DESCRIPTION | Lake Sumter Urban Area FY 2026/2027 - 2027/2028 UPWP |
| WORK DESCRIPTION | Transportation Planning |

TIP
LOPP

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operator Projects
- Strategic Interim System Projects (
- Trail Projects
- Transit and Transportation Disadvantaged F

Lake-Sumter MPO Boundary

Sum 5-Year Cost

\$6,113,985

Total
5-Year

Adopted Cost Records

Selection required on one or more elements

Adopted
Draft

TIP
LOPP

Number of TIP Projects

3

| By Type | By County | Sum Total Cost by Type | Sum 5-Year Cost by Type | Sum Historical Cost by Type | Sum Future Cost by Type | Adopted Total by Source | Draft Total by Source |
|------------------|-----------|------------------------|-------------------------|-----------------------------|-------------------------|-------------------------|-----------------------|
| Planning Studies | | | | | | | |

| | | | | | | | | | | |
|--|---|-------------------|-------------------|-------------|-------------|-------------|-----------------|-------------------------------|--------------------|------------------|
| 1 | Project Description: LAKE SUMTER URBAN AREA FY 2026/2027 - 2027/2028 UPWP | | | | | | | FPN: | Funding Source(s): | Local |
| | Work Description: TRANSPORTATION PLANNING | | | | | | | 439329-6 | | |
| | Congested Corridor: NO | | | | | | | L RTP Page: | PG. 59 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PLN | \$ - | \$ 1,070,188 | \$ 1,070,188 | \$ - | \$ - | \$ - | \$ - | \$ | 2,140,376 | |
| PLX | \$ - | \$ 152,609 | \$ 152,609 | \$ - | \$ - | \$ - | \$ - | \$ | 305,218 | |
| Total | \$ - | \$ 152,609 | \$ 152,609 | \$ - | \$ - | \$ - | \$ - | \$ | 2,445,594 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | County: LAKE | Total Project Cost: \$ | | 2,445,594 |

| | | | | | | | | | | |
|--|---|-------------|-------------|-------------------|-------------------|-------------|-----------------|-------------------------------|--------------------|------------------|
| 2 | Project Description: LAKE SUMTER URBAN AREA FY 2028/2029 - 2029/2030 UPWP | | | | | | | FPN: | Funding Source(s): | Local |
| | Work Description: TRANSPORTATION PLANNING | | | | | | | 439329-7 | | |
| | Congested Corridor: NO | | | | | | | L RTP Page: | PG. 59 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PLN | \$ - | \$ - | \$ - | \$ 1,070,188 | \$ 1,070,188 | \$ - | \$ - | \$ | 2,140,376 | |
| PLX | \$ - | \$ - | \$ - | \$ 152,609 | \$ 152,609 | \$ - | \$ - | \$ | 305,218 | |
| Total | \$ - | \$ - | \$ - | \$ 152,609 | \$ 152,609 | \$ - | \$ - | \$ | 2,445,594 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | County: LAKE | Total Project Cost: \$ | | 2,445,594 |

| | | | | | | | | | |
|--|---|-------------|-------------|-------------|-------------|--------------|---|----------------------|--|
| 3 | Project Description: LAKE SUMTER URBAN AREA FY 2030/2031 - 2031/2032 UPWP | | | | | | FPN: | Funding Source(s): | Bonds, Federal, Local, State 100%, Toll/Turnpike |
| | Work Description: TRANSPORTATION PLANNING | | | | | | 439329-8 | | |
| | Congested Corridor: NO | | | | | | L RTP Page: | PG. 59 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| PLN | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,070,188 | \$ - | \$ 1,070,188 | |
| PLX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 152,609 | \$ - | \$ 152,609 | |
| Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 152,609 | \$ - | \$ 1,222,797 | |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | County: LAKE | Total Project Cost: \$ 1,222,797 | | |

Roadway Capacity Projects (Non-SIS)

TIP & LOPP Dashboard Lake-Sumter MPO

 Select by Type: Roadway Capacity Projects (N...
 Select by County: All Counties
 Select by Responsible Agency: All Agencies
 Select by SIS: All Projects
 Select for Federal Funding: All Funding
 Toggle between: Adopted Draft

TIP Project List

- 4301321 - SR 35 (US 301)**
 Draft - Sumter County
 Roadway Capacity Projects (Non-SIS)
 Fund Codes: ART, DDR, DIH, DIOH, DS, LF, LFR, PKOH, PKYI, SA, SL, SN
- 4301322 - SR 35 (US 301)**
 Draft - Sumter County
 Roadway Capacity Projects (Non-SIS)
 Fund Codes: ART, DDR, DIH, DIOH, DS, FINC, LF
- 4301324 - SR 35 (US 301)**
 Draft - Sumter County
 Roadway Capacity Projects (Non-SIS)
 Fund Codes: ART, DDR, DIH, DIOH, DS, LF, PKOH, PKYI
- 4301325 - SR 35 (US 301)**
 Draft - Sumter County
 Roadway Capacity Projects (Non-SIS)
 Fund Codes: ART, DDR, DIH, DIOH, DS, FINC
- 4302536 - CR 466A**
 Draft - Lake County
 Roadway Capacity Projects (Non-SIS)
 Fund Codes: ACSL, CD23, CIGP, DIOH, LF
- 4417811 - Hartwood Marsh Rd**
 Draft - Lake County
 Roadway Capacity Projects (Non-SIS)
 Fund Codes: CIGP, LF

TIP
LOPP

1 of 10

Draft TIP: 430132-1

| | |
|------------------|-------------------------------------|
| FPN | 430132-1 |
| FM NUMBER | 4301321 |
| PROJECT NAME | SR 35 (US 301) |
| PROJECT SEGMENT | From CR 470 To SR 44 |
| FROM | CR 470 |
| TO | SR 44 |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Sumter County |
| DESCRIPTION | SR 35 (US 301) From CR 470 To SR 44 |
| WORK DESCRIPTION | Add Lanes and Reconstruct |
| WP CATEGORY | Hinhwave |

TIP
LOPP

Draft Cost Records

Selection required on one or more elements

Adopted
Draft

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operator Projects
- Strategic Interm System Projects (
- Trail Projects
- Transit and Transportation Disadvantaged F

Lake-Sumter MPO Boundary

Sum 5-Year Cost

\$226,855,051

Total
5-Year

Number of TIP Projects

10

TIP
LOPP

By Type
By County
Sum Total Cost by Type
Sum 5-Year Cost by Type
Sum Historical Cost by Type
Sum Future Cost by Type
Adopted Total by Source
Draft Total by Source

| Phase | <2027 | | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
|--------------------------|----------------------|----------------------|---------------------|---------------------|-------------|-------------|-------------------------------|-------------|----------------------|---------------|
| | PE | \$ 15,296,372 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 15,296,372 |
| PEX | \$ 1,738,069 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,738,069 | |
| PDE | \$ 2,189,573 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,189,573 | |
| PDX | \$ 286,744 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 286,744 | |
| DSB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENV | \$ 821,063 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 821,063 | |
| ENX | \$ 55,212 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 55,212 | |
| ROW | \$ 39,770,058 | \$ 18,228,668 | \$ 2,512,000 | \$ 2,059,395 | \$ - | \$ - | \$ - | \$ - | \$ 62,570,121 | |
| RWX | \$ 2,954,961 | \$ 1,171,540 | \$ 154,488 | \$ 126,653 | \$ - | \$ - | \$ - | \$ - | \$ 4,407,642 | |
| RRU | \$ 5,706 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,706 | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ 1,373 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,373 | |
| LAR | \$ 6,100,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,100,000 | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 69,219,131 | \$ 19,400,208 | \$ 2,666,488 | \$ 2,186,048 | \$ - | \$ - | \$ - | \$ - | \$ 93,471,875 | |
| Responsible Agency: FDOT | | County: SUMTER | | | | | Total Project Cost: \$ | | 93,471,875 | |

| Phase | <2027 | | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
|--------------------------|-------------------|----------------------|-------------|-------------|-------------|-------------------|-------------------------------|-------------|-------------------|----------------------|------------|
| | PE | \$ 107,264 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 107,264 |
| PEX | \$ 7,990 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,990 | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| DSB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENV | \$ 644,502 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 644,502 | |
| ENX | \$ 39,637 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 39,637 | |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RRU | \$ - | \$ 2,507,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,507,000 | |
| CST | \$ - | \$ 67,018,008 | \$ - | \$ - | \$ - | \$ 105,084 | \$ - | \$ - | \$ - | \$ 67,123,092 | |
| CSX | \$ - | \$ 207,874 | \$ - | \$ - | \$ - | \$ 7,829 | \$ - | \$ - | \$ - | \$ 215,703 | |
| COX | \$ - | \$ 2,065,323 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,065,323 | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 799,393 | \$ 71,798,205 | \$ - | \$ - | \$ - | \$ 112,913 | \$ - | \$ - | \$ - | \$ 72,710,511 | |
| Responsible Agency: FDOT | | County: SUMTER | | | | | Total Project Cost: \$ | | 72,710,511 | | |

| | | | | | | | | | | |
|--------------------------|----------------------|-----------------|--|-------------|-------------|-------------|----------------|--|----------------------|-----------------------------------|
| 3 | Project Description: | | SR 35 (US 301) FROM CR 525E TO WEST OF CR 468 | | | | | FPN: | Funding Source(s): | Bonds, Federal, Local, State 100% |
| | Work Description: | | ADD LANES AND RECONSTRUCT | | | | | 430132-4 | | |
| | Congested Corridor: | | YES | | | | | L RTP Page: | PG. 32; PG. 62 | |
| | Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| PE | \$ 971 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 971 | | |
| PEX | \$ 72 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 72 | | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| DSB | \$ 31,334,364 | \$ - | \$ 85,478 | \$ - | \$ - | \$ - | \$ - | \$ 31,419,842 | | |
| ENV | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| ENX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| RRU | \$ 1,795,955 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,795,955 | | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| CSX | \$ 209,840 | \$ - | \$ 6,368 | \$ - | \$ - | \$ - | \$ - | \$ 216,208 | | |
| COX | \$ 1,815,079 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,815,079 | | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| INC | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 250,000 | | |
| Total | \$ 35,406,281 | \$ - | \$ 91,846 | \$ - | \$ - | \$ - | \$ - | \$ 35,498,127 | | |
| Responsible Agency: FDOT | | | | | | | County: SUMTER | Total Project Cost: \$ 35,498,127 | | |

| Phase | <2027 | | 2027 | | 2028 | | 2029 | | 2030 | | 2031 | | >2031 | | Amount Funded | |
|--------------------------------------|-------|------------------|------|-------------------|------|----|------|----|------|----|------|--------------|-------|--|---------------|-------------------|
| | PE | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ |
| PEX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| PDE | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| PDX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| DSB | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| ENV | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| ENX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| ROW | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| RWX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| RRU | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| CST | \$ | 6,270,000 | \$ | 22,064,957 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 28,334,957 |
| CSX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| COX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| LAR | \$ | - | \$ | 6,270,000 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 6,270,000 |
| INC | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Total | \$ | 6,270,000 | \$ | 28,334,957 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 34,604,957 |
| Responsible Agency: LAKE COUNTY BOCC | | | | | | | | | | | | County: LAKE | | Total Project Cost: \$ 34,604,957 | | |

| Phase | <2027 | | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
|--|---------------------|---------------------|-------------|-------------|-------------|-------------|-------------------------------|-------------|----------------------|--------------|
| | PE | \$ 1,154,521 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,154,521 |
| PEX | \$ 224,061 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 224,061 | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| DSB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENV | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ 9,036,925 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,036,925 | |
| CSX | \$ - | \$ 22,918 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 22,918 | |
| COX | \$ - | \$ 187,243 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 187,243 | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 1,378,582 | \$ 9,247,086 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,625,668 | |
| Responsible Agency: SUMTER COUNTY BOCC | | County: SUMTER | | | | | Total Project Cost: \$ | | 10,625,668 | |

| Phase | <2027 | | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------------------|-------------------|---------------------|-------------|-------------|-------------|-------------|-------------------------------|-------------|---------------------|
| | PE | \$ 724,595 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ 94,279 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 94,279 |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DSB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENV | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ 2,646,750 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,646,750 |
| CSX | \$ - | \$ 23,447 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 23,447 |
| COX | \$ - | \$ 72,573 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 72,573 |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 818,874 | \$ 2,742,770 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,561,644 |
| Responsible Agency: LAKE COUNTY BOCC | | County: LAKE | | | | | Total Project Cost: \$ | | 3,561,644 |

| Phase | <2027 | | 2027 | | 2028 | | 2029 | | 2030 | | 2031 | | >2031 | | Amount Funded | |
|--|-------|----|------|----|------|----|------|------------------|------|----|------|----------------|-------|---|---------------|------------------|
| | PE | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ |
| PEX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| PDE | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| PDX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| DSB | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| ENV | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| ENX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| ROW | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| RWX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| RRU | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| CST | \$ | - | \$ | - | \$ | - | \$ | 3,772,807 | \$ | - | \$ | - | \$ | - | \$ | 3,772,807 |
| CSX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| COX | \$ | - | \$ | - | \$ | - | \$ | 41,636 | \$ | - | \$ | - | \$ | - | \$ | 41,636 |
| LAR | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| INC | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Total | \$ | - | \$ | - | \$ | - | \$ | 3,814,443 | \$ | - | \$ | - | \$ | - | \$ | 3,814,443 |
| Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | | | | | | | | | | | | County: SUMTER | | Total Project Cost: \$ 3,814,443 | | |

8

Project Description: **CR 466A FROM EAST OF TIMBERTOP LN TO EAST OF POINSETTIA AVENUE** FPN: Funding Source(s): Federal, Local, State 100%

Work Description: **ADD LANES AND RECONSTRUCT** 430253-6
 Congested Corridor: **NO** L RTP Page: PG. 62

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------|-------------------|----------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PDE | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 500,000 |
| PDX | \$ 72,300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 72,300 |
| DSB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENV | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ 11,062,089 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,062,089 |
| CSX | \$ - | \$ 619 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 619 |
| COX | \$ - | \$ 214,482 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 214,482 |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 572,300 | \$ 11,277,190 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,849,490 |

Responsible Agency: LAKE COUNTY BOCC

County: LAKE

Total Project Cost: \$ 11,849,490

| 9 | Project Description: SR 35 (US 301) FROM WEST OF CR 468 TO FLORIDA'S TURNPIKE | | | | | | FPN: | Funding Source(s): | Federal, Local |
|--------------------------|--|----------------------|-------------|-------------|-------------------|----------------|-------------|--|----------------|
| | Work Description: ADD LANES AND RECONSTRUCT | | | | | | 430132-5 | | |
| | Congested Corridor: YES | | | | | | L RTP Page: | PG.62 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| PE | \$ 198,323 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 198,323 | |
| PEX | \$ 14,775 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,775 | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| DSB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENV | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ 2,798 | \$ 72,168,178 | \$ - | \$ - | \$ 119,929 | \$ - | \$ - | \$ 72,290,905 | |
| CSX | \$ 208 | \$ 181,013 | \$ - | \$ - | \$ 8,935 | \$ - | \$ - | \$ 190,156 | |
| COX | \$ - | \$ 2,167,592 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,167,592 | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 216,104 | \$ 74,516,783 | \$ - | \$ - | \$ 128,864 | \$ - | \$ - | \$ 74,861,751 | |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 74,861,751 | |

| Phase | <2027 | | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|-------|--------------|------|------|------|------|-------------------------------|-------|----------------|
| | PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PDE | \$ - | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 500,000 |
| PDX | \$ - | \$ 37,250 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 37,250 |
| DSB | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENV | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ 537,250 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 537,250 |
| Responsible Agency: FDOT | | County: LAKE | | | | | Total Project Cost: \$ | | 537,250 |

Safety/Operations/TSMO Projects

TIP & LOPP Dashboard
Lake-Sumter MPO

Select by Type
Safety/Operations/TSMO Proj...
Select by County
All Counties
Select by Responsible Agency
All Agencies
Select by SIS
All Projects
Select for Federal Funding
All Funding
Toggle between Adopted Draft

TIP Project List

- 2447543 - Vegetation And Aesthetics Area Wide**
 Draft - Lake County
 Safety/Operations/TSMO Projects
 Fund Codes: D, DIOH, TMBW
- 4130193 - Lake Traffic Engineering Contracts**
 Draft - Lake County
 Safety/Operations/TSMO Projects
 Fund Codes: DDR, DIOH, DITS
- 4130198 - Sumter Traffic Engineering Contracts**
 Draft - Sumter County
 Safety/Operations/TSMO Projects
 Fund Codes: DDR, DIOH, DITS
- 4136151 - Lighting Agreements**
 Draft - Lake County
 Safety/Operations/TSMO Projects
 Fund Codes: D, DDR, DIOH
- 4136152 - Lighting Agreements**
 Draft - Sumter County
 Safety/Operations/TSMO Projects
 Fund Codes: D, DDR, DIOH
- 4171991 - Lady Lake Memorandum Of Agreement**
 Draft - Lake County
 Safety/Operations/TSMO Projects
 Fund Codes: D, DIOH
- 4181061 - Lake Primary In-House**

TIP
LOPP

1 of 37

Draft TIP: 244754-3

| | |
|------------------|-------------------------------------|
| FPN | 244754.3 |
| FM NUMBER | 2447543 |
| PROJECT NAME | Vegetation And Aesthetics Area Wide |
| PROJECT SEGMENT | |
| FROM | |
| TO | |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Lake County |
| DESCRIPTION | Vegetation And Aesthetics Area Wide |
| WORK DESCRIPTION | Routine Maintenance |
| WP CATEGORY | Maintenance |

TIP
LOPP

Draft Cost Records

Selection required on one or more elements

Adopted
Draft

Legend
 Draft (FY 2027 - 2031)
 - Aviation
 - Bike/Ped and Sid Projects
 - Bridge Projects
 - Planning Studies
 - Roadway Capacity Projects (Non-SIS)
 - Safety/Operator Projects
 - Strategic Intermodal System Projects
 - Trail Projects
 - Transit and Transportation Disadvantaged Projects

Lake-Sumter MPO Boundary
 Sum 5-Year Cost
\$167,843,818
 Total 5-Year

Number of TIP Projects

37

TIP
LOPP

By Type
By County
Sum Total Cost by Type
Sum 5-Year Cost by Type
Sum Historical Cost by Type
Sum Future Cost by Type
Adopted Total by Source
Draft Total by Source

| 1 | Project Description: | | OKAHUMPKA SERVICE PLAZA PARKING IMPROVEMENTS IN SUMTER COUNTY (MP 299) | | | | | FPN: | Funding Source(s): | Bonds, Federal, Local |
|--------------------------|----------------------|-------------|---|-------------------|-------------|----------------|-------------|---|--------------------|-----------------------|
| | Work Description: | | REST AREA | | | | | 450977-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 54 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 2,726 | \$ - | \$ 2,600,000 | \$ 99,000 | \$ - | \$ - | \$ - | \$ 2,701,726 | | |
| PEX | \$ 124 | \$ - | \$ 63,440 | \$ 2,416 | \$ - | \$ - | \$ - | \$ 65,980 | | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 2,850 | \$ - | \$ 2,663,440 | \$ 101,416 | \$ - | \$ - | \$ - | \$ 2,767,706 | | |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 2,767,706 | | |

| 2 | Project Description: | | SR 44 FROM W OF I-75 TO CR 229 | | | | | FPN: | Funding Source(s): | Bonds, Federal, Local |
|--------------------------|----------------------|---------------------|--------------------------------|-------------|-------------|----------------|-------------|---|--------------------|-----------------------|
| | Work Description: | | RESURFACING | | | | | 452656-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 40 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 1,624,075 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,624,075 | | |
| PEX | \$ 169,427 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 169,427 | | |
| CST | \$ - | \$ 6,853,389 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,853,389 | | |
| CSX | \$ - | \$ 18,422 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 18,422 | | |
| COX | \$ - | \$ 204,918 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 204,918 | | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 1,793,502 | \$ 7,076,729 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,870,231 | | |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 8,870,231 | | |

| 3 | Project Description: | | SR 44 FROM E OF CR 229 TO W OF SR 35/US 301 | | | | | FPN: | Funding Source(s): | Local |
|--------------------------|----------------------|------------|---|--------------|------|----------------|-------|---|--------------------|-------|
| | Work Description: | | PAVEMENT ONLY RESURFACE (FLEX) | | | | | 456135-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 40 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 150,394 | \$ 150,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300,394 | | |
| PEX | \$ 17,164 | \$ 20,415 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 37,579 | | |
| CST | \$ - | \$ - | \$ - | \$ 6,078,815 | \$ - | \$ - | \$ - | \$ 6,078,815 | | |
| CSX | \$ - | \$ - | \$ - | \$ 32,876 | \$ - | \$ - | \$ - | \$ 32,876 | | |
| COX | \$ - | \$ - | \$ - | \$ 171,879 | \$ - | \$ - | \$ - | \$ 171,879 | | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 167,558 | \$ 170,415 | \$ - | \$ 6,283,570 | \$ - | \$ - | \$ - | \$ 6,621,543 | | |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 6,621,543 | | |

| 4 | Project Description: | | SR 44/SR 500 (MAIN ST) AT INTERSECTION CR 473 (CREEK RD/BLUEGILL DR) | | | | | FPN: | Funding Source(s): | Federal, Local |
|--------------------------|----------------------|-------------|---|-------------|-------------|--------------|-------------|---|--------------------|----------------|
| | Work Description: | | TRAFFIC SIGNAL UPDATE | | | | | 450584-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 65 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 627,213 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 627,213 | | |
| PEX | \$ 80,136 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 80,136 | | |
| CST | \$ - | \$ - | \$ 1,594,392 | \$ - | \$ - | \$ - | \$ - | \$ 1,594,392 | | |
| CSX | \$ - | \$ - | \$ 9,784 | \$ - | \$ - | \$ - | \$ - | \$ 9,784 | | |
| COX | \$ - | \$ - | \$ 43,612 | \$ - | \$ - | \$ - | \$ - | \$ 43,612 | | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 707,349 | \$ - | \$ 1,647,788 | \$ - | \$ - | \$ - | \$ - | \$ 2,355,137 | | |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 2,355,137 | | |

| 5 | Project Description: SR 25 (US 27) FROM N OF SR 50 TO CR 561A/SOUTHERN BREEZE DR | | | | | | | | | | FPN: | Funding Source(s): | Bonds, Federal, Local |
|--------------------------|---|---------------------|-------------|-------------|-------------|-------------|--------------|---------------|-------------|---|-------------|---------------------|-----------------------|
| | Work Description: PAVEMENT ONLY RESURFACE (FLEX) | | | | | | | | | | 450740-1 | | |
| | Congested Corridor: NO | | | | | | | | | | L RTP Page: | PG. 40 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | | | | |
| PE | \$ 529,974 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 529,974 | |
| PEX | \$ 71,890 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 71,890 | |
| CST | \$ 88 | \$ 6,941,512 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,941,600 | |
| CSX | \$ 3 | \$ 18,612 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 18,615 | |
| COX | \$ - | \$ 206,560 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 206,560 | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 601,955 | \$ 7,166,684 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,768,639 | |
| Responsible Agency: FDOT | | | | | | | County: LAKE | | | Total Project Cost: \$ 7,768,639 | | | |

| 6 | Project Description: | | I-75 FROM SR 48 TO SR 470 | | | | | FPN: | Funding Source(s): | Bonds, Federal |
|--------------------------|----------------------|------|----------------------------------|------------|------|----------------|-------|---------------------------------------|--------------------|----------------|
| | Work Description: | | LANDSCAPING | | | | | 451991-1 | | |
| | Congested Corridor: | | YES | | | | | L RTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ 532,728 | \$ - | \$ - | \$ - | \$ - | \$ 532,728 | |
| CSX | \$ - | \$ - | \$ - | \$ 8,479 | \$ - | \$ - | \$ - | \$ - | \$ 8,479 | |
| COX | \$ - | \$ - | \$ - | \$ 13,947 | \$ - | \$ - | \$ - | \$ - | \$ 13,947 | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ - | \$ - | \$ 555,154 | \$ - | \$ - | \$ - | \$ - | \$ 555,154 | |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 555,154 | | |

| 7 | Project Description: | | SR 471 FROM S OF LITTLE WITHLACOOCHEE TO SR 50 | | | | | FPN: | Funding Source(s): | Federal, Local |
|--------------------------|----------------------|---------------------|--|-------------|-------------|----------------|-------------|---|--------------------|----------------|
| | Work Description: | | PAVEMENT ONLY RESURFACE (FLEX) | | | | | 452633-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 40 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 398,042 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 398,042 | | |
| PEX | \$ 44,396 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 44,396 | | |
| CST | \$ - | \$ 2,565,982 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,565,982 | | |
| CSX | \$ - | \$ 16,788 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 16,788 | | |
| COX | \$ - | \$ 70,086 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 70,086 | | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 442,438 | \$ 2,652,856 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,095,294 | | |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 3,095,294 | | |

| 8 | Project Description: | | SR 19 FROM LAKEVIEW AVE TO CR 48 | | | | | FPN: | Funding Source(s): | Federal, Local |
|--------------------------|----------------------|---------------------|---|-------------|-------------|-------------|--------------|---------------------|---|----------------|
| | Work Description: | | PAVEMENT ONLY RESURFACE (FLEX) | | | | | 452642-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 40 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 363,663 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 363,663 | | |
| PEX | \$ 35,030 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 35,030 | | |
| CST | \$ - | \$ 1,333,205 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,333,205 | | |
| CSX | \$ - | \$ 13,077 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 13,077 | | |
| COX | \$ - | \$ 32,952 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 32,952 | | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 398,693 | \$ 1,379,234 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,777,927 | | |
| Responsible Agency: FDOT | | | | | | | County: LAKE | | Total Project Cost: \$ 1,777,927 | |

9

Project Description: SR 44 FROM US 441/SR 44/SR 500 TO S OF SR 44 (ORANGE AVE) FPN:

Funding Source(s): Bonds, Federal, Local

Work Description: PAVEMENT ONLY RESURFACE (FLEX)
Congested Corridor: NO

452646-1
LRTP Page:

PG. 40

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|-------------------|---------------------|-------------|-------------|-------------|--------------|-------------|---|
| PE | \$ 238,086 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 238,086 |
| PEX | \$ 28,969 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 28,969 |
| CST | \$ - | \$ 2,885,836 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,885,836 |
| CSX | \$ - | \$ 14,720 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,720 |
| COX | \$ - | \$ 81,361 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 81,361 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 267,055 | \$ 2,981,917 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,248,972 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 3,248,972 |

| | | | | | | | | | | |
|--------------------------|--|-------------------|----------------------------|-------------|-------------|-------------|-----------------|----------------------|---|------------|
| 10 | Project Description: | | LIGHTING AGREEMENTS | | | | | FPN: | Funding Source(s): | State 100% |
| | Work Description: Congested Corridor: | | LIGHTING NO | | | | | 413615-1 | | |
| | | | | | | | | L RTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ 6,114,994 | \$ 521,869 | \$ 537,126 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,173,989 | |
| MTX | \$ 622,212 | \$ 30,584 | \$ 31,475 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 684,271 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 6,737,206 | \$ 552,453 | \$ 568,601 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,858,260 | |
| Responsible Agency: FDOT | | | | | | | County: LAKE | | Total Project Cost: \$ 7,858,260 | |

| 11 | Project Description: | | LIGHTING AGREEMENTS | | | | | FPN: | Funding Source(s): | State 100% |
|--------------------------|--|------------------|----------------------------|-------------|-------------|-------------|----------------|---------------|---------------------------------------|------------|
| | Work Description: Congested Corridor: | | LIGHTING NO | | | | | 413615-2 | | |
| | | | | | | | | L RTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ 692,708 | \$ 65,468 | \$ 67,434 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 825,610 | |
| MTX | \$ 72,026 | \$ 3,837 | \$ 3,952 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 79,815 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 764,734 | \$ 69,305 | \$ 71,386 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 905,425 | |
| Responsible Agency: FDOT | | | | | | | County: SUMTER | | Total Project Cost: \$ 905,425 | |

12

Project Description: LADY LAKE MEMORANDUM OF AGREEMENT FPN: Funding Source(s): State 100%

Work Description: ROUTINE MAINTENANCE 417199-1
 Congested Corridor: NO L RTP Page: PG. 13

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|---------------------------------------|-------------------|------------------|------------------|------------------|-------------|--------------|-------------|---------------------------------------|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ 452,444 | \$ 82,482 | \$ 82,482 | \$ 21,505 | \$ - | \$ - | \$ - | \$ 638,913 |
| MTX | \$ 47,157 | \$ 4,833 | \$ 4,833 | \$ 1,260 | \$ - | \$ - | \$ - | \$ 58,083 |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 499,601 | \$ 87,315 | \$ 87,315 | \$ 22,765 | \$ - | \$ - | \$ - | \$ 696,996 |
| Responsible Agency: TOWN OF LADY LAKE | | | | | | County: LAKE | | Total Project Cost: \$ 696,996 |

| 13 | Project Description: | | LAKE PRIMARY IN-HOUSE | | | | | FPN: | Funding Source(s): | Local |
|--------------------------|----------------------|---------------------|------------------------------|---------------------|---------------------|---------------------|-------------|--|----------------------|-------|
| | Work Description: | | ROUTINE MAINTENANCE | | | | | 418106-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 13 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ 55,082,091 | \$ 2,050,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 3,500,000 | \$ 3,500,000 | \$ - | \$ - | \$ 68,132,091 | |
| MTX | \$ 3,962,633 | \$ 250,530 | \$ 247,600 | \$ 247,600 | \$ 433,300 | \$ 433,300 | \$ - | \$ - | \$ 5,574,963 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 59,044,724 | \$ 2,300,530 | \$ 2,247,600 | \$ 2,247,600 | \$ 3,933,300 | \$ 3,933,300 | \$ - | \$ - | \$ 73,707,054 | |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 73,707,054 | | |

14

Project Description: SUMTER PRIMARY IN-HOUSE FPN: Funding Source(s): Federal, Local
 Work Description: ROUTINE MAINTENANCE 418111-1
 Congested Corridor: NO L RTP Page: PG. 13

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|---------------------|------------------|------------------|------------------|------------------|------------------|-------------|---|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ 3,309,177 | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ 75,000 | \$ - | \$ 3,684,177 |
| MTX | \$ 238,796 | \$ 9,285 | \$ 9,285 | \$ 9,285 | \$ 9,285 | \$ 9,285 | \$ - | \$ 285,221 |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 3,547,973 | \$ 84,285 | \$ 84,285 | \$ 84,285 | \$ 84,285 | \$ 84,285 | \$ - | \$ 3,969,398 |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 3,969,398 |

| 15 | Project Description: | | CITY OF LEESBURG MOA | | | | | FPN: | Funding Source(s): | Bonds, Local |
|--------------------------|----------------------|-------------------|-----------------------------|-------------------|-------------------|--------------|-------------|---|---------------------|--------------|
| | Work Description: | | ROUTINE MAINTENANCE | | | | | 423113-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 56 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ 1,264,791 | \$ 184,640 | \$ 184,640 | \$ 184,640 | \$ 184,640 | \$ - | \$ - | \$ - | \$ 2,003,351 | |
| MTX | \$ 123,438 | \$ 10,820 | \$ 10,820 | \$ 10,820 | \$ 10,820 | \$ - | \$ - | \$ - | \$ 166,718 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 1,388,229 | \$ 195,460 | \$ 195,460 | \$ 195,460 | \$ 195,460 | \$ - | \$ - | \$ - | \$ 2,170,069 | |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 2,170,069 | | |

16

Project Description:

MOA W/MASCOTTE

FPN:

Funding Source(s):

Bonds, Local

Work Description:
Congested Corridor:

ROUTINE MAINTENANCE
NO

423790-1

L RTP Page:

PG. 56

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------------------|-------------------|-------------|------------------|-------------|-------------|------------------|--------------|---------------------------------------|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ 104,183 | \$ - | \$ 28,000 | \$ - | \$ - | \$ 28,000 | \$ - | \$ 160,183 |
| MTX | \$ 13,364 | \$ - | \$ 1,641 | \$ - | \$ - | \$ 1,641 | \$ - | \$ 16,646 |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 117,547 | \$ - | \$ 29,641 | \$ - | \$ - | \$ 29,641 | \$ - | \$ 176,829 |
| Responsible Agency: CITY OF MASCOTTE | | | | | | | County: LAKE | Total Project Cost: \$ 176,829 |

| 17 | Project Description: | | MOA - FRUITLAND PARK | | | | FPN: | Funding Source(s): | Bonds, Local |
|--------------------------|----------------------|-------------|-----------------------------|-------------|-------------|-------------------|---------------------------------------|--------------------|--------------|
| | Work Description: | | ROUTINE MAINTENANCE | | | | 425458-1 | | |
| | Congested Corridor: | | NO | | | | L RTP Page: | PG. 56 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ 321,547 | \$ - | \$ 100,000 | \$ - | \$ - | \$ 100,000 | \$ - | \$ 521,547 | |
| MTX | \$ 48,482 | \$ - | \$ 5,860 | \$ - | \$ - | \$ 5,860 | \$ - | \$ 60,202 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 370,029 | \$ - | \$ 105,860 | \$ - | \$ - | \$ 105,860 | \$ - | \$ 581,749 | |
| Responsible Agency: FDOT | | | | | | County: LAKE | Total Project Cost: \$ 581,749 | | |

| 18 | Project Description: | | MOA W/WILDWOOD | | | | | FPN: | Funding Source(s): | Federal, Local |
|--------------------------------------|----------------------|-------------|---------------------|-------------|-------------|-------------|----------------|---------------|---------------------------------------|----------------|
| | Work Description: | | ROUTINE MAINTENANCE | | | | | 427194-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 56 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ 339,897 | \$ - | \$ 40,323 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 380,220 | |
| MTX | \$ 45,658 | \$ - | \$ 2,363 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 48,021 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 385,555 | \$ - | \$ 42,686 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 428,241 | |
| Responsible Agency: CITY OF WILDWOOD | | | | | | | County: SUMTER | | Total Project Cost: \$ 428,241 | |

19

Project Description: ASSET MAINTENANCE - SUMTER COUNTY FPN: Funding Source(s): Federal, Local

Work Description: ROUTINE MAINTENANCE 446247-1
 Congested Corridor: NO L RTP Page: PG. 56

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|----------------------|---------------------|-------------------|-------------|-------------|----------------|-------------|--|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ 15,166,765 | \$ 2,465,192 | \$ 565,192 | \$ - | \$ - | \$ - | \$ - | \$ 18,197,149 |
| MTX | \$ 1,962,545 | \$ 144,460 | \$ 33,120 | \$ - | \$ - | \$ - | \$ - | \$ 2,140,125 |
| MSC | \$ 24,985 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 24,985 |
| Total | \$ 17,154,295 | \$ 2,609,652 | \$ 598,312 | \$ - | \$ - | \$ - | \$ - | \$ 20,362,259 |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 20,362,259 |

| 20 | Project Description: | | LAKE TRAFFIC ENGINEERING CONTRACTS | | | | | FPN: | Funding Source(s): | State 100% |
|--------------------------------------|----------------------|---------------------|---|-------------|-------------|-------------|--------------|---------------|--|------------|
| | Work Description: | | TRAFFIC SIGNALS | | | | | 413019-3 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 13; PG. 49 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ 9,664,842 | \$ 1,057,916 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,722,758 | |
| OPX | \$ 703,282 | \$ 78,815 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 782,097 | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 10,368,124 | \$ 1,136,731 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,504,855 | |
| Responsible Agency: LAKE COUNTY BOCC | | | | | | | County: LAKE | | Total Project Cost: \$ 11,504,855 | |

21

Project Description: **SUMTER TRAFFIC ENGINEERING CONTRACTS** FPN: Funding Source(s): State 100%

Work Description: TRAFFIC SIGNALS 413019-8

Congested Corridor: NO L RTP Page: PG. 13; PG. 49

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|-----------------------------------|---------------------|-------------------|-------------|-------------|-------------|----------------|-------------|---|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPS | \$ 1,675,505 | \$ 177,285 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,852,790 |
| OPX | \$ 108,962 | \$ 13,208 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 122,170 |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 1,784,467 | \$ 190,493 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,974,960 |
| Responsible Agency: SUMTER COUNTY | | | | | | County: SUMTER | | Total Project Cost: \$ 1,974,960 |

| Phase | <2027 | | | | | 2027 | | | | | 2028 | | | | | 2029 | | | | | 2030 | | | | | 2031 | | | | | >2031 | | | | | Amount Funded | | | | |
|--------------------------------------|-------|----|----|------------------|----|------|----|----|----|----|------|----|----|----|--------------|------|----|----|----|----|------|----|----|----|----|------|----|----|----|---|-------|----|----|------------------|---|---------------|--|--|--|--|
| | PE | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | | | |
| PEX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | | | | |
| CST | \$ | - | \$ | 2,665,118 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 2,665,118 | | | | | | |
| CSX | \$ | - | \$ | 5,004 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 5,004 | | | | | | |
| COX | \$ | - | \$ | 81,389 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 81,389 | | | | | | |
| OPS | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | | | | |
| OPX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | | | | |
| MNT | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | | | | |
| MTX | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | | | | |
| MSC | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | | | | |
| Total | \$ | - | \$ | 2,751,511 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 2,751,511 | | | | | | |
| Responsible Agency: LAKE COUNTY BOCC | | | | | | | | | | | | | | | County: LAKE | | | | | | | | | | | | | | | Total Project Cost: \$ 2,751,511 | | | | | | | | | | |

22

TOP PRIORITY

Project Description: CR 561A / LAKE MINNEOLA SHORES & JALARMY RD ROUNDABOUT

FPN: Funding Source(s): Federal, Local

Work Description: ROUNDABOUT
Congested Corridor: NO

451315-1
LRTP Page: PG. 65

23

Project Description: SR 33 FROM POLK COUNTY LINE TO CR 33 FPN: Funding Source(s): State 100%

Work Description: PAVEMENT ONLY RESURFACE (FLEX) 454196-1
 Congested Corridor: YES L RTP Page: PG. 40

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|---------------------|-------------|----------------------|-------------|-------------|--------------|-------------|--|
| PE | \$ 1,344,782 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,344,782 |
| PEX | \$ 102,151 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 102,151 |
| CST | \$ - | \$ - | \$ 19,142,705 | \$ - | \$ - | \$ - | \$ - | \$ 19,142,705 |
| CSX | \$ - | \$ - | \$ 77,629 | \$ - | \$ - | \$ - | \$ - | \$ 77,629 |
| COX | \$ - | \$ - | \$ 553,883 | \$ - | \$ - | \$ - | \$ - | \$ 553,883 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 1,446,933 | \$ - | \$ 19,774,217 | \$ - | \$ - | \$ - | \$ - | \$ 21,221,150 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 21,221,150 |

24

Project Description: SR 50 FROM CR 561/12TH ST TO BLOXAM AVE FPN: Funding Source(s): Bonds, Local

Work Description: RESURFACING 454198-1
 Congested Corridor: NO L RTP Page: PG. 40

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|-----------------|---------------------|-------------|----------------------|-------------|--------------|-------------|--|
| PE | \$ 6,500 | \$ 1,345,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,351,500 |
| PEX | \$ 885 | \$ 101,435 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 102,320 |
| CST | \$ - | \$ - | \$ - | \$ 11,842,799 | \$ - | \$ - | \$ - | \$ 11,842,799 |
| CSX | \$ - | \$ - | \$ - | \$ 57,682 | \$ - | \$ - | \$ - | \$ 57,682 |
| COX | \$ - | \$ - | \$ - | \$ 334,246 | \$ - | \$ - | \$ - | \$ 334,246 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 7,385 | \$ 1,446,435 | \$ - | \$ 12,234,727 | \$ - | \$ - | \$ - | \$ 13,688,547 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 13,688,547 |

25

Project Description: SR 35/US 301 FROM S OF SR 44 TO MARION COUNTY LINE FPN: Funding Source(s): Local

Work Description: PAVEMENT ONLY RESURFACE (FLEX) 454201-1
 Congested Corridor: YES L RTP Page: PG. 40

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|-------------------|-------------|----------------------|-------------|-------------|----------------|-------------|--|
| PE | \$ 909,223 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 909,223 |
| PEX | \$ 69,062 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 69,062 |
| CST | \$ - | \$ - | \$ 22,478,366 | \$ - | \$ - | \$ - | \$ - | \$ 22,478,366 |
| CSX | \$ - | \$ - | \$ 70,048 | \$ - | \$ - | \$ - | \$ - | \$ 70,048 |
| COX | \$ - | \$ - | \$ 661,517 | \$ - | \$ - | \$ - | \$ - | \$ 661,517 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 978,285 | \$ - | \$ 23,209,931 | \$ - | \$ - | \$ - | \$ - | \$ 24,188,216 |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 24,188,216 |

| 26 | Project Description: | | LAKE COUNTY TSMCA | | | | | FPN: | Funding Source(s): | Local |
|--------------------------------------|----------------------|-------------|--------------------------|-------------------|-------------|-------------|--------------|---------------|---|-------|
| | Work Description: | | TRAFFIC SIGNALS | | | | | 455105-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 13; PG. 49 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ - | \$ - | \$ 914,000 | \$ 941,000 | \$ - | \$ - | \$ - | \$ - | \$ 1,855,000 | |
| MTX | \$ - | \$ - | \$ 53,560 | \$ 55,143 | \$ - | \$ - | \$ - | \$ - | \$ 108,703 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ - | \$ 967,560 | \$ 996,143 | \$ - | \$ - | \$ - | \$ - | \$ 1,963,703 | |
| Responsible Agency: LAKE COUNTY BOCC | | | | | | | County: LAKE | | Total Project Cost: \$ 1,963,703 | |

| 27 | Project Description: | | SUMTER COUNTY TSMCA | | | | | FPN: | Funding Source(s): | Local |
|-----------------------------------|----------------------|-------------|---------------------|-------------------|-------------|-------------|----------------|---------------|---------------------------------------|-------|
| | Work Description: | | TRAFFIC SIGNALS | | | | | 455110-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 13; PG. 49 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ - | \$ - | \$ 155,000 | \$ 160,000 | \$ - | \$ - | \$ - | \$ - | \$ 315,000 | |
| MTX | \$ - | \$ - | \$ 9,083 | \$ 9,376 | \$ - | \$ - | \$ - | \$ - | \$ 18,459 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ - | \$ 164,083 | \$ 169,376 | \$ - | \$ - | \$ - | \$ - | \$ 333,459 | |
| Responsible Agency: SUMTER COUNTY | | | | | | | County: SUMTER | | Total Project Cost: \$ 333,459 | |

28

Project Description: SR 19 FROM LAKEVIEW AVE TO CR 48 FPN: Funding Source(s): Local
 Work Description: INTERSECTION IMPROVEMENT 452642-2
 Congested Corridor: NO L RTP Page: PG. 13

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
|--------------------------|-------------------|-------------------|-------------|-------------|-------------|-------------|--------------|-------------------|---------------------------------------|
| PE | \$ 151,211 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 151,211 | |
| PEX | \$ 11,265 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,265 | |
| CST | \$ - | \$ 559,381 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 559,381 | |
| CSX | \$ - | \$ 8,142 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,142 | |
| COX | \$ - | \$ 15,746 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 15,746 | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 162,476 | \$ 583,269 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 745,745 | |
| Responsible Agency: FDOT | | | | | | | County: LAKE | | Total Project Cost: \$ 745,745 |

29

Project Description: SR 44/SR 500/US 441 FROM LAKE EUSTIS DR TO SR 44/DONNELLY ST FPN: Funding Source(s): Local

Work Description: RESURFACING 454193-1

Congested Corridor: NO L RTP Page: PG. 40

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|-------|--------------|------|---------------|------|--------------|-------|--|
| PE | \$ - | \$ 3,026,560 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,026,560 |
| PEX | \$ - | \$ 227,115 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 227,115 |
| CST | \$ - | \$ - | \$ - | \$ 26,072,558 | \$ - | \$ - | \$ - | \$ 26,072,558 |
| CSX | \$ - | \$ - | \$ - | \$ 128,224 | \$ - | \$ - | \$ - | \$ 128,224 |
| COX | \$ - | \$ - | \$ - | \$ 747,703 | \$ - | \$ - | \$ - | \$ 747,703 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ 3,253,675 | \$ - | \$ 26,948,485 | \$ - | \$ - | \$ - | \$ 30,202,160 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 30,202,160 |

30

Project Description: SR 19 FROM CR 42 TO CR 455 FPN: Funding Source(s): Bonds, Federal, Local
 Work Description: PAVEMENT ONLY RESURFACE (FLEX) 454200-1
 Congested Corridor: NO L RTP Page: PG. 40

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|-------|--------------|------|--------------|------|--------------|-------|---|
| PE | \$ - | \$ 1,212,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,212,000 |
| PEX | \$ - | \$ 91,033 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 91,033 |
| CST | \$ - | \$ - | \$ - | \$ 6,265,195 | \$ - | \$ - | \$ - | \$ 6,265,195 |
| CSX | \$ - | \$ - | \$ - | \$ 32,693 | \$ - | \$ - | \$ - | \$ 32,693 |
| COX | \$ - | \$ - | \$ - | \$ 178,239 | \$ - | \$ - | \$ - | \$ 178,239 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ 1,303,033 | \$ - | \$ 6,476,127 | \$ - | \$ - | \$ - | \$ 7,779,160 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 7,779,160 |

31

Project Description: **LANDSCAPE STANDALONE I-75 @ SUMTER SB REST AREA** FPN: Funding Source(s): Local

Work Description: LANDSCAPING FPN: 454654-1
 Congested Corridor: NO L RTP Page: PG. 13

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
|--------------------------|-------|------------|------|------|------|------|----------------|---------------|---------------------------------------|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ 326,965 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 326,965 | |
| CSX | \$ - | \$ 5,479 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,479 | |
| COX | \$ - | \$ 8,206 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,206 | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ 340,650 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 340,650 | |
| Responsible Agency: FDOT | | | | | | | County: SUMTER | | Total Project Cost: \$ 340,650 |

32

Project Description: **CR 478A FROM SR 471 TO 2.15 MILES WEST OF SR 471 - PHASE I IMPROVEMENTS**

FPN: Funding Source(s): Bonds, Federal, Local, State 100%

Work Description: RESURFACING
Congested Corridor: NO

457257-1
LRTP Page: PG. 40

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--|-------|------|------|--------------|------|----------------|-------|---|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ 5,038,836 | \$ - | \$ - | \$ - | \$ 5,038,836 |
| CSX | \$ - | \$ - | \$ - | \$ 1,857 | \$ - | \$ - | \$ - | \$ 1,857 |
| COX | \$ - | \$ - | \$ - | \$ 134,786 | \$ - | \$ - | \$ - | \$ 134,786 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ - | \$ - | \$ 5,175,479 | \$ - | \$ - | \$ - | \$ 5,175,479 |
| Responsible Agency: SUMTER COUNTY BOCC | | | | | | County: SUMTER | | Total Project Cost: \$ 5,175,479 |

33

Project Description: SR 44 AT CR 475/CR 470 SIGNAL INSTALLATION FPN: Funding Source(s): Bonds, Local

Work Description: TRAFFIC SIGNALS FPN: 457893-1

Congested Corridor: NO L RTP Page: PG. 13; PG. 49

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--|-------|--------------|------|------|------|----------------|-------|---|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,000,000 |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ 31,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 31,900 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ 1,031,900 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,031,900 |
| Responsible Agency: SUMTER COUNTY BOCC | | | | | | County: SUMTER | | Total Project Cost: \$ 1,031,900 |

34

Project Description: LEESBURG OPS - BAF/FAN FOR WAREHOUSE FPN: Funding Source(s): Local
 Work Description: FIXED CAPITAL OUTLAY FPN: 457815-1
 Congested Corridor: NO L RTP Page: PG. 13

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
|--------------------------|-------|-----------|------|------|------|------|--------------|---------------|--------------------------------------|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| MNT | \$ - | \$ 33,944 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 33,944 | |
| MTX | \$ - | \$ 4,202 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,202 | |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ 38,146 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 38,146 | |
| Responsible Agency: FDOT | | | | | | | County: LAKE | | Total Project Cost: \$ 38,146 |

35

Project Description: SR 50/SR 33 FROM CR 565 (VILLA CITY) TO 2ND ST FPN: Funding Source(s): Bonds, Federal, Local

Work Description: LIGHTING 427056-2
 Congested Corridor: NO L RTP Page: PG. 13; PG. 49

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------|-------|------------|------|------|------|------|-------|---------------|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ 840,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 840,000 |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ 26,796 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 26,796 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ 866,796 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 866,796 |

Responsible Agency: DUKE ENERGY FLORIDA, LLC

County: LAKE

Total Project Cost: \$ 866,796

36

Project Description: VEGETATION AND AESTHETICS AREA WIDE FPN: Funding Source(s): State 100%

Work Description: ROUTINE MAINTENANCE FPN: 244754-3

Congested Corridor: NO L RTP Page: PG. 13

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|----------------------|---------------------|---------------------|-------------|-------------|--------------|-------------|--|
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ 20,687,610 | \$ 1,000,000 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ 22,687,610 |
| MTX | \$ 2,416,769 | \$ 58,600 | \$ 58,600 | \$ - | \$ - | \$ - | \$ - | \$ 2,533,969 |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 23,104,379 | \$ 1,058,600 | \$ 1,058,600 | \$ - | \$ - | \$ - | \$ - | \$ 25,221,579 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 25,221,579 |

37

Project Description: **SR 44 FROM WEST OF FOREST RIDGE RD TO EAST OF HIGHLAND LAKES RD**

FPN:

Funding Source(s):

Bonds, Local

Work Description: **INTERSECTION IMPROVEMENT**
 Congested Corridor: **NO**

453086-1

L RTP Page:

PG. 65

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------------------|-------------------|---------------------|-------------|-------------|-------------|-------------|--------------|---|
| PE | \$ 212,756 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 212,756 |
| PEX | \$ 27,823 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 27,823 |
| CST | \$ 13,605 | \$ 3,039,014 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,052,619 |
| CSX | \$ 494 | \$ 14,856 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 15,350 |
| COX | \$ - | \$ 88,391 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 88,391 |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MNT | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MTX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MSC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 254,678 | \$ 3,142,261 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,396,939 |
| Responsible Agency: FDOT | | | | | | | County: LAKE | Total Project Cost: \$ 3,396,939 |

Strategic Intermodal System Projects (SIS)

TIP & LOPP Dashboard
Lake-Sumter MPO

 Select by Type: Strategic Intermodal System Pr...
 Select by County: All Counties
 Select by Responsible Agency: All Agencies
 Select by SIS: All Projects
 Select for Federal Funding: All Funding
 Toggle between: Adopted Draft

TIP Project List

- 4270561 - SR 50/SR 33**
 Draft - Lake County
 Strategic Intermodal System Projects (SIS)
 Fund Codes: ACNP, ACSA, ART, ARTW, BNIR, DDR, DIH, DIOH, DS, DSBW, GFNP, LF, LFR, NHPP, SA, SL
- 4357861 - Widen Turnpike (SR 91)**
 Draft - Lake County
 Strategic Intermodal System Projects (SIS)
 Fund Codes: DIOH, DS, PKBD, PKOH, PKYI
- 4357863 - Widen Turnpike (SR 91)**
 Draft - Lake County
 Strategic Intermodal System Projects (SIS)
 Fund Codes: DIOH, DS, PKBD, PKED, PKOH, PKYI, PKYR
- 4357871 - Widen Turnpike**
 Draft - Lake County
 Strategic Intermodal System Projects (SIS)
 Fund Codes: PKBD, PKOH, PKYI
- 4357872 - Widen Turnpike (SR 91)**
 Draft - Lake County
 Strategic Intermodal System Projects (SIS)
 Fund Codes: PKBD, PKOH, PKYI
- 4357881 - Widen Turnpike (SR 91)**
 Draft - Sumter County
 Strategic Intermodal System Projects (SIS)
 Fund Codes: PKBD, PKOH, PKYI

TIP
LOPP

1 of 10

Draft TIP: 427056-1

| | |
|------------------|---|
| FPN | 427056-1 |
| FM NUMBER | 4270561 |
| PROJECT NAME | SR 50/SR 33 |
| PROJECT SEGMENT | From CR 565 (Villa City) To 2nd Ave |
| FROM | CR 565 (Villa City) |
| TO | 2nd Ave |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Lake County |
| DESCRIPTION | SR 50/SR 33 From CR 565 (Villa City) To 2nd Ave |
| WORK DESCRIPTION | New Road Construction |

TIP
LOPP

Draft Cost Records

Selection required on one or more elements

Adopted
Draft

FDEP | Esri | TomTom | Garmin | SafeGraph | NASA | NGA | USGS | METI/NASA | EPA | NPS | USDA | USFWS | Powered by Esri

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operator Projects
- Strategic Intermodal System Projects (SIS)
- Trail Projects
- Transit and Transportation Disadvantaged F

Lake-Sumter MPO Boundary

Sum 5-Year Cost

\$967,212,091

Total
5-Year

Number of TIP Projects

10

TIP
LOPP

Strategic Intermodal System Projects (SIS)

By Type
By County
Sum Total Cost by Type
Sum 5-Year Cost by Type
Sum Historical Cost by Type
Sum Future Cost by Type
Adopted Total by Source
Draft Total by Source

| 1 FULLY FUNDED | | | | | | | | | | |
|--------------------------|-----------------------|--|---------------------|-------------|-------------|----------------------|-------------|--|--|--|
| 1 | | Project Description: SR 50/SR 33 FROM CR 565 (VILLA CITY) TO 2ND AVE | | | | FPN: 427056-1 | | Project Funding Source(s): Bonds, Federal, Local | | |
| | | Work Description: NEW ROAD CONSTRUCTION | | | | L RTP Page: 427056-1 | | PG. 53 | | |
| | | Congested Corridor: NO | | | | | | | | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 5,585,176 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,585,176 | | |
| PEX | \$ 529,844 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 529,844 | | |
| PDE | \$ 937,647 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 937,647 | | |
| PDX | \$ 65,606 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 65,606 | | |
| ENV | \$ 282,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 282,800 | | |
| ENX | \$ 21,662 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 21,662 | | |
| ROW | \$ 41,671,915 | \$ 14,481,407 | \$ 3,595,650 | \$ - | \$ - | \$ - | \$ - | \$ 59,748,972 | | |
| RWX | \$ 3,300,885 | \$ 939,369 | \$ 245,223 | \$ - | \$ - | \$ - | \$ - | \$ 4,485,477 | | |
| RRU | \$ 3,356,988 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,356,988 | | |
| CST | \$ 39,686,143 | \$ - | \$ 169,600 | \$ - | \$ - | \$ - | \$ - | \$ 39,855,743 | | |
| CSX | \$ 202,618 | \$ - | \$ 11,567 | \$ - | \$ - | \$ - | \$ - | \$ 214,185 | | |
| COX | \$ 1,484,507 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,484,507 | | |
| LAR | \$ 9,845,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,845,000 | | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 106,970,791 | \$ 15,420,776 | \$ 4,022,040 | \$ - | \$ - | \$ - | \$ - | \$ 126,413,607 | | |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 126,413,607 | | |

| 2 | Project Description: WIDEN TURNPIKE (SR 91) MINNEOLA INTERCHANGE TO OBRIEN RD (MP 279.2-285.8) (4 TO 8 LANES) | | | | | | | | | | FPN: | Project Funding Source(s): | Bonds, Federal, Local |
|--------------------------|--|---------------------|-------------|-------------|-------------|--------------|-------------|---------------|---|-------------|-------------|----------------------------|-----------------------|
| | Work Description: ADD LANES AND RECONSTRUCT | | | | | | | | | | 435786-1 | | |
| | Congested Corridor: YES | | | | | | | | | | L RTP Page: | PG. 63 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | | | | |
| PE | \$ 19,789,706 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 19,789,706 | |
| PEX | \$ 696,333 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 696,333 | |
| PDE | \$ 33,234 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 33,234 | |
| PDX | \$ 712 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 712 | |
| ENV | \$ 1,944,566 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,944,566 | |
| ENX | \$ 60,318 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 60,318 | |
| ROW | \$ 12,532,920 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 12,532,920 | |
| RWX | \$ 388,565 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 388,565 | |
| RRU | \$ 12,930 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 12,930 | |
| CST | \$ 265,720,861 | \$ 1,234,800 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 266,955,661 | |
| CSX | \$ 1,249,281 | \$ 30,129 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,279,410 | |
| COX | \$ 11,595,393 | \$ 201,056 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,796,449 | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| INC | \$ - | \$ 8,240,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 8,240,000 | |
| Total | \$ 314,024,819 | \$ 9,705,985 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 323,730,804 | |
| Responsible Agency: FDOT | | | | | | County: LAKE | | | Total Project Cost: \$ 323,730,804 | | | | |

| | | | | | | | | | | | | |
|--------------------------|---|---------------------|---------------------|-------------|-------------|--------------|-----------------|----------------------|---|-------------|----------------------------|----------------|
| 3 | Project Description: WIDEN TURNPIKE (SR 91) OBRIEN RD TO US 27 (MP 285.8-289.3) (4 TO 8 LANES) | | | | | | | | | | Project Funding Source(s): | Federal, Local |
| | Work Description: ADD LANES AND RECONSTRUCT | | | | | | | | | | 435786-3 | |
| | Congested Corridor: YES | | | | | | | | | | LRTP Page: | PG. 63 |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | | | |
| PE | \$ 1,844,734 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,844,734 | |
| PEX | \$ 68,009 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 68,009 | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENV | \$ 3,858,030 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,858,030 | |
| ENX | \$ 99,920 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 99,920 | |
| ROW | \$ 11,628,476 | \$ 3,701,550 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 15,330,026 | |
| RWX | \$ 310,032 | \$ 90,318 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400,350 | |
| RRU | \$ 390,925 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 390,925 | |
| CST | \$ 144,299,153 | \$ 4,631,665 | \$ 5,300,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 154,230,818 | |
| CSX | \$ 297,395 | \$ - | \$ 129,320 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 426,715 | |
| COX | \$ 3,241,772 | \$ 113,013 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,354,785 | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 166,038,446 | \$ 8,536,546 | \$ 5,429,320 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 180,004,312 | |
| Responsible Agency: FDOT | | | | | | County: LAKE | | | Total Project Cost: \$ 180,004,312 | | | |

| 4 | | | | | | | | | | |
|--------------------------|---------------------|--|---------------------|---------------------|---------------------|-----------------------|-------------|---|----------------------------|-------|
| Project Description: | | WIDEN TURNPIKE (SR 91) US 301 TO I-75 | | | | | FPN: | | Project Funding Source(s): | Local |
| Work Description: | | ADD LANES AND RECONSTRUCT | | | | | 435789-1 | | | |
| Congested Corridor: | | NO | | | | | LRTP Page: | | PG. 63 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 1,803,834 | \$ 17,130,337 | \$ - | \$ 440,000 | \$ - | \$ - | \$ - | \$ 19,374,171 | | |
| PEX | \$ 129,779 | \$ 417,980 | \$ 1,220 | \$ 10,736 | \$ - | \$ 3,660 | \$ - | \$ 563,375 | | |
| PDE | \$ 324,263 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 324,263 | | |
| PDX | \$ 7,954 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,954 | | |
| ENV | \$ - | \$ 200,000 | \$ 3,000,000 | \$ 60,000 | \$ 50,000 | \$ - | \$ - | \$ 3,310,000 | | |
| ENX | \$ - | \$ 4,880 | \$ 73,200 | \$ 1,464 | \$ 1,220 | \$ - | \$ - | \$ 80,764 | | |
| ROW | \$ - | \$ - | \$ 116,000 | \$ 3,080,000 | \$ 1,473,187 | \$ - | \$ - | \$ 4,669,187 | | |
| RWX | \$ - | \$ - | \$ 4,194 | \$ 75,834 | \$ 36,628 | \$ - | \$ - | \$ 116,656 | | |
| RRU | \$ - | \$ - | \$ 50,000 | \$ - | \$ 5,700,000 | \$ 150,000 | \$ - | \$ 5,900,000 | | |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 275,653,887 | \$ - | \$ 275,653,887 | | |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 639,118 | \$ - | \$ 639,118 | | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ 139,080 | \$ 6,086,837 | \$ - | \$ 6,225,917 | | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| Total | \$ 2,265,830 | \$ 17,753,197 | \$ 3,244,614 | \$ 3,668,034 | \$ 7,400,115 | \$ 282,533,502 | \$ - | \$ 316,865,292 | | |
| Responsible Agency: FDOT | | | | | County: SUMTER | | | Total Project Cost: \$ 316,865,292 | | |

| Phase | Work Description: ADD LANES AND RECONSTRUCT | | | | | 435859-5 | | Project Funding Source(s): | |
|--------------------------|---|---------------------|---------------------|---------------------|-------------|--------------|-------------|--|----------------------|
| | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Local | PG. 64 |
| PE | \$ 6,371,632 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,371,632 |
| PEX | \$ 654,844 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 654,844 |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENV | \$ 907,412 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 907,412 |
| ENX | \$ 53,237 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 53,237 |
| ROW | \$ 39,015,584 | \$ 8,525,000 | \$ 3,259,681 | \$ 2,649,604 | \$ - | \$ - | \$ - | \$ - | \$ 53,449,869 |
| RWX | \$ 3,665,070 | \$ 524,289 | \$ 200,470 | \$ 162,951 | \$ - | \$ - | \$ - | \$ - | \$ 4,552,780 |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 50,667,779 | \$ 9,049,289 | \$ 3,460,151 | \$ 2,812,555 | \$ - | \$ - | \$ - | \$ - | \$ 65,989,774 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 65,989,774 | |

| 6 | | | | | | | | | | |
|--|----------------------|---------------------|-----------------------|-------------|-------------|--------------|-------------|---|-------------|---|
| Project Description: WIDEN TURNPIKE (US 27) TO N OF CR 33 (MP 289 - 294) (4 TO 8 LANES) (LAKE COUNTY) | | | | | | | | | | Project Funding Source(s): Federal, Local |
| Work Description: ADD LANES AND RECONSTRUCT Congested Corridor: YES | | | | | | | | | | FPN: 435787-1 LRTP Page: PG. 53 |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 13,427,755 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 13,427,755 |
| PEX | \$ 646,829 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 646,829 |
| PDE | \$ 1,545 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,545 |
| PDX | \$ 20 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 20 |
| ENV | \$ 375,000 | \$ 1,575,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,950,000 |
| ENX | \$ 9,150 | \$ 38,430 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 47,580 |
| ROW | \$ 439,900 | \$ 6,157,780 | \$ 3,993,277 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,590,957 |
| RWX | \$ 12,549 | \$ 152,489 | \$ 99,778 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 264,816 |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ 214,380 | \$ - | \$ 276,554,528 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 276,768,908 |
| CSX | \$ 5,887 | \$ - | \$ 675,826 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 681,713 |
| COX | \$ - | \$ - | \$ 6,072,105 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,072,105 |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 15,133,015 | \$ 7,923,699 | \$ 287,395,514 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 310,452,228 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 310,452,228 | | |

| 7 | Project Description: WIDEN TURNPIKE (SR 91) N OF OKAHUMPKA SERVICE PLAZA TO US 301 | | | | | | FPN: | Project Funding Source(s): | Local |
|--------------------------|---|---------------------|---------------------|---------------------|-------------|----------------|-----------------------|---|-------|
| | Work Description: ADD LANES AND RECONSTRUCT | | | | | | 435788-1 | | |
| | Congested Corridor: NO | | | | | | LRTP Page: | PG. 53 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| PE | \$ 8,363,916 | \$ 1,387,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,750,916 | |
| PEX | \$ 506,347 | \$ 33,843 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 540,190 | |
| PDE | \$ 11,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,500 | |
| PDX | \$ 383 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 383 | |
| ENV | \$ - | \$ 80,000 | \$ 3,225,000 | \$ - | \$ - | \$ - | \$ - | \$ 3,305,000 | |
| ENX | \$ - | \$ 1,952 | \$ 78,690 | \$ - | \$ - | \$ - | \$ - | \$ 80,642 | |
| ROW | \$ 161,300 | \$ 2,072,480 | \$ 4,307,293 | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ 8,541,073 | |
| RWX | \$ 4,287 | \$ 50,569 | \$ 105,098 | \$ 48,800 | \$ - | \$ - | \$ - | \$ 208,754 | |
| RRU | \$ 50,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000,000 | \$ 4,050,000 | |
| CST | \$ 51,500 | \$ 92,610 | \$ - | \$ - | \$ - | \$ - | \$ 338,476,895 | \$ 338,621,005 | |
| CSX | \$ 3,013 | \$ 5,418 | \$ - | \$ - | \$ - | \$ - | \$ 784,776 | \$ 793,207 | |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,571,660 | \$ 7,571,660 | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 9,152,246 | \$ 3,723,872 | \$ 7,716,081 | \$ 2,048,800 | \$ - | \$ - | \$ 350,833,331 | \$ 373,474,330 | |
| Responsible Agency: FDOT | | | | | | County: SUMTER | | Total Project Cost: \$ 373,474,330 | |

8

Project Description: **WIDEN TURNPIKE (SR 91) CR 470 TO LAKE/SUMTER COUNTY LINE FPN:**

Project Funding Source(s): Bonds, Local

Work Description: **ADD LANES AND RECONSTRUCT**
Congested Corridor: YES

435788-2
LRTP Page: PG. 53

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------|---------------------|------------------|-------------------|------------------|-------------------|-------------------|----------------------|----------------------|
| PE | \$ 1,744,447 | \$ 54,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,798,447 |
| PEX | \$ 92,113 | \$ 1,318 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 93,431 |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENV | \$ - | \$ 20,000 | \$ 600,000 | \$ - | \$ - | \$ - | \$ - | \$ 620,000 |
| ENX | \$ - | \$ 488 | \$ 14,640 | \$ - | \$ - | \$ - | \$ - | \$ 15,128 |
| ROW | \$ 52,500 | \$ 1,000 | \$ 1,000 | \$ 45,000 | \$ 416,215 | \$ 360,077 | \$ - | \$ 875,792 |
| RWX | \$ 1,633 | \$ 24 | \$ 24 | \$ 1,269 | \$ 10,316 | \$ 8,786 | \$ - | \$ 22,052 |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ 1,056 | \$ - | \$ - | \$ - | \$ - | \$ 1,309 | \$ 39,290,555 | \$ 39,292,920 |
| CSX | \$ 26 | \$ - | \$ - | \$ - | \$ - | \$ 77 | \$ 106,521 | \$ 106,624 |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 852,168 | \$ 852,168 |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 1,891,775 | \$ 76,830 | \$ 615,664 | \$ 46,269 | \$ 426,531 | \$ 370,249 | \$ 40,249,244 | \$ 43,676,562 |

Responsible Agency: FDOT

County: LAKE

Total Project Cost: \$ 43,676,562

| 9 | | | | | | | | | | | |
|--------------------------|---------------------|---|---------------------|-----------------------|-------------------|--------------|-------------|---|----------------------------|-----------------------|--------------|
| Project Description: | | WIDEN TURNPIKE (SR 91) NORTH OF CR 33 TO CR 470 (4-8 LANES) | | | | | FPN: | | Project Funding Source(s): | | Bonds, Local |
| Work Description: | | ADD LANES AND RECONSTRUCT | | | | | 435787-2 | | | | |
| Congested Corridor: | | YES | | | | | LRTP Page: | | PG. 63 | | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | | |
| PE | \$ 7,680,422 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,680,422 | |
| PEX | \$ 325,017 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 325,017 | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ENV | \$ 95,000 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,595,000 | |
| ENX | \$ 2,318 | \$ 36,600 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 38,918 | |
| ROW | \$ 280,000 | \$ 2,107,575 | \$ 1,667,054 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,054,629 | |
| RWX | \$ 6,832 | \$ 53,130 | \$ 42,381 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 102,343 | |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ 233 | \$ - | \$ - | \$ 267,403,666 | \$ 521,937 | \$ - | \$ - | \$ - | \$ - | \$ 267,925,836 | |
| CSX | \$ 6 | \$ - | \$ - | \$ 672,018 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 672,024 | |
| COX | \$ - | \$ - | \$ - | \$ 5,852,817 | \$ 12,735 | \$ - | \$ - | \$ - | \$ - | \$ 5,865,552 | |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 8,389,828 | \$ 3,697,305 | \$ 1,709,435 | \$ 273,928,501 | \$ 534,672 | \$ - | \$ - | \$ - | \$ - | \$ 288,259,741 | |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ 288,259,741 | | | |

10

Project Description: **WIDEN TURNPIKE (SR 91) LAKE/SUMTER COUNTY LINE TO N OF OKAHUMPKA SERVICE PLAZA** FPN: Project Funding Source(s): Local

Work Description: **ADD LANES AND RECONSTRUCT** 435788-3

Congested Corridor: **NO** L RTP Page: PG. 63

| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
|--------------|---------------------|------------------|-------------|-------------------|---------------------|---------------------|-----------------------|-----------------------|
| PE | \$ 5,172,011 | \$ 90,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,262,011 |
| PEX | \$ 264,590 | \$ 2,196 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 266,786 |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENV | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ENX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | \$ - | \$ - | \$ - | \$ 90,000 | \$ 2,041,515 | \$ 1,627,354 | \$ - | \$ 3,758,869 |
| RWX | \$ - | \$ - | \$ - | \$ 2,878 | \$ 50,495 | \$ 40,389 | \$ - | \$ 93,762 |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ - | \$ - | \$ - | \$ 16,739 | \$ - | \$ - | \$ 255,583,254 | \$ 255,599,993 |
| CSX | \$ - | \$ - | \$ - | \$ 979 | \$ - | \$ - | \$ 592,583 | \$ 593,562 |
| COX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,643,648 | \$ 5,643,648 |
| LAR | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| INC | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 5,436,601 | \$ 92,196 | \$ - | \$ 110,596 | \$ 2,092,010 | \$ 1,667,743 | \$ 261,819,485 | \$ 271,218,631 |

Responsible Agency: FDOT

County: SUMTER

Total Project Cost: \$ 271,218,631

Trail Projects

TIP & LOPP Dashboard Lake-Sumter MPO

Select by Type
Trail Projects
Select by County
All Counties
Select by Responsible Agency
All Agencies
Select by SIS
All Projects
Select for Federal Funding
All Funding
Toggle between Adopted Draft

TIP Project List

4225703 - South Lake Trail Phase IIIB
 Draft - Lake County
 Trail Projects
 Fund Codes: ACSA, DDR, DIH, DIOH, DS, SL, TALL, TALM, TALT

4309758 - Lake - Wekiva Trail
 Draft - Lake County
 Trail Projects
 Fund Codes: DIOH, LF, TALT

4529151 - SR 50
 Draft - Lake County
 Trail Projects
 Fund Codes: DIH, DIOH, DS, TLWR

Draft TIP: 422570-3

| | |
|------------------|---|
| FPN | 422570-3 |
| FM NUMBER | 4225703 |
| PROJECT NAME | South Lake Trail Phase IIIB |
| PROJECT SEGMENT | From 2nd St To Silver Eagle Rd |
| FROM | 2nd St |
| TO | Silver Eagle Rd |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Lake County |
| DESCRIPTION | South Lake Trail Phase IIIB From 2nd Ave To Silver Eagle Rd |
| WORK DESCRIPTION | Bike Path/Trail |

TIP
LOPP

Draft Cost Records

Selection required on one or more elements

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIE)
- Safety/Operator Projects
- Strategic Interconnect System Projects
- Trail Projects
- Transit and Transportation Disadvantaged P

Lake-Sumter MPO Boundary

Sum 5-Year Cost

\$21,455,355

Total
5-Year

Number of TIP Projects

3

TIP
LOPP
By Type
By County
Sum Total Cost by Type
Sum 5-Year Cost by Type
Sum Historical Cost by Type
Sum Future Cost by Type
Adopted Total by Source
Draft Total by Source

| 1 | PRIORITY | Project Description: SOUTH LAKE TRAIL PHASE IIIB FROM 2ND AVE TO SILVER EAGLE RD | | FPN: | Funding Source(s): | Local | | |
|--------------------------|----------------------|---|-------------------|--------------|--------------------|-------------|-------------------------------|----------------------|
| | | Work Description: BIKE PATH/TRAIL | | 422570-3 | | | | |
| | | Congested Corridor: NO | | L RTP Page: | PG. 62 | | | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded |
| PE | \$ 1,952,569 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,952,569 |
| PEX | \$ 211,373 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 211,373 |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| ROW | \$ 4,835,196 | \$ 200,000 | \$ 759,000 | \$ - | \$ - | \$ - | \$ - | \$ 5,794,196 |
| RWX | \$ 338,543 | \$ 12,300 | \$ 46,678 | \$ - | \$ - | \$ - | \$ - | \$ 397,521 |
| RRU | \$ 700,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 700,000 |
| CST | \$ 4,015,742 | \$ 66,473 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,082,215 |
| CSX | \$ 25,020 | \$ 4,952 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 29,972 |
| COX | \$ 131,973 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 131,973 |
| Total | \$ 12,210,416 | \$ 283,725 | \$ 805,678 | \$ - | \$ - | \$ - | \$ - | \$ 13,299,819 |
| Responsible Agency: FDOT | | | | County: LAKE | | | Total Project Cost: \$ | 13,299,819 |

| Trail Projects | | | | | | | | | | |
|--------------------------|---|-------------|-------------|-------------|----------------------|--------------|-------------|-------------------------------|-------------|----------------------|
| 2 | Project Description: SR 50 FROM VILLA CITY ROAD TO NORTH OF AMERICAN LEGION ROAD | | | | | | FPN: | Funding Source(s): | | Local |
| | Work Description: BIKE PATH/TRAIL | | | | | | 452915-1 | | | |
| | Congested Corridor: NO | | | | | | L RTP Page: | PG. 65 | | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| PE | \$ 1,724,636 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,724,636 |
| PEX | \$ 234,350 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 234,350 |
| PDE | \$ 261,341 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 261,341 |
| PDX | \$ 16,134 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 16,134 |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CST | \$ 3,556 | \$ - | \$ - | \$ - | \$ 12,388,804 | \$ - | \$ - | \$ - | \$ - | \$ 12,392,360 |
| CSX | \$ 129 | \$ - | \$ - | \$ - | \$ 53,995 | \$ - | \$ - | \$ - | \$ - | \$ 54,124 |
| COX | \$ - | \$ - | \$ - | \$ - | \$ 349,661 | \$ - | \$ - | \$ - | \$ - | \$ 349,661 |
| Total | \$ 2,240,146 | \$ - | \$ - | \$ - | \$ 12,792,460 | \$ - | \$ - | \$ - | \$ - | \$ 15,032,606 |
| Responsible Agency: FDOT | | | | | | County: LAKE | | Total Project Cost: \$ | | 15,032,606 |

| 3 | | | | | | | | | | | |
|--------------------------------------|-------|---|------|------|------|--------------|------------|---|--------------------|--------------|-------|
| Project Description: | | LAKE - WEKIVA TRAIL FROM CR 437 TO HOJIN STREET | | | | | FPN: | | Funding Source(s): | | Local |
| Work Description: | | BIKE PATH/TRAIL | | | | | 430975-8 | | | | |
| Congested Corridor: | | NO | | | | | LRTP Page: | | PG. 62 | | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | | |
| PE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PEX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PDE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PDX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| ROW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RWX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RRU | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CST | \$ - | \$ 7,441,714 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,441,714 | |
| CSX | \$ - | \$ 14,403 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 14,403 | |
| COX | \$ - | \$ 117,375 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 117,375 | |
| Total | \$ - | \$ 7,573,492 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,573,492 | |
| Responsible Agency: LAKE COUNTY BOCC | | | | | | County: LAKE | | Total Project Cost: \$ 7,573,492 | | | |

Transit and Transportation Disadvantage Projects

TIP & LOPP Dashboard
Lake-Sumter MPO

Select by Type
Transit and Transportation Dis...
Select by County
All Counties
Select by Responsible Agency
All Agencies
Select by SIS
All Projects
Select for Federal Funding
All Funding
Toggle between Adopted Draft

TIP Project List

- 4143312 - Lake - County Capital Grant Section 5307**
Draft - Lake County
Transit and Transportation Disadvantage Projects
Fund Codes: FTA, LF
- 4424531 - Lake - Block Grant Operating Assistance**
Draft - Lake County
Transit and Transportation Disadvantage Projects
Fund Codes: DIOH, DPTO, LF
- 4424532 - Lake - Block Grant Operating Assistance**
Draft - Lake County
Transit and Transportation Disadvantage Projects
Fund Codes: DIOH, DPTO, LF
- 4424581 - Lake- Section 5311 Rural Transportation**
Draft - Lake County
Transit and Transportation Disadvantage Projects
Fund Codes: DIOH, DU, LF
- 4424611 - Sumter - Section 5311 Rural Transportation**
Draft - Sumter County
Transit and Transportation Disadvantage Projects
Fund Codes: DIOH, DU, LF
- 4442851 - Lake - Lake County FTA Section 5307 Operating Funds**
Draft - Lake County
Transit and Transportation Disadvantage Projects

TIP
LOPP

Draft TIP: 414331-2 1 of 8

| | |
|------------------|--|
| FPN | 414331-2 |
| FM NUMBER | 4143312 |
| PROJECT NAME | Lake - County Capital Grant Section 5307 |
| PROJECT SEGMENT | |
| FROM | |
| TO | |
| BEGIN MILEPOST | |
| END MILEPOST | |
| COUNTY | Lake County |
| DESCRIPTION | Lake - County Capital Grant Section 5307 |
| WORK DESCRIPTION | Capital For Fixed Route |
| WP CATEGORY | FIP: Transit |

TIP
LOPP

Draft Cost Records

Selection required on one or more elements

Adopted
Draft

Legend

Draft (FY 2027 - 2031)

- Aviation
- Bike/Ped and Sid Projects
- Bridge Projects
- Planning Studies
- Roadway Capacity Projects (Non-SIS)
- Safety/Operator Projects
- Strategic Intermodal System Projects
- Trail Projects
- Transit and Transportation Disadvantaged F

Lake-Sumter MPO Boundary

Sum 5-Year Cost

\$32,432,879

Total
5-Year

Number of TIP Projects

8

By Type
By County
Sum Total Cost by Type
Sum 5-Year Cost by Type
Sum Historical Cost by Type
Sum Future Cost by Type
Adopted Total by Source
Draft Total by Source

| 1 | Project Description: | | LAKE - COUNTY CAPITAL GRANT SECTION 5307 | | | | FPN: | Funding Source(s): | Bonds, Federal, Local |
|---|----------------------|---------------------|---|-------------|-------------|--------------|-------------|--|-----------------------|
| | Work Description: | | CAPITAL FOR FIXED ROUTE | | | | 414331-2 | | |
| | Congested Corridor: | | NO | | | | L RTP Page: | PG. 73-74 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAP | \$ 28,374,544 | \$ 5,077,334 | \$ 5,077,334 | \$ - | \$ - | \$ - | \$ - | \$ 38,529,212 | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 28,374,544 | \$ 5,077,334 | \$ 5,077,334 | \$ - | \$ - | \$ - | \$ - | \$ 38,529,212 | |
| Responsible Agency: LAKE COUNTY PUBLIC TRANSPORTATION | | | | | | County: LAKE | | Total Project Cost: \$ 38,529,212 | |

| 2 | Project Description: | | LAKE - LAKE COUNTY FTA SECTION 5307 OPERATING FUNDS | | | | FPN: | Funding Source(s): | Local |
|---|----------------------|---------------------|--|-------------|-------------|--------------|-------------|--|-------|
| | Work Description: | | OPERATING FOR FIXED ROUTE | | | | 444285-1 | | |
| | Congested Corridor: | | NO | | | | L RTP Page: | PG. 73-74 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| OPS | \$ 13,410,180 | \$ 4,000,000 | \$ 4,000,000 | \$ - | \$ - | \$ - | \$ - | \$ 21,410,180 | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 13,410,180 | \$ 4,000,000 | \$ 4,000,000 | \$ - | \$ - | \$ - | \$ - | \$ 21,410,180 | |
| Responsible Agency: LAKE COUNTY PUBLIC TRANSPORTATION | | | | | | County: LAKE | | Total Project Cost: \$ 21,410,180 | |

| 3 | Project Description: | | LAKE - BLOCK GRANT OPERATING ASSISTANCE | | | | FPN: | Funding Source(s): | Federal, Local |
|---|----------------------|---------------------|--|-------------|-------------|--------------|---|---------------------|----------------|
| | Work Description: | | OPERATING FOR FIXED ROUTE | | | | 442453-1 | | |
| | Congested Corridor: | | NO | | | | L RTP Page: | PG. 73-74 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| OPS | \$ 7,391,628 | \$ 2,072,054 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,463,682 | |
| OPX | \$ 157,178 | \$ 25,383 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 182,561 | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 7,548,806 | \$ 2,097,437 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,646,243 | |
| Responsible Agency: LAKE COUNTY PUBLIC TRANSPORTATION | | | | | | County: LAKE | Total Project Cost: \$ 9,646,243 | | |

| 4 | Project Description: | | LAKE - BLOCK GRANT OPERATING ASSISTANCE | | | | FPN: | Funding Source(s): | Federal, Local |
|---|----------------------|-------------|--|---------------------|---------------------|---------------------|---|---------------------|----------------|
| | Work Description: | | OPERATING FOR FIXED ROUTE | | | | 442453-2 | | |
| | Congested Corridor: | | NO | | | | L RTP Page: | PG. 73-74 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| OPS | \$ - | \$ - | \$ 2,134,216 | \$ 2,198,242 | \$ 2,264,190 | \$ 2,332,116 | \$ - | \$ 8,928,764 | |
| OPX | \$ - | \$ - | \$ 26,144 | \$ 26,928 | \$ 27,736 | \$ 28,568 | \$ - | \$ 109,376 | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ - | \$ 2,160,360 | \$ 2,225,170 | \$ 2,291,926 | \$ 2,360,684 | \$ - | \$ 9,038,140 | |
| Responsible Agency: LAKE COUNTY PUBLIC TRANSPORTATION | | | | | | County: LAKE | Total Project Cost: \$ 9,038,140 | | |

| 5 | Project Description: | | LAKE - SECTION 5311 RURAL TRANSPORTATION | | | | FPN: | Funding Source(s): | Federal, Local |
|---|----------------------|---------------------|---|-------------|-------------|--------------|---|---------------------|----------------|
| | Work Description: | | OPERATING/ADMIN ASSISTANCE | | | | 442458-1 | | |
| | Congested Corridor: | | NO | | | | L RTP Page: | PG. 73-74 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| OPS | \$ 2,201,568 | \$ 1,141,454 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,343,022 | |
| OPX | \$ 54,192 | \$ 13,983 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 68,175 | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 2,255,760 | \$ 1,155,437 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,411,197 | |
| Responsible Agency: LAKE COUNTY PUBLIC TRANSPORTATION | | | | | | County: LAKE | Total Project Cost: \$ 3,411,197 | | |

| 6 | Project Description: | | SUMTER - SECTION 5311 RURAL TRANSPORTATION | | | | FPN: | Funding Source(s): | Local |
|---|----------------------|-------------------|---|-------------|-------------|----------------|---|---------------------|-------|
| | Work Description: | | OPERATING/ADMIN ASSISTANCE | | | | 442461-1 | | |
| | Congested Corridor: | | NO | | | | L RTP Page: | PG. 48 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | |
| OPS | \$ 2,914,000 | \$ 765,056 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,679,056 | |
| OPX | \$ 49,677 | \$ 9,372 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 59,049 | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ 2,963,677 | \$ 774,428 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,738,105 | |
| Responsible Agency: SUMTER COUNTY TRANSIT | | | | | | County: SUMTER | Total Project Cost: \$ 3,738,105 | | |

| 7 | Project Description: | | 5310 CAPITAL-SMALL/RURAL UA - LAKE COUNTY BOCC | | | | | FPN: | Funding Source(s): | Local |
|---------------------------------|----------------------|-------------------|---|-------------|-------------|--------------|-------------|---------------------------------------|--------------------|-------|
| | Work Description: | | CAPITAL PROJECT | | | | | 456495-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 73-74 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| OPS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| OPX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAP | \$ - | \$ 594,380 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 594,380 | |
| CAX | \$ - | \$ 13,106 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 13,106 | |
| Total | \$ - | \$ 607,486 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 607,486 | |
| Responsible Agency: LAKE COUNTY | | | | | | County: LAKE | | Total Project Cost: \$ 607,486 | | |

| 8 | Project Description: | | LAKE COUNTY BOARD OF COUNTY COMMISSIONERS ROUTES 1, 1A, 2 AND 3 | | | | | FPN: | Funding Source(s): | Bonds, Federal, Local |
|---|----------------------|-------------------|--|-------------|-------------|--------------|-------------|---------------------------------------|--------------------|-----------------------|
| | Work Description: | | TRANSIT SERVICE DEMONSTRATION | | | | | 457610-1 | | |
| | Congested Corridor: | | NO | | | | | L RTP Page: | PG. 73-74 | |
| Phase | <2027 | 2027 | 2028 | 2029 | 2030 | 2031 | >2031 | Amount Funded | | |
| OPS | \$ - | \$ 597,958 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 597,958 | |
| OPX | \$ - | \$ 7,325 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,325 | |
| CAP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CAX | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ 605,283 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 605,283 | |
| Responsible Agency: LAKE COUNTY PUBLIC TRANSPORTATION | | | | | | County: LAKE | | Total Project Cost: \$ 605,283 | | |


DETAILED PROJECT SHEETS

In addition to the project summary tables in the previous section, the projects are also displayed in this section with more project and cost information, as well as a map identifying where the project is located.

Detailed Project Information – This section provides relevant project information, such as the FDOT FM Number (FPID), the name of the project, what type of project it is, the length of the project, etc.

Detailed Project Map – This section shows where the project is located within the LSMPO planning area.

Detailed Cost Information – This section provides a breakdown of the previous and future costs of the project by fund code and phase, as well as for currently programmed costs over the next five years.



Lake-Sumter MPO - Draft
 5-Year Transportation Improvement Program (TIP)
 FY 2027 - 2031

FPN: 413019-3

TIP Information

SIS Project: Non-S

FPN: 413019-3

Project Name: Lake Traffic Engineering Contracts

Project Segment: N/A

From: N/A

To: N/A

Begin Milepost: N/A

End Milepost: N/A

Work Program Category: Miscellaneous

County: Lake County

LRTP Page: Pg. 13; Pg. 49

Project Length: 0 Miles

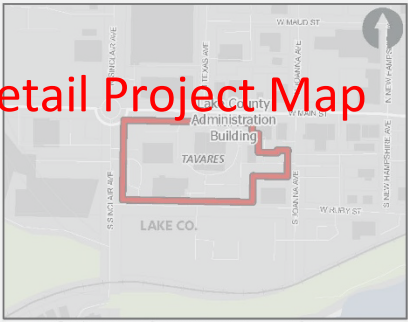
Amended: N/A - Amendment Packet: N/A

Work Description: Traffic Signals

Responsible Agency: Lake County BOCC

Project Description: Lake Traffic Engineering Contracts

<http://maps.google.com/maps?q=28.801725925292898,-81.73023644165454>



Safety/Operations/TSMO Projects — Other Projects

*Map shows location of responsible agency and does not represent the location of the actual project.

Historical Cost: \$10,368,124

TIP Cost: \$1,136,731

Future Cost: \$0

Total Cost: \$11,504,855

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-----------------------|-----------|----------------|----------------|--------------|--------|--------|--------|--------|-------------|----------------|
| Operations | OPERATIONS | DDR | State 100% | \$6,630,374.00 | \$931,350.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,561,724.00 |
| Operations | OPERATIONS | DITS | State 100% | \$3,034,468.00 | \$126,566.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,161,034.00 |
| OPX | OPERATIONS - IND SUPP | DIOH | State 100% | \$703,282.00 | \$78,815.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$782,097.00 |

Detailed Project Information

Detail Project Map

Detailed Cost Information

Draft TIP FY 2027 - 2031

TIP Web App: <https://www.arcgis.com/apps/dashboards/7f3ff6f2d4854939a2c089f2e6d5754b>

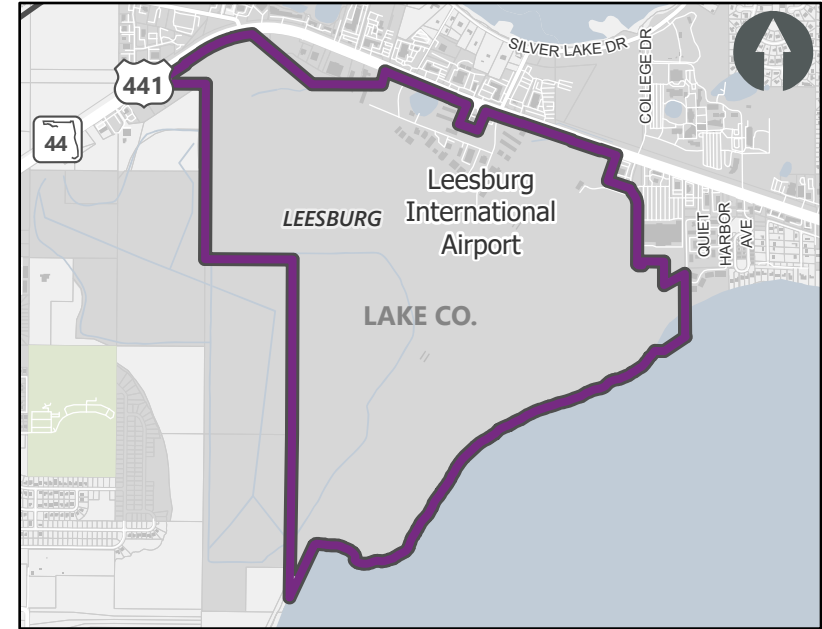
142

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.821835815044366,-81.81085644701434>

FPN: 438449-3
Project Name: Lake - Leesburg International Construct Hangar - Phase 3
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 5.8 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Revenue/Operational
Responsible Agency: Responsible Agency Not Available
Project Description: Lake - Leesburg International Construct Hangar - Phase 3



— Aviation — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$2,803,900 **Future Cost:** \$0 **Total Cost:** \$2,803,900

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------|--------|--------------|--------------|--------------|-------------|----------------|
| Capital | CAPITAL | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$800,000.00 | \$600,000.00 | \$800,000.00 | \$0.00 | \$2,200,000.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$0.00 | \$0.00 | \$200,000.00 | \$150,000.00 | \$200,000.00 | \$0.00 | \$550,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$19,600.00 | \$14,700.00 | \$19,600.00 | \$0.00 | \$53,900.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.821835815044356,-81.81085644701432>

FPN: 442484-1
Project Name: Lake - Leesburg International Land Acquisition
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 5.8 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Revenue/Operational
Responsible Agency: City of Leesburg
Project Description: Lake - Leesburg International Land Acquisition



█ Aviation █ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$509,800 **Future Cost:** \$0 **Total Cost:** \$509,800

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------|--------------|--------|--------|--------|-------------|--------------|
| Capital | CAPITAL | DDR | State 100% | \$0.00 | \$0.00 | \$400,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$400,000.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$0.00 | \$100,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$100,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$9,800.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$9,800.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.82183581504437,-81.81085644701433>

FPN: 444873-3
Project Name: Lake - Leesburg International Fuel Farm Tanks
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 5.8 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Revenue/Operational
Responsible Agency: City of Leesburg
Project Description: Lake - Leesburg International Fuel Farm Tanks



— Aviation — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$764,700 **TIP Cost:** \$764,700 **Future Cost:** \$0 **Total Cost:** \$1,529,400

Cost by Year and Phase

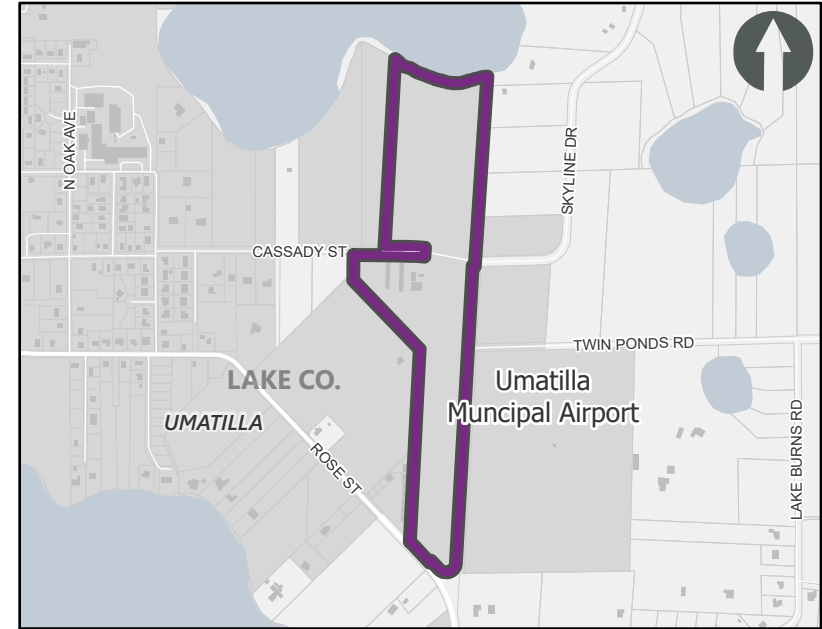
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------------|--------|--------|--------|--------|-------------|----------------|
| Capital | CAPITAL | DDR | State 100% | \$600,000.00 | \$600,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,200,000.00 |
| Capital | CAPITAL | LF | Local | \$150,000.00 | \$150,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$300,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$14,700.00 | \$14,700.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$29,400.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.925288622533596,-81.6521839913871>

FPN: 444875-1
Project Name: Lake - Umatilla Muni Relocate Road
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 1.83 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Preservation Project
Responsible Agency: City of Umatilla
Project Description: Lake - Umatilla Muni Relocate Road



— Aviation — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$204,410 **Future Cost:** \$0 **Total Cost:** \$204,410

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------|--------|--------|--------------|--------|-------------|--------------|
| Capital | CAPITAL | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$180,000.00 | \$0.00 | \$0.00 | \$180,000.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$20,000.00 | \$0.00 | \$0.00 | \$20,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,410.00 | \$0.00 | \$0.00 | \$4,410.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.821835815044356,-81.81085644701432>

FPN: 448010-1
Project Name: Leesburg International Airport Taxiway
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 5.8 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Preservation Project
Responsible Agency: Responsible Agency Not Available
Project Description: Leesburg International Airport Taxiway



— Aviation — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$450,882 **Future Cost:** \$0 **Total Cost:** \$450,882

Cost by Year and Phase

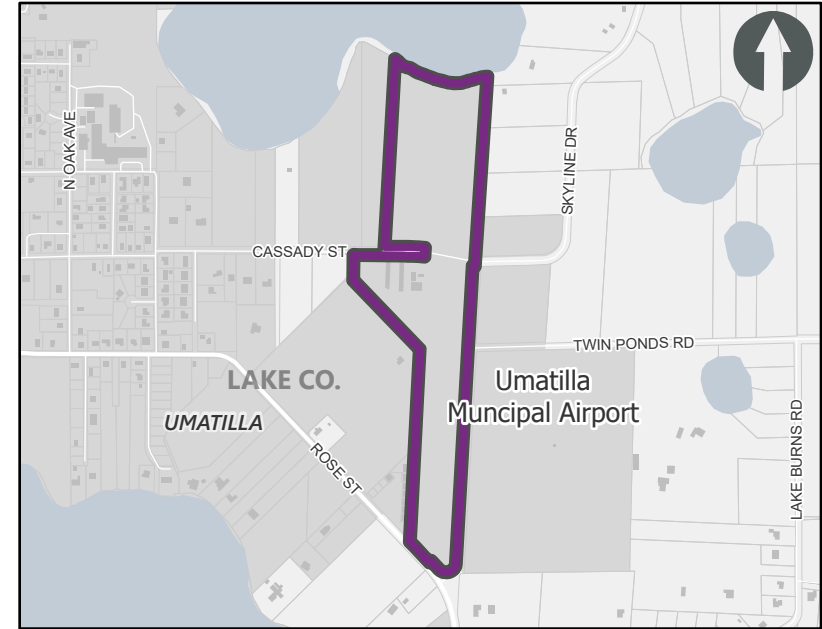
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------|--------------|--------|--------|--------|-------------|--------------|
| Capital | CAPITAL | DDR | State 100% | \$0.00 | \$0.00 | \$36,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$36,000.00 |
| Capital | CAPITAL | FAA | Federal | \$0.00 | \$0.00 | \$405,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$405,000.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$0.00 | \$9,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$9,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$882.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$882.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.92528862253388,-81.65218399139115>

FPN: 454113-1
Project Name: Lake - Umatilla Storage Hangars
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 1.83 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Revenue/Operational
Responsible Agency: Responsible Agency Not Available
Project Description: Lake - Umatilla Storage Hangars



— Aviation — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$1,274,500 **Future Cost:** \$0 **Total Cost:** \$1,274,500

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------|--------|--------|--------------|--------------|-------------|--------------|
| Capital | CAPITAL | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$200,000.00 | \$0.00 | \$0.00 | \$200,000.00 |
| Capital | CAPITAL | DPTO | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$800,000.00 | \$0.00 | \$800,000.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$50,000.00 | \$200,000.00 | \$0.00 | \$250,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,900.00 | \$19,600.00 | \$0.00 | \$24,500.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.82183581504437,-81.81085644701433>

FPN: 457739-1
Project Name: Lake - Leesburg International Airport Runway 4-22
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 5.8 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Preservation Project
Responsible Agency: Responsible Agency Not Available
Project Description: Lake - Leesburg International Airport Runway 4-22



— Aviation — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$764,700 **Future Cost:** \$0 **Total Cost:** \$764,700

Cost by Year and Phase

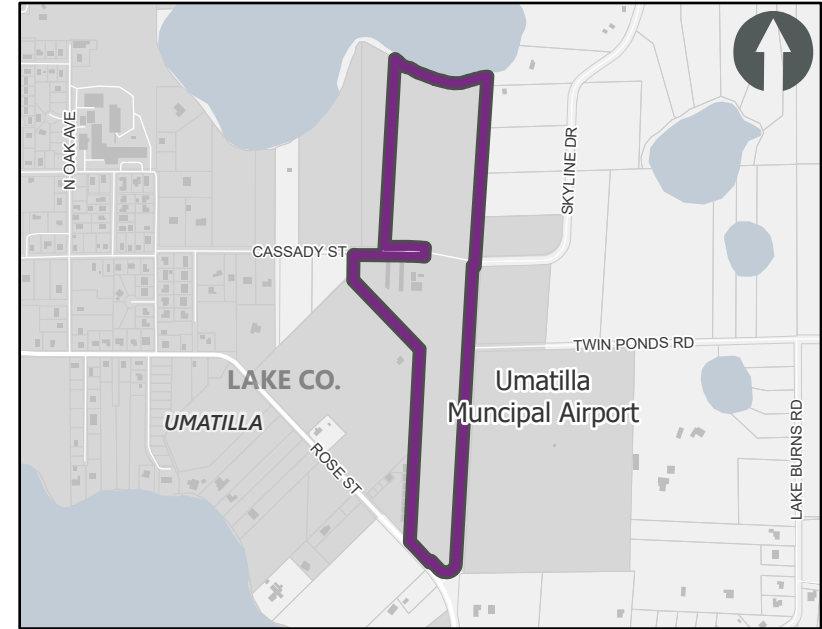
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------|--------|--------|--------------|--------|-------------|--------------|
| Capital | CAPITAL | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$600,000.00 | \$0.00 | \$0.00 | \$600,000.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$150,000.00 | \$0.00 | \$0.00 | \$150,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$14,700.00 | \$0.00 | \$0.00 | \$14,700.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.925288622533888,-81.65218399139125>

FPN: 457740-1
Project Name: Lake - Umatilla Taxilane Rehab
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Aviation
County: Lake County
L RTP Page: Pg. 13
Project Length: 1.83 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Aviation Preservation Project
Responsible Agency: Responsible Agency Not Available
Project Description: Lake - Umatilla Taxilane Rehab



Legend: █ Aviation █ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$1,274,500 **Future Cost:** \$0 **Total Cost:** \$1,274,500

Cost by Year and Phase

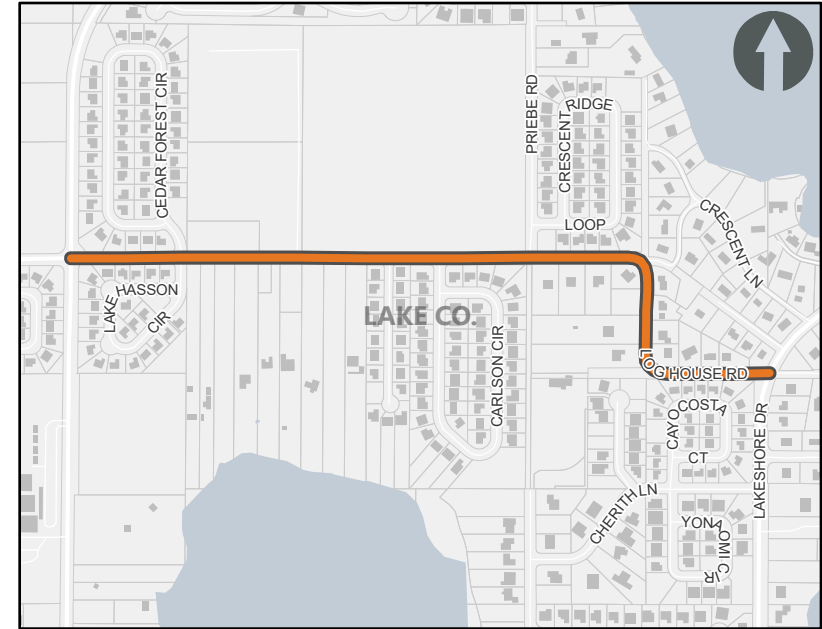
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------|--------------|--------------|--------|--------|-------------|----------------|
| Capital | CAPITAL | DDR | State 100% | \$0.00 | \$0.00 | \$200,000.00 | \$800,000.00 | \$0.00 | \$0.00 | \$0.00 | \$1,000,000.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$0.00 | \$50,000.00 | \$200,000.00 | \$0.00 | \$0.00 | \$0.00 | \$250,000.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$4,900.00 | \$19,600.00 | \$0.00 | \$0.00 | \$0.00 | \$24,500.00 |


TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.49906078891329,-81.77880112364315>

- FPN:** 439683-2
- Project Name:** Log House Rd (Pine Ridge Elementary School)
- Project Segment:** From CR 561 To Lakeshore Drive
- From:** CR 561
- To:** Lakeshore Drive
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Lake County
- L RTP Page:** Pg. 36; Pg. 64
- Project Length:** 0.87 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Sidewalk
- Responsible Agency:** Lake County BOCC
- Project Description:** Log House Rd (Pine Ridge Elementary School) From CR 561 To Lakeshore Drive



 Bike/Ped and Sidewalk Projects

Historical Cost: \$181,983 **TIP Cost:** \$812,586 **Future Cost:** \$0 **Total Cost:** \$994,569

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|--------|--------------|--------|--------|--------|-------------|--------------|
| Right of Way | RIGHT OF WAY | LF | Local | \$22,758.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$22,758.00 |
| Right of Way | RIGHT OF WAY | TALT | Federal | \$150,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$150,000.00 |
| RWX | RIGHT OF WAY - IND SUPP | DIOH | State 100% | \$9,225.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$9,225.00 |
| Construction | CONSTRUCTION | TALT | Federal | \$0.00 | \$0.00 | \$786,274.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$786,274.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$3,800.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,800.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$22,512.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$22,512.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.81219523910261,-81.8777314770155>

FPN: 447990-1
Project Name: Beverly Shores Neighborhood Sidewalk Project At Various Locations
Project Segment: At Various Locations
From: At Various Locations
To: At Various Locations
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 36; Pg. 64
Project Length: 0.2 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Sidewalk
Responsible Agency: City of Leesburg
Project Description: Beverly Shores Neighborhood Sidewalk Project At Various Locations



Legend: ▭ Bike/Ped and Sidewalk Projects ▭ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$1,299,730 **Future Cost:** \$0 **Total Cost:** \$1,299,730

Cost by Year and Phase

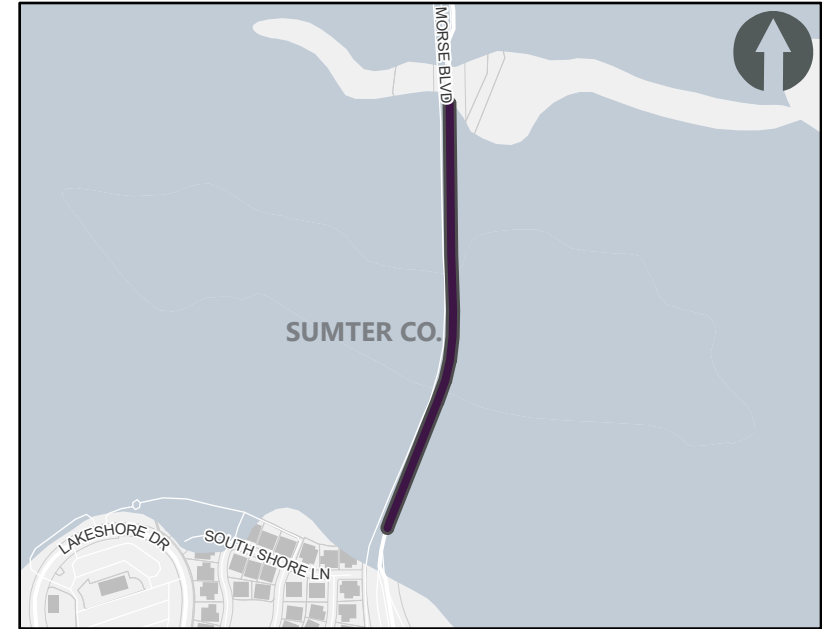
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$187,535.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$187,535.00 |
| Construction | CONSTRUCTION | SR2T | Federal | \$0.00 | \$1,077,035.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,077,035.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$5,354.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,354.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$29,806.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$29,806.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.91311792344737,-81.96913016585751>

FPN: 453488-1
Project Name: Morse Boulevard Bridge Rehabilitation
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 40
Project Length: 0.31 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Bridge-Repair/Rehabilitation
Responsible Agency: Sumter County BOCC
Project Description: Morse Boulevard Bridge Rehabilitation



Bridge Projects

Historical Cost: \$0 **TIP Cost:** \$1,454,445 **Future Cost:** \$0 **Total Cost:** \$1,454,445

Cost by Year and Phase

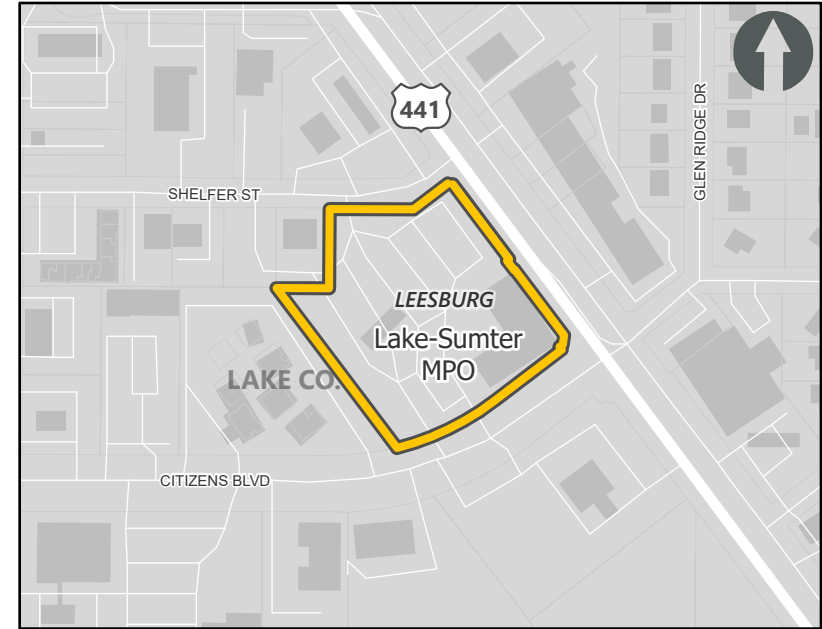
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|--------------|--------|--------|--------|--------|-------------|--------------|
| Construction | CONSTRUCTION | ACSL | Federal | \$0.00 | \$620,050.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$620,050.00 |
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$813,910.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$813,910.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$2,649.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,649.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$17,836.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$17,836.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.82293599682349,-81.88498512424106>

FPN: 439329-6
Project Name: Lake Sumter Urban Area FY 2026/2027 - 2027/2028 UPWP
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Transportation Planning
County: Lake County
L RTP Page: Pg. 59
Project Length: 0.31 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Transportation Planning
Responsible Agency: Responsible Agency Not Available
Project Description: Lake Sumter Urban Area FY 2026/2027 - 2027/2028 UPWP



Planning Studies — **Other Projects**
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$2,445,594 **Future Cost:** \$0 **Total Cost:** \$2,445,594

Cost by Year and Phase

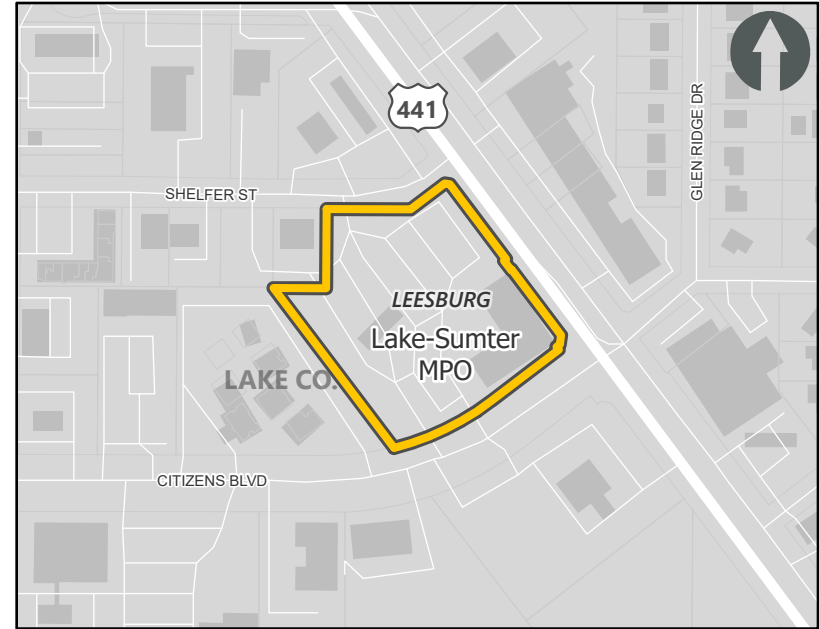
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|----------|---------------------|-----------|----------------|---------------|----------------|----------------|--------|--------|--------|-------------|----------------|
| Planning | PLANNING | ACPL | Federal | \$0.00 | \$1,070,188.00 | \$1,070,188.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,140,376.00 |
| PLX | PLANNING - IND SUPP | DIOH | State 100% | \$0.00 | \$152,609.00 | \$152,609.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$305,218.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.822940062908238,-81.88498393658331>

FPN: 439329-7
Project Name: Lake Sumter Urban Area FY 2028/2029 - 2029/2030 UPWP
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Transportation Planning
County: Lake County
L RTP Page: Pg. 59
Project Length: 0.31 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Transportation Planning
Responsible Agency: Responsible Agency Not Available
Project Description: Lake Sumter Urban Area FY 2028/2029 - 2029/2030 UPWP



Planning Studies — **Other Projects**
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$2,445,594 **Future Cost:** \$0 **Total Cost:** \$2,445,594

Cost by Year and Phase

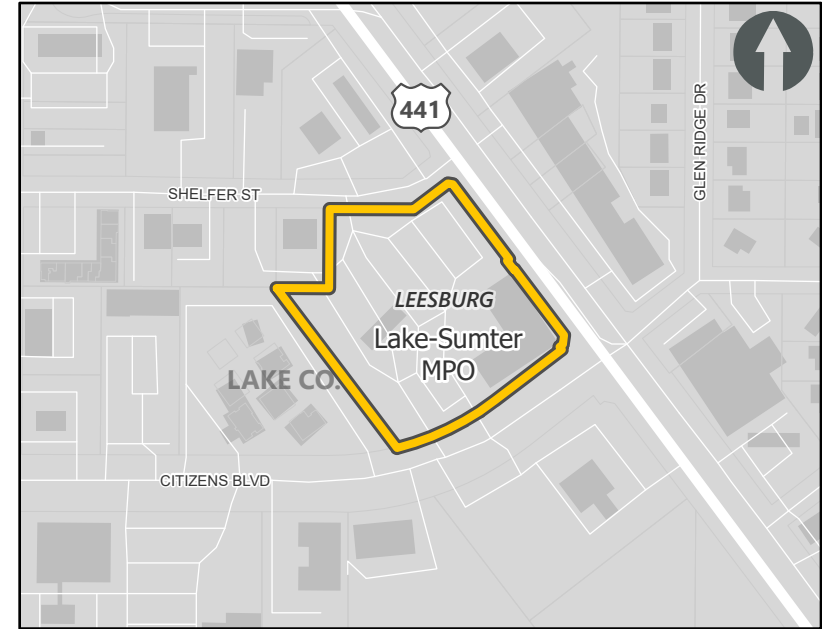
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|----------|---------------------|-----------|----------------|---------------|--------|--------|----------------|----------------|--------|-------------|----------------|
| Planning | PLANNING | ACPL | Federal | \$0.00 | \$0.00 | \$0.00 | \$1,070,188.00 | \$1,070,188.00 | \$0.00 | \$0.00 | \$2,140,376.00 |
| PLX | PLANNING - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$152,609.00 | \$152,609.00 | \$0.00 | \$0.00 | \$305,218.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.822940062908238,-81.8849839365833>

FPN: 439329-8
Project Name: Lake Sumter Urban Area FY 2030/2031 - 2031/2032 UPWP
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Transportation Planning
County: Lake County
L RTP Page: Pg. 59
Project Length: 0.31 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Transportation Planning
Responsible Agency: Responsible Agency Not Available
Project Description: Lake Sumter Urban Area FY 2030/2031 - 2031/2032 UPWP



Planning Studies — **Other Projects**
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$1,222,797 **Future Cost:** \$0 **Total Cost:** \$1,222,797

Cost by Year and Phase

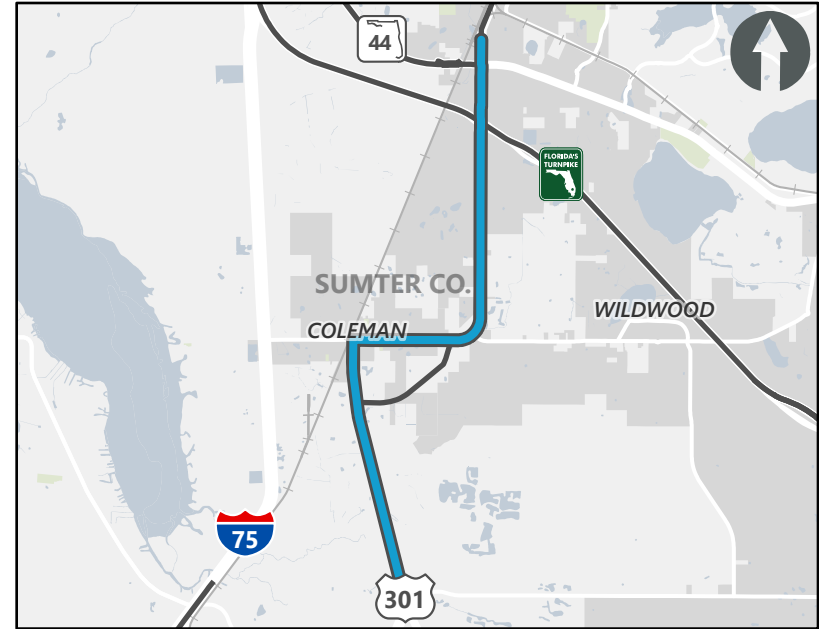
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|----------|---------------------|-----------|----------------|---------------|--------|--------|--------|--------|----------------|-------------|----------------|
| Planning | PLANNING | ACPL | Federal | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,070,188.00 | \$0.00 | \$1,070,188.00 |
| PLX | PLANNING - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$152,609.00 | \$0.00 | \$152,609.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.80288954589573,-82.056037884686>

FPN: 430132-1
Project Name: SR 35 (US 301)
Project Segment: From CR 470 To SR 44
From: CR 470
To: SR 44
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 32; Pg. 62
Project Length: 8.01 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: SR 35 (US 301) From CR 470 To SR 44



— Roadway Capacity Projects (Non-SIS) — Other Projects

Historical Cost: \$69,219,131 **TIP Cost:** \$24,252,744 **Future Cost:** \$0 **Total Cost:** \$93,471,875

Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 430132-1

Cost by Year and Phase

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.80288954589573,-82.056037884686>

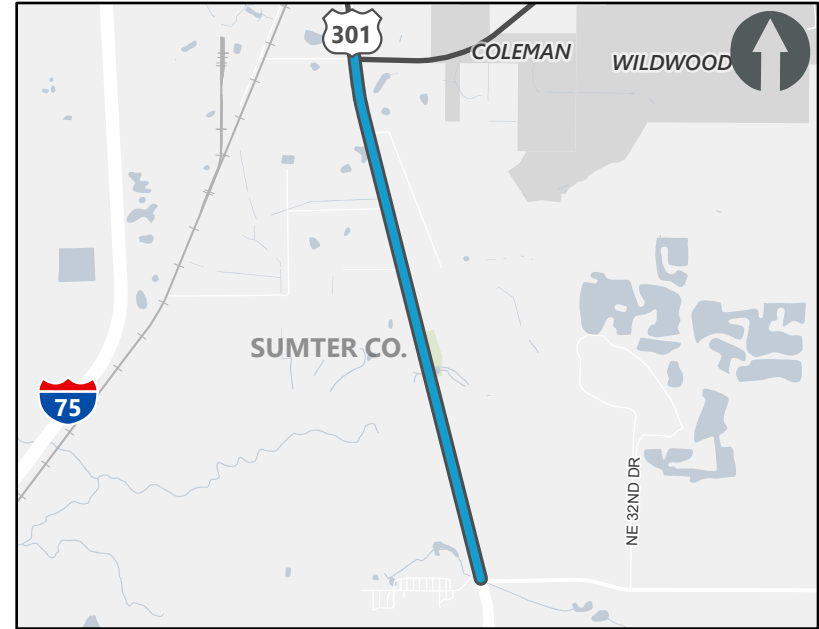
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------------|-----------|----------------|-----------------|-----------------|----------------|----------------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | ART | State 100% | \$2,932,386.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,932,386.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$5,113,622.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,113,622.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$419,303.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$419,303.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$714,486.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$714,486.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | LFR | Local | \$6,100,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$6,100,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$16,575.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$16,575.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$1,737,665.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,737,665.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$404.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$404.00 |
| Project Development and Environmental | P D & E | DIH | State 100% | \$201,224.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$201,224.00 |
| Project Development and Environmental | P D & E | SA | Federal | \$5,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,000.00 |
| Project Development and Environmental | P D & E | SL | Federal | \$258,469.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$258,469.00 |
| Project Development and Environmental | P D & E | SN | Federal | \$1,724,880.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,724,880.00 |
| PDX | P D & E - IND SUPP | DIOH | State 100% | \$286,744.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$286,744.00 |
| Environmental | ENVIRONMENTAL | ART | State 100% | \$821,063.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$821,063.00 |
| ENX | ENVIRONMENTAL - IND SUPP | DIOH | State 100% | \$55,212.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$55,212.00 |
| Right of Way | RIGHT OF WAY | ART | State 100% | \$32,661,154.00 | \$17,447,307.00 | \$2,512,000.00 | \$2,059,395.00 | \$0.00 | \$0.00 | \$0.00 | \$54,679,856.00 |
| Right of Way | RIGHT OF WAY | DIH | State 100% | \$408,904.00 | \$781,361.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,190,265.00 |
| Right of Way | RIGHT OF WAY | LF | Local | \$6,700,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$6,700,000.00 |
| RWX | RIGHT OF WAY - IND SUPP | DIOH | State 100% | \$2,954,961.00 | \$1,171,540.00 | \$154,488.00 | \$126,653.00 | \$0.00 | \$0.00 | \$0.00 | \$4,407,642.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | DS | State 100% | \$5,706.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,706.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$1,373.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,373.00 |
| Local Agency Reimbursement | LOCAL ADVANCE REIMBURSE | SL | Federal | \$3,701,294.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,701,294.00 |
| Local Agency Reimbursement | LOCAL ADVANCE REIMBURSE | SN | Federal | \$2,398,706.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,398,706.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.773063707064715,-82.06551306057139>

FPN: 430132-2
Project Name: SR 35 (US 301)
Project Segment: From CR 470 To CR 525E
From: CR 470
To: CR 525E
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 32; Pg. 62
Project Length: 2.33 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: SR 35 (US 301) From CR 470 To CR 525E



Historical Cost: \$799,393 **TIP Cost:** \$71,911,118 **Future Cost:** \$0 **Total Cost:** \$72,710,511

Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 430132-2

Cost by Year and Phase

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.773063707064715,-82.06551306057139>

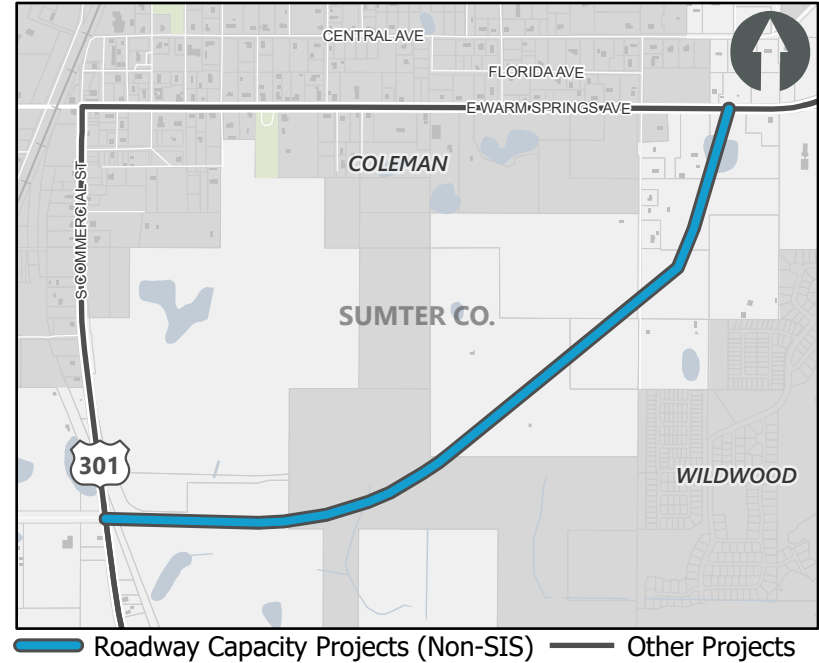
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|-----------------|--------|--------|--------------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$14,261.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$14,261.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$93,003.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$93,003.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$7,990.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,990.00 |
| Environmental | ENVIRONMENTAL | FINC | State 100% | \$644,502.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$644,502.00 |
| ENX | ENVIRONMENTAL - IND SUPP | DIOH | State 100% | \$39,637.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$39,637.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | DDR | State 100% | \$0.00 | \$2,507,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,507,000.00 |
| Construction | CONSTRUCTION | ART | State 100% | \$0.00 | \$46,452,453.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$46,452,453.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$4,389,165.00 | \$0.00 | \$0.00 | \$105,084.00 | \$0.00 | \$0.00 | \$4,494,249.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$392,152.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$392,152.00 |
| Construction | CONSTRUCTION | FINC | State 100% | \$0.00 | \$15,294,048.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$15,294,048.00 |
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$490,190.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$490,190.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$207,874.00 | \$0.00 | \$0.00 | \$7,829.00 | \$0.00 | \$0.00 | \$215,703.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$2,065,323.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,065,323.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.79816689968016,-82.06323524685797>

FPN: 430132-4
Project Name: SR 35 (US 301)
Project Segment: From CR 525E To West Of CR 468
From: CR 525E
To: West Of CR 468
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 32; Pg. 62
Project Length: 1.48 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: SR 35 (US 301) From CR 525E To West Of CR 468



| | | | |
|--------------------------------------|---------------------------|-------------------------|---------------------------------|
| Historical Cost: \$35,406,281 | TIP Cost: \$91,846 | Future Cost: \$0 | Total Cost: \$35,498,127 |
|--------------------------------------|---------------------------|-------------------------|---------------------------------|

Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 430132-4

Cost by Year and Phase

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.79816689968016,-82.06323524685797>

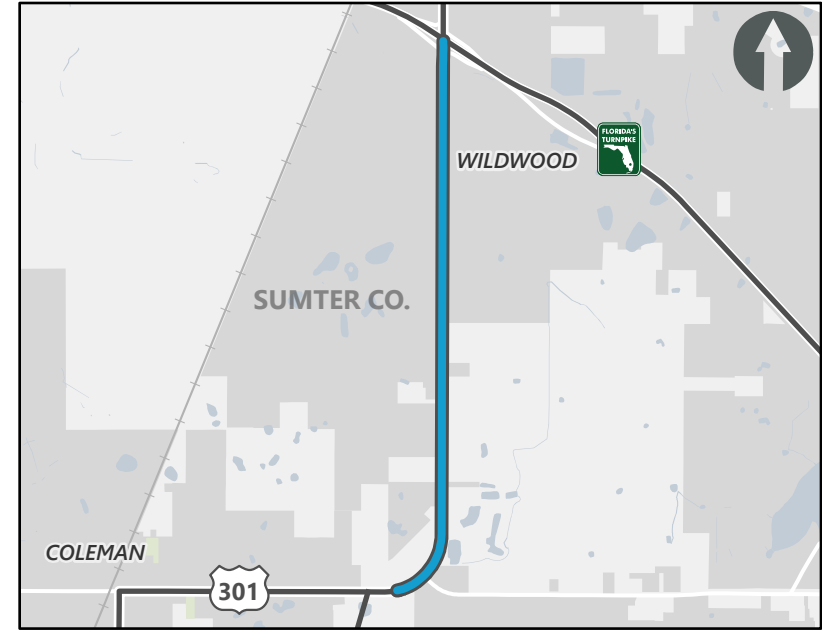
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|-----------------|--------|-------------|--------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$971.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$971.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$72.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$72.00 |
| Design and Build | DESIGN BUILD | ART | State 100% | \$26,746,157.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$26,746,157.00 |
| Design and Build | DESIGN BUILD | DDR | State 100% | \$4,161,456.00 | \$0.00 | \$85,478.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,246,934.00 |
| Design and Build | DESIGN BUILD | DIH | State 100% | \$300,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$300,000.00 |
| Design and Build | DESIGN BUILD | DS | State 100% | \$4,397.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,397.00 |
| Design and Build | DESIGN BUILD | LF | Local | \$113,900.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$113,900.00 |
| Design and Build | DESIGN BUILD | PKYI | Toll/Turnpike | \$8,454.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$8,454.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | DDR | State 100% | \$1,795,955.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,795,955.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$209,634.00 | \$0.00 | \$6,368.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$216,002.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$206.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$206.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$1,815,079.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,815,079.00 |
| Incentive | CONTRACT INCENTIVES | ART | State 100% | \$250,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$250,000.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.81771568284574,-82.04575092630219>

FPN: 430132-5
Project Name: SR 35 (US 301)
Project Segment: From West Of CR 468 To Florida's Turnpike
From: West Of CR 468
To: Florida's Turnpike
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg.62
Project Length: 2.66 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: SR 35 (US 301) From West Of CR 468 To Florida's Turnpike



— Roadway Capacity Projects (Non-SIS) — Other Projects

Historical Cost: \$216,104 **TIP Cost:** \$74,645,647 **Future Cost:** \$0 **Total Cost:** \$74,861,751

Cost by Year and Phase

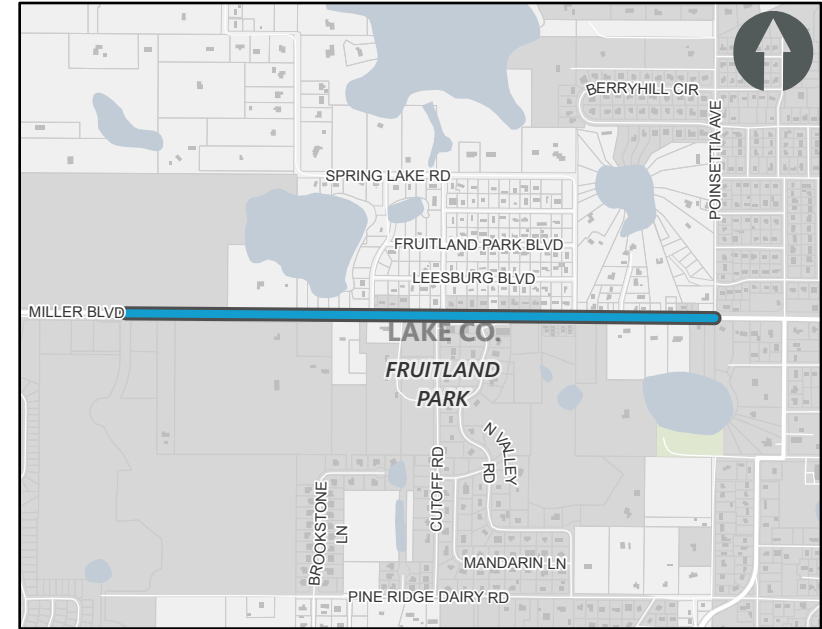
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|-----------------|--------|--------|--------------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$172,890.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$172,890.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$25,433.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$25,433.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$14,775.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$14,775.00 |
| Construction | CONSTRUCTION | ART | State 100% | \$0.00 | \$27,284,482.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$27,284,482.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$119,929.00 | \$0.00 | \$0.00 | \$119,929.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$318,600.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$318,600.00 |
| Construction | CONSTRUCTION | DS | State 100% | \$2,798.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,798.00 |
| Construction | CONSTRUCTION | FINC | State 100% | \$0.00 | \$44,565,096.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$44,565,096.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$208.00 | \$181,013.00 | \$0.00 | \$0.00 | \$8,935.00 | \$0.00 | \$0.00 | \$190,156.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$2,167,592.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,167,592.00 |


TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.86158970277435,-81.92480252504504>

- FPN:** 430253-6
- Project Name:** CR 466A
- Project Segment:** From East Of Timbertop Ln To East Of Poinsettia Avenue
- From:** East Of Timbertop Ln
- To:** East Of Poinsettia Avenue
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Lake County
- L RTP Page:** Pg. 62
- Project Length:** 1.06 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Add Lanes and Reconstruct
- Responsible Agency:** Lake County BOCC
- Project Description:** CR 466A From East Of Timbertop Ln To East Of Poinsettia Avenue



 Roadway Capacity Projects (Non-SIS)

Historical Cost: \$572,300 **TIP Cost:** \$11,277,190 **Future Cost:** \$0 **Total Cost:** \$11,849,490

Cost by Year and Phase

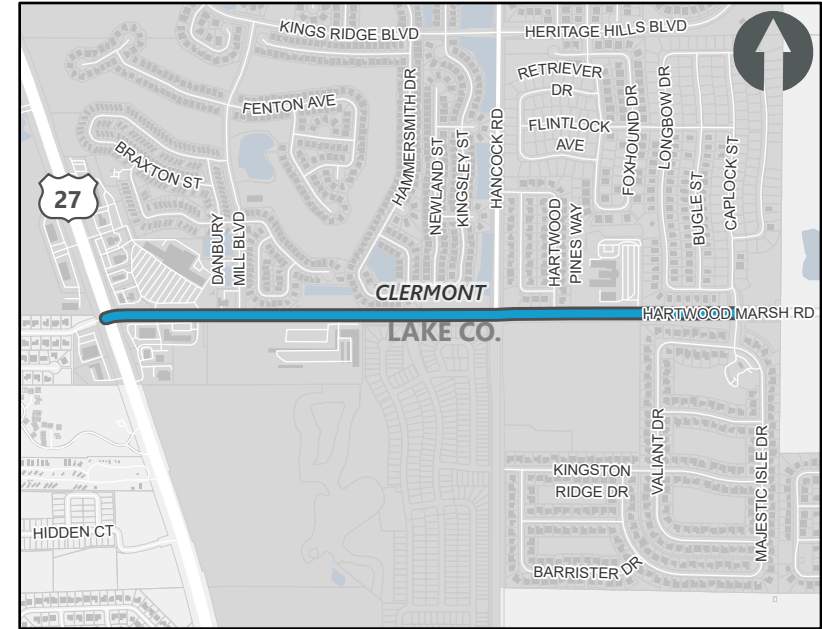
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Project Development and Environmental | P D & E | CD23 | Federal | \$500,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$500,000.00 |
| PDX | P D & E - IND SUPP | DIOH | State 100% | \$72,300.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$72,300.00 |
| Construction | CONSTRUCTION | ACSL | Federal | \$0.00 | \$5,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,000.00 |
| Construction | CONSTRUCTION | CD23 | Federal | \$0.00 | \$3,112,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,112,000.00 |
| Construction | CONSTRUCTION | CIGP | State 100% | \$0.00 | \$3,611,561.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,611,561.00 |
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$4,333,528.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,333,528.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$619.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$619.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$214,482.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$214,482.00 |


TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.501082785741346,-81.69711537459675>

- FPN:** 441781-1
- Project Name:** Hartwood Marsh Rd
- Project Segment:** From US 27 To Majestic Isle Dr (AKA Regency Hills)
- From:** US 27
- To:** Majestic Isle Dr (AKA Regency Hills)
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** N/A
- L RTP Page:** Pg. 71
- Project Length:** 1.14 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Add Lanes and Reconstruct
- Responsible Agency:** Lake County BOCC
- Project Description:** Hartwood Marsh Rd From US 27 To Majestic Isle Dr (AKA Regency Hills)



 Roadway Capacity Projects (Non-SIS)

Historical Cost: \$6,270,000 **TIP Cost:** \$28,334,957 **Future Cost:** \$0 **Total Cost:** \$34,604,957

Cost by Year and Phase

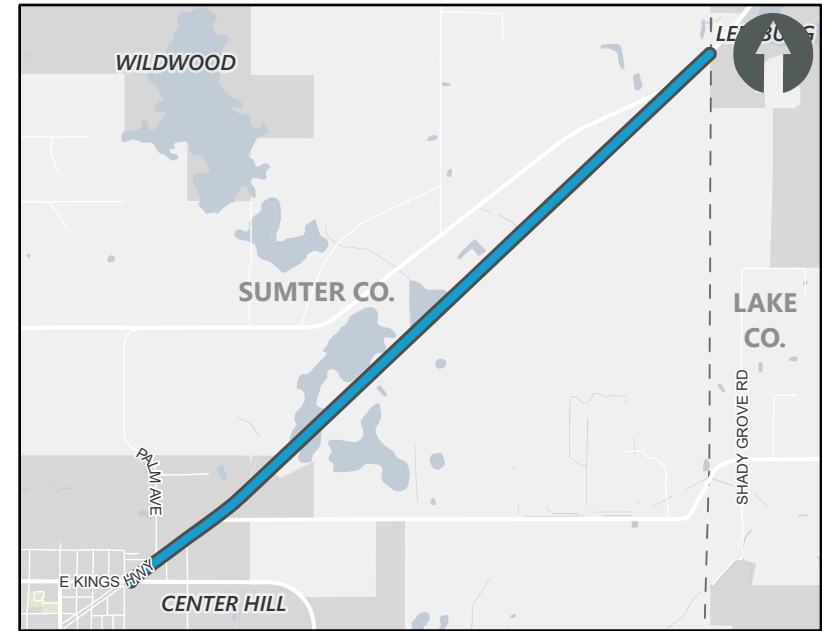
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|----------------------------|-------------------------|-----------|----------------|----------------|-----------------|--------|--------|--------|--------|-------------|-----------------|
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$22,064,957.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$22,064,957.00 |
| Construction | CONSTRUCTION | LFR | Local | \$6,270,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$6,270,000.00 |
| Local Agency Reimbursement | LOCAL ADVANCE REIMBURSE | CIGP | State 100% | \$0.00 | \$6,270,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$6,270,000.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.6647421978413,-81.97315498073701>

FPN: 451322-1
Project Name: CR 48
Project Segment: From CR 469 To Lake/Sumter County Line
From: CR 469
To: Lake/Sumter County Line
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 32
Project Length: 3.11 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Widen/Resurface Exist Lanes
Responsible Agency: Sumter County BOCC
Project Description: CR 48 From CR 469 To Lake/sumter County Line



▬ Roadway Capacity Projects (Non-SIS)

Historical Cost: \$1,378,582 **TIP Cost:** \$9,247,086 **Future Cost:** \$0 **Total Cost:** \$10,625,668

Cost by Year and Phase

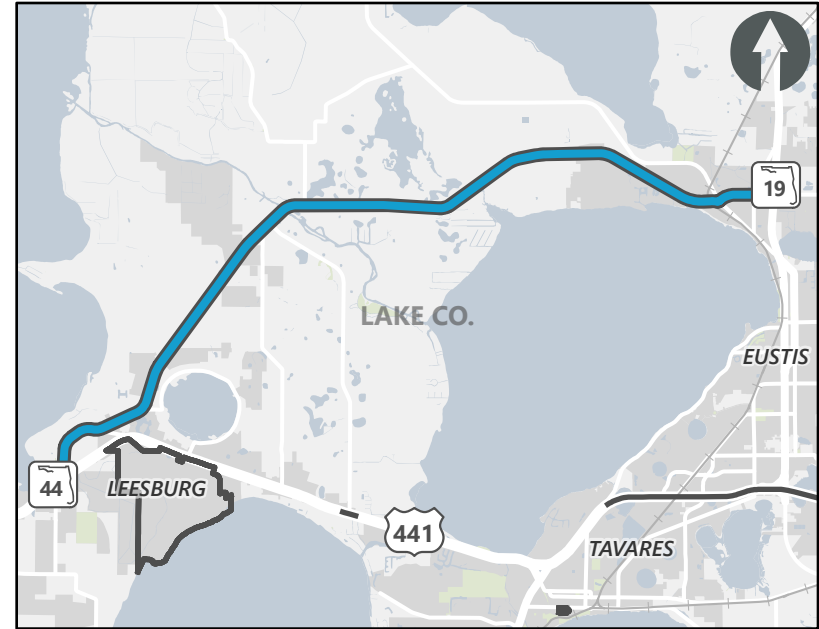
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|----------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | SN | Federal | \$1,154,521.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,154,521.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$224,061.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$224,061.00 |
| Construction | CONSTRUCTION | ACSL | Federal | \$0.00 | \$294,939.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$294,939.00 |
| Construction | CONSTRUCTION | ACSM | Federal | \$0.00 | \$588,959.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$588,959.00 |
| Construction | CONSTRUCTION | ACSN | Federal | \$0.00 | \$5,599,028.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,599,028.00 |
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$2,553,999.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,553,999.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$22,918.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$22,918.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$187,243.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$187,243.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.865313350401088,-81.76629111114435>

FPN: 453449-1
Project Name: CR 44
Project Segment: From US 441 To SR 19 Left Turn Lanes
From: US 441
To: SR 19 Left Turn Lanes
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 65
Project Length: 10.86 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Left Turn Lane(S)
Responsible Agency: Lake County BOCC
Project Description: CR 44 From US 441 To SR 19 Left Turn Lanes



— Roadway Capacity Projects (Non-SIS) — Other Projects

Historical Cost: \$818,874 **TIP Cost:** \$2,742,770 **Future Cost:** \$0 **Total Cost:** \$3,561,644

Cost by Year and Phase

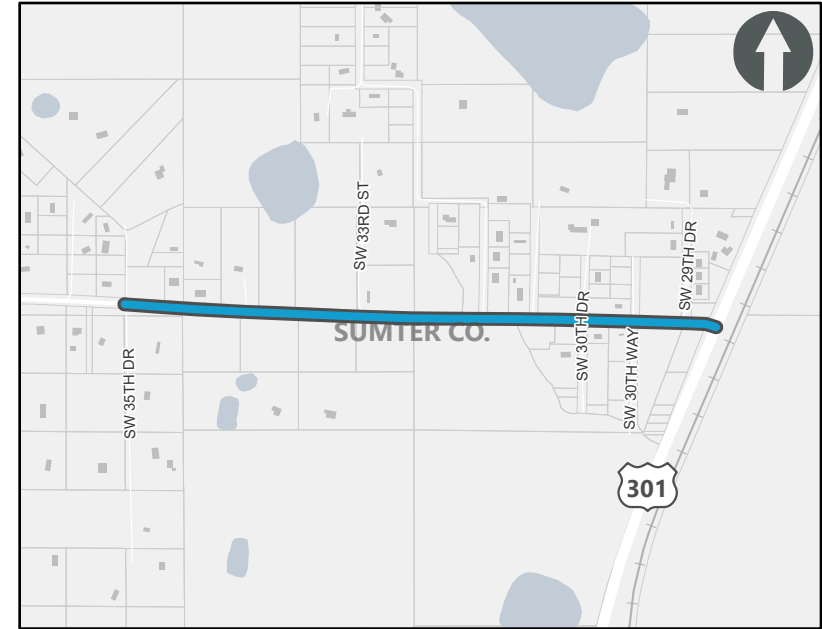
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | ACSS | Federal | \$652,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$652,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | LF | Local | \$72,595.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$72,595.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$94,279.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$94,279.00 |
| Construction | CONSTRUCTION | ACSS | Federal | \$0.00 | \$2,646,750.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,646,750.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$23,447.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$23,447.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$72,573.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$72,573.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.581539762033067,-82.17109752814281>

- FPN:** 453522-1
- Project Name:** CR 656 Phase II Milling/Resurfacing
- Project Segment:** From SW 35th Dr To US 301
- From:** SW 35th Dr
- To:** US 301
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** N/A
- L RTP Page:** Pg, 32
- Project Length:** 0.64 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Road Reconstruction - 2 Lane
- Responsible Agency:** Responsible Agency Not Available
- Project Description:** CR 656 Phase II Milling/Resurfacing (From SW 35th Dr To US 301)



▬ Roadway Capacity Projects (Non-SIS)

Historical Cost: \$0 **TIP Cost:** \$3,814,443 **Future Cost:** \$0 **Total Cost:** \$3,814,443

Cost by Year and Phase

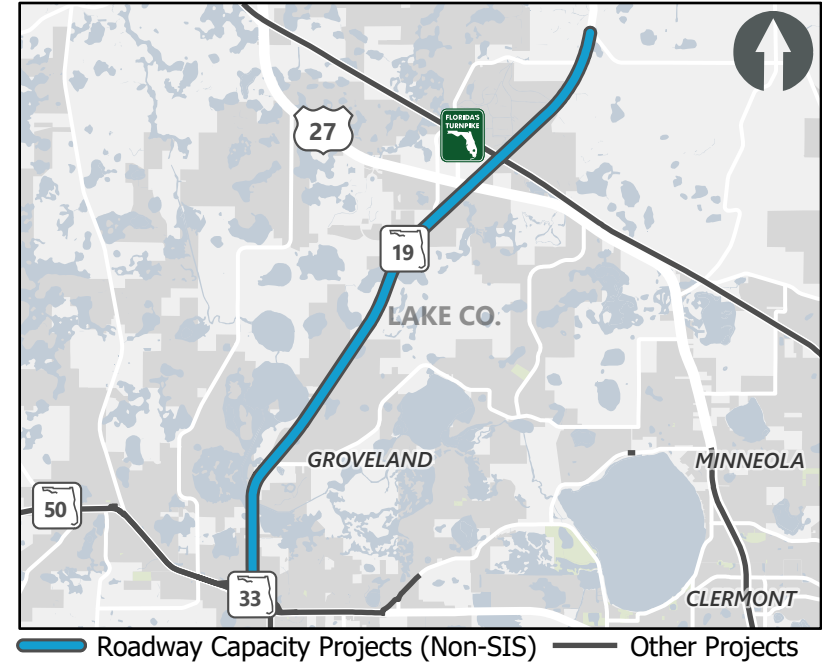
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|-------------------------|-----------|----------------|---------------|--------|--------|----------------|--------|--------|-------------|----------------|
| Construction | CONSTRUCTION | GRSC | State 100% | \$0.00 | \$0.00 | \$0.00 | \$1,305,213.00 | \$0.00 | \$0.00 | \$0.00 | \$1,305,213.00 |
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$0.00 | \$0.00 | \$2,467,594.00 | \$0.00 | \$0.00 | \$0.00 | \$2,467,594.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$41,636.00 | \$0.00 | \$0.00 | \$0.00 | \$41,636.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.61943440445649,-81.82343207937431>

FPN: 458021-1
Project Name: SR 19
Project Segment: From SR 50 To CR 455
From: SR 50
To: CR 455
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 70
Project Length: 9.37 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: SR 19 From SR 50 To CR 455



Historical Cost: \$0 **TIP Cost:** \$537,250 **Future Cost:** \$0 **Total Cost:** \$537,250

Cost by Year and Phase

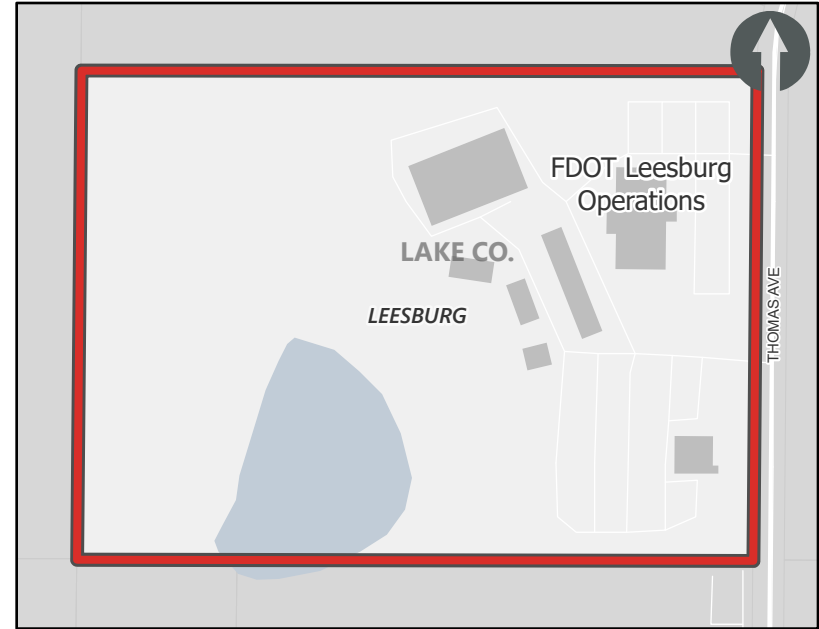
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------|-----------|----------------|---------------|--------------|--------|--------|--------|--------|-------------|--------------|
| Project Development and Environmental | P D & E | DDR | State 100% | \$0.00 | \$500,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$500,000.00 |
| PDX | P D & E - IND SUPP | DIOH | State 100% | \$0.00 | \$37,250.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$37,250.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=29.16326817789477,-81.28867748116853>

FPN: 244754-3
Project Name: Vegetation And Aesthetics Area Wide
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 13
Project Length: 0.84 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: FDOT
Project Description: Vegetation And Aesthetics Area Wide



▬ Safety/Operations/TSMO Projects ▬ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$23,104,379 **TIP Cost:** \$2,117,200 **Future Cost:** \$0 **Total Cost:** \$25,221,579

Cost by Year and Phase

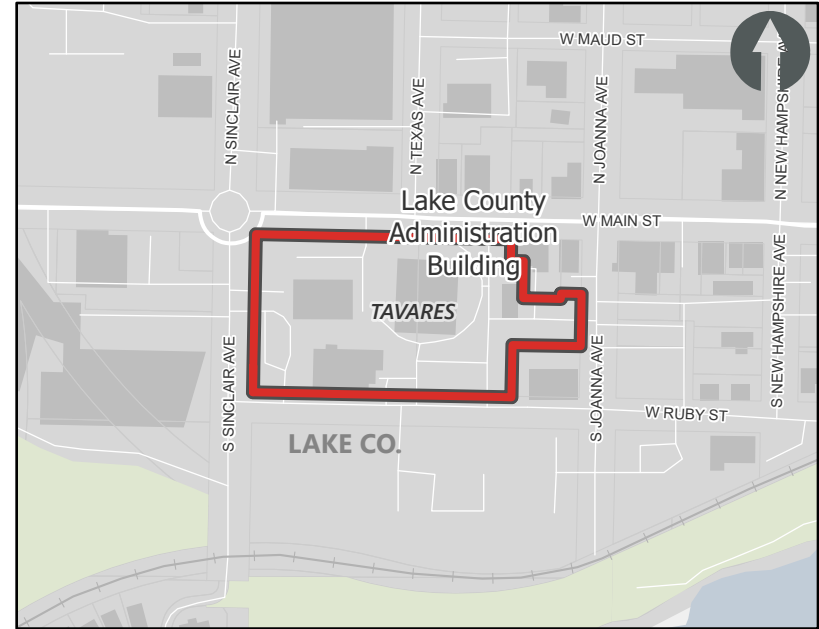
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|--------------------------|-----------|----------------|-----------------|----------------|----------------|--------|--------|--------|-------------|-----------------|
| Maintenance | BRDG/RDWY/CONTRACT MAINT | D | State 100% | \$19,887,070.00 | \$1,000,000.00 | \$1,000,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$21,887,070.00 |
| Maintenance | BRDG/RDWY/CONTRACT MAINT | TMBW | Toll/Turnpike | \$800,540.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$800,540.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$2,369,348.00 | \$58,600.00 | \$58,600.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,486,548.00 |
| MTX | MAINTENANCE - IND SUPP | TMBW | Toll/Turnpike | \$47,421.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$47,421.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.801725925232898,-81.73023644165454>

FPN: 413019-3
Project Name: Lake Traffic Engineering Contracts
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Miscellaneous
County: Lake County
L RTP Page: Pg. 13; Pg. 49
Project Length: 0.36 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Traffic Signals
Responsible Agency: Lake County BOCC
Project Description: Lake Traffic Engineering Contracts



— Safety/Operations/TSMO Projects **— Other Projects**
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$10,368,124 **TIP Cost:** \$1,136,731 **Future Cost:** \$0 **Total Cost:** \$11,504,855

Cost by Year and Phase

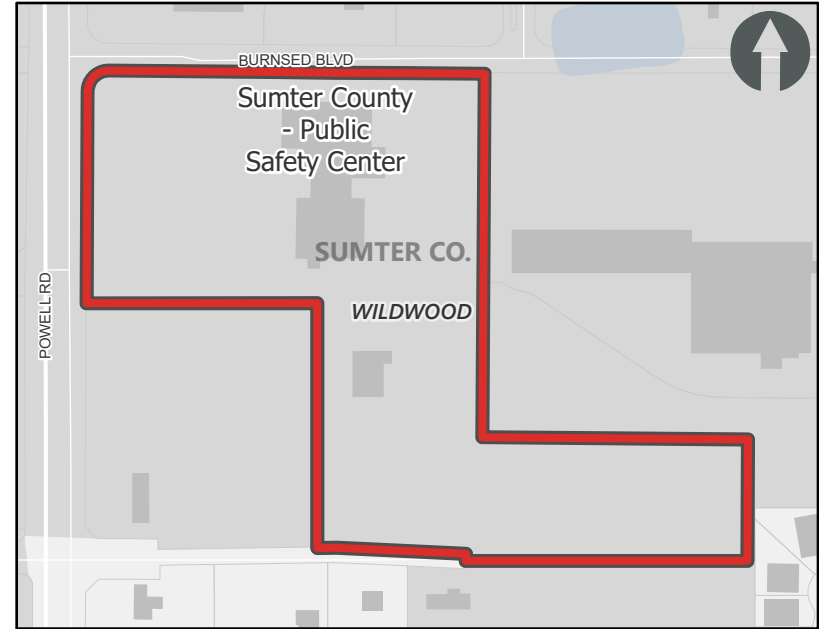
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-----------------------|-----------|----------------|----------------|--------------|--------|--------|--------|--------|-------------|----------------|
| Operations | OPERATIONS | DDR | State 100% | \$6,630,374.00 | \$931,350.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,561,724.00 |
| Operations | OPERATIONS | DITS | State 100% | \$3,034,468.00 | \$126,566.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,161,034.00 |
| OPX | OPERATIONS - IND SUPP | DIOH | State 100% | \$703,282.00 | \$78,815.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$782,097.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.86300919554899,-82.0185414363971>

FPN: 413019-8
Project Name: Sumter Traffic Engineering Contracts
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Miscellaneous
County: Sumter County
L RTP Page: Pg. 13; Pg. 49
Project Length: 0.82 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Traffic Signals
Responsible Agency: Sumter County
Project Description: Sumter Traffic Engineering Contracts



— Safety/Operations/TSMO Projects — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$1,784,467 **TIP Cost:** \$190,493 **Future Cost:** \$0 **Total Cost:** \$1,974,960

Cost by Year and Phase

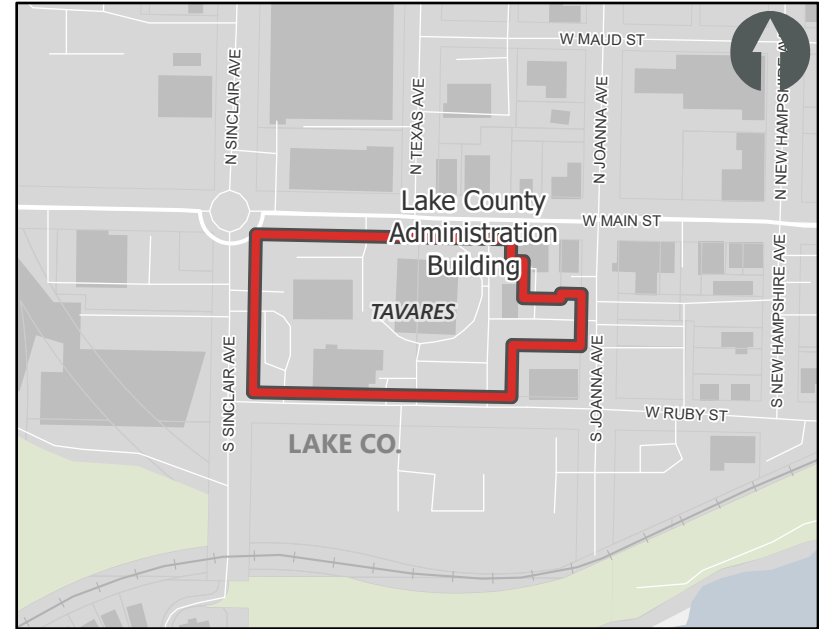
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-----------------------|-----------|----------------|----------------|--------------|--------|--------|--------|--------|-------------|----------------|
| Operations | OPERATIONS | DDR | State 100% | \$1,461,157.00 | \$157,500.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,618,657.00 |
| Operations | OPERATIONS | DITS | State 100% | \$214,348.00 | \$19,785.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$234,133.00 |
| OPX | OPERATIONS - IND SUPP | DIOH | State 100% | \$108,962.00 | \$13,208.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$122,170.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.80173379026569,-81.730213716709>

FPN: 413615-1
Project Name: Lighting Agreements
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 13
Project Length: 0.35 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Lighting
Responsible Agency: FDOT
Project Description: Lighting Agreements



— Safety/Operations/TSMO Projects — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$6,737,206 **TIP Cost:** \$1,121,054 **Future Cost:** \$0 **Total Cost:** \$7,858,260

Cost by Year and Phase

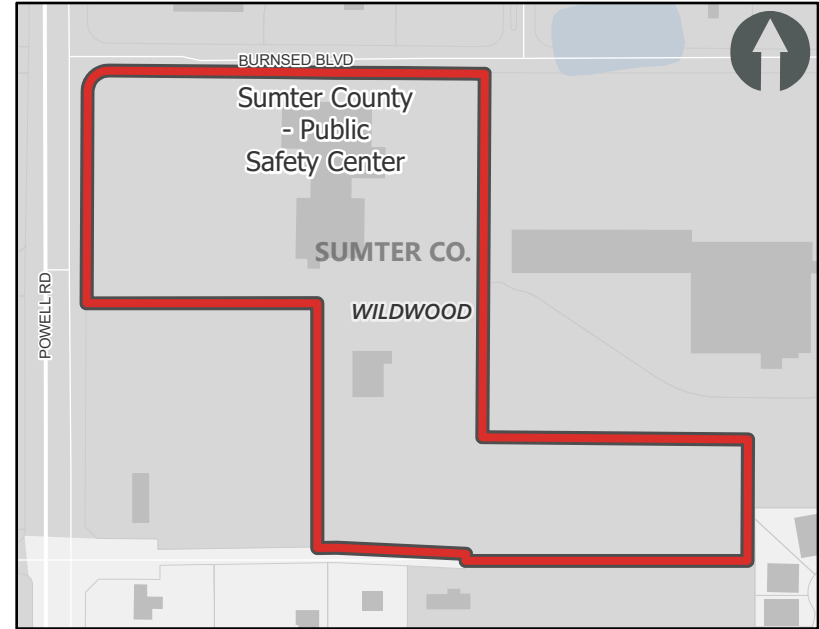
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|--------------------------|-----------|----------------|----------------|--------------|--------------|--------|--------|--------|-------------|----------------|
| Maintenance | BRDG/RDWY/CONTRACT MAINT | D | State 100% | \$3,889,565.00 | \$521,869.00 | \$537,126.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,948,560.00 |
| Maintenance | BRDG/RDWY/CONTRACT MAINT | DDR | State 100% | \$2,225,429.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,225,429.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$622,212.00 | \$30,584.00 | \$31,475.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$684,271.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.863009195549,-82.01854143639709>

FPN: 413615-2
Project Name: Lighting Agreements
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Sumter County
L RTP Page: Pg. 13
Project Length: 0.82 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Lighting
Responsible Agency: FDOT
Project Description: Lighting Agreements



— Safety/Operations/TSMO Projects **— Other Projects**
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$764,734 **TIP Cost:** \$140,691 **Future Cost:** \$0 **Total Cost:** \$905,425

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|---------------|-------------|-------------|--------|--------|--------|-------------|--------------|
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | D | State 100% | \$400,104.00 | \$65,468.00 | \$67,434.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$533,006.00 |
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | DDR | State 100% | \$292,604.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$292,604.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$72,026.00 | \$3,837.00 | \$3,952.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$79,815.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.93191243301138,-81.92984936088217>

FPN: 417199-1
Project Name: Lady Lake Memorandum Of Agreement
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 13
Project Length: 0.31 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: Town of Lady Lake
Project Description: Lady Lake Memorandum Of Agreement



— Safety/Operations/TSMO Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$499,601 **TIP Cost:** \$197,395 **Future Cost:** \$0 **Total Cost:** \$696,996

Cost by Year and Phase

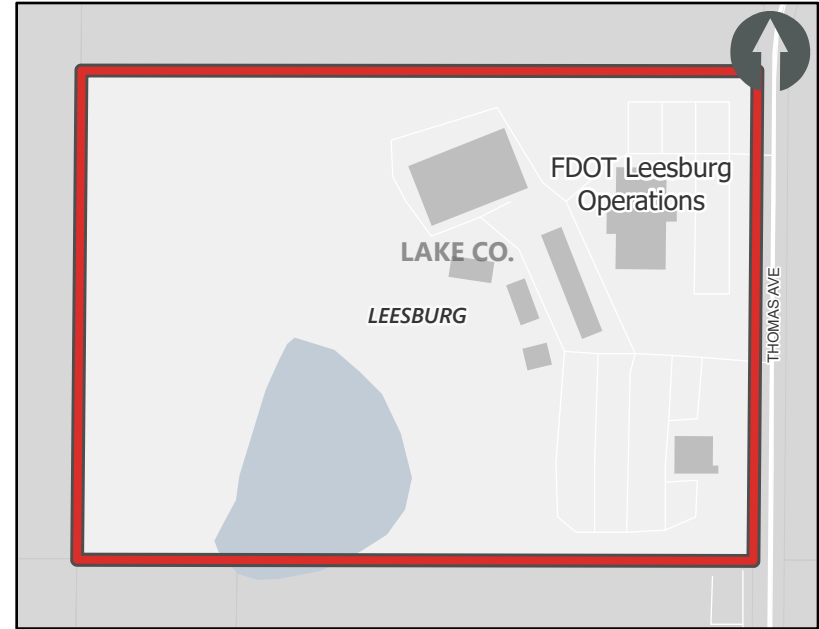
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|--------------------------|-----------|----------------|---------------|-------------|-------------|-------------|--------|--------|-------------|--------------|
| Maintenance | BRDG/RDWY/CONTRACT MAINT | D | State 100% | \$452,444.00 | \$82,482.00 | \$82,482.00 | \$21,505.00 | \$0.00 | \$0.00 | \$0.00 | \$638,913.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$47,157.00 | \$4,833.00 | \$4,833.00 | \$1,260.00 | \$0.00 | \$0.00 | \$0.00 | \$58,083.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.8335771553159,-81.90607337077672>

FPN: 418106-1
Project Name: Lake Primary In-House
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 13
Project Length: 0.84 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: FDOT
Project Description: Lake Primary In-House



▬ Safety/Operations/TSMO Projects ▬ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$59,044,724 **TIP Cost:** \$14,662,330 **Future Cost:** \$0 **Total Cost:** \$73,707,054

Cost by Year and Phase

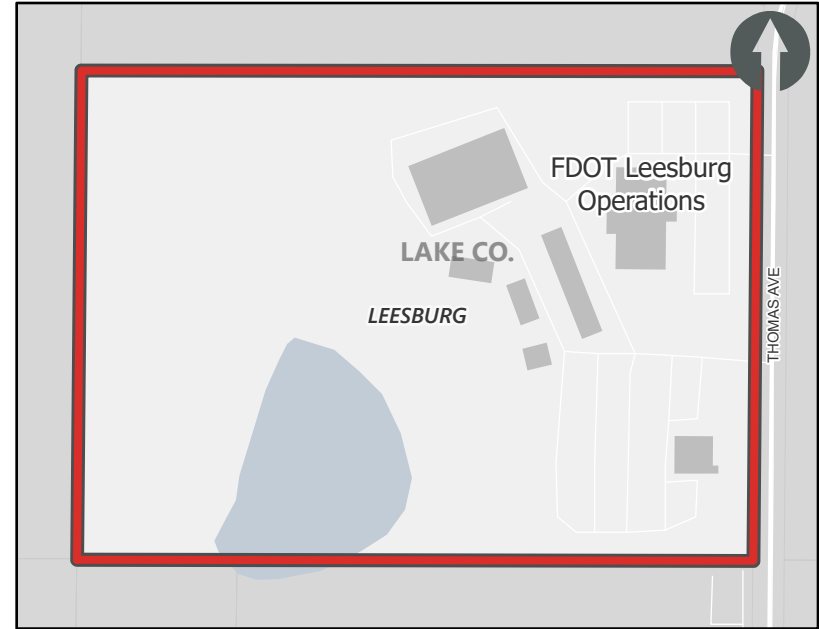
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|-------------|-----------------|
| Maintenance | BRDG/RDWWY/CONTRACT MAINT | D | State 100% | \$55,082,091.00 | \$2,050,000.00 | \$2,000,000.00 | \$2,000,000.00 | \$3,500,000.00 | \$3,500,000.00 | \$0.00 | \$68,132,091.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$3,962,633.00 | \$250,530.00 | \$247,600.00 | \$247,600.00 | \$433,300.00 | \$433,300.00 | \$0.00 | \$5,574,963.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.833577155315897,-81.90607337077672>

FPN: 418111-1
Project Name: Sumter Primary In-House
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Sumter County
L RTP Page: Pg. 13
Project Length: 0.84 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: FDOT
Project Description: Sumter Primary In-House



▬ Safety/Operations/TSMO Projects ▬ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$3,547,973 **TIP Cost:** \$421,425 **Future Cost:** \$0 **Total Cost:** \$3,969,398

Cost by Year and Phase

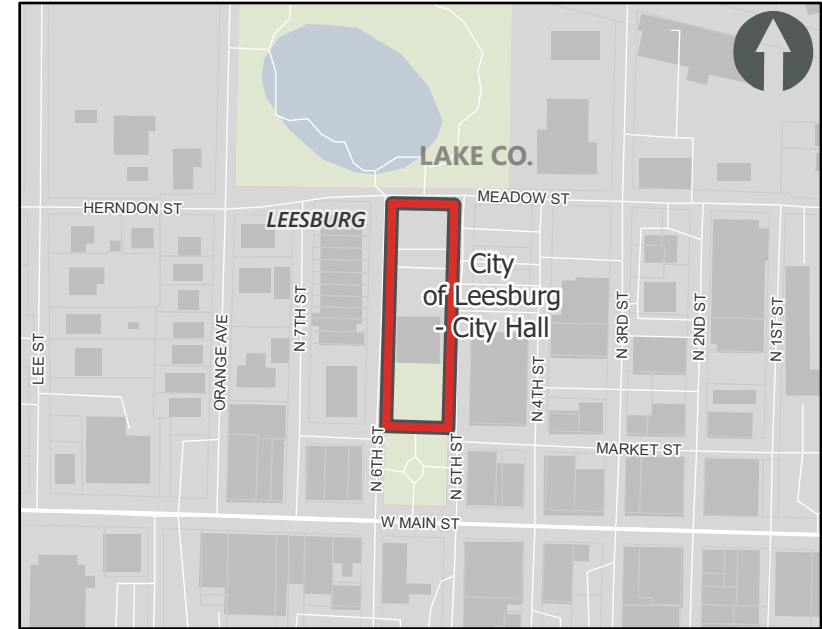
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | D | State 100% | \$3,309,177.00 | \$75,000.00 | \$75,000.00 | \$75,000.00 | \$75,000.00 | \$75,000.00 | \$0.00 | \$3,684,177.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$238,796.00 | \$9,285.00 | \$9,285.00 | \$9,285.00 | \$9,285.00 | \$9,285.00 | \$0.00 | \$285,221.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.81219523910261,-81.87773147701549>

FPN: 423113-1
Project Name: City Of Leesburg MOA
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 56
Project Length: 0.2 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: FDOT
Project Description: City Of Leesburg MOA



— Safety/Operations/TSMO Projects — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$1,388,229 **TIP Cost:** \$781,840 **Future Cost:** \$0 **Total Cost:** \$2,170,069

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|----------------|--------------|--------------|--------------|--------------|--------|-------------|----------------|
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | D | State 100% | \$1,264,791.00 | \$184,640.00 | \$184,640.00 | \$184,640.00 | \$184,640.00 | \$0.00 | \$0.00 | \$2,003,351.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$123,438.00 | \$10,820.00 | \$10,820.00 | \$10,820.00 | \$10,820.00 | \$0.00 | \$0.00 | \$166,718.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.57883000714212,-81.88719718437454>

FPN: 423790-1
Project Name: MOA w/Mascotte
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 56
Project Length: 0.15 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: City of Mascotte
Project Description: MOA w/Mascotte



— Safety/Operations/TSMO Projects — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$117,547 **TIP Cost:** \$59,282 **Future Cost:** \$0 **Total Cost:** \$176,829

Cost by Year and Phase

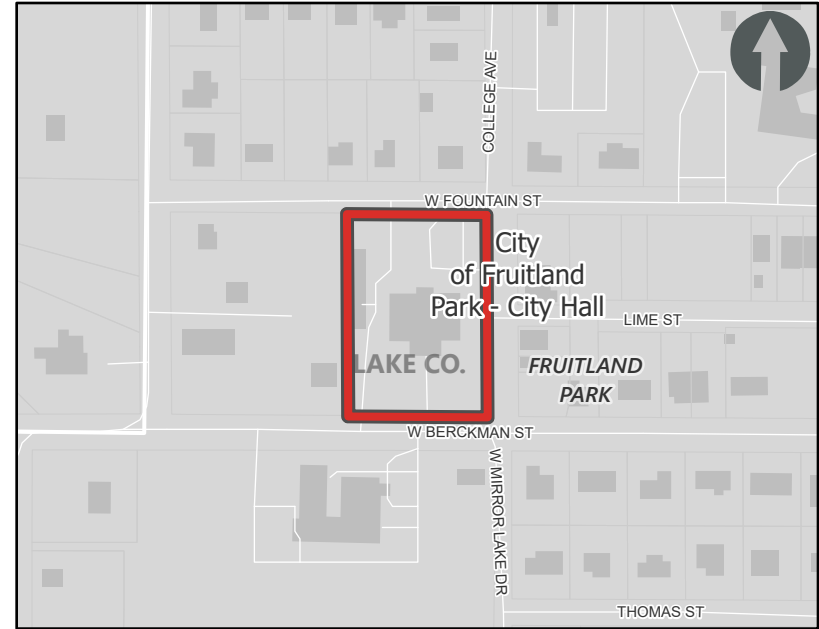
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|---------------|--------|-------------|--------|--------|-------------|-------------|--------------|
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | D | State 100% | \$104,183.00 | \$0.00 | \$28,000.00 | \$0.00 | \$0.00 | \$28,000.00 | \$0.00 | \$160,183.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$13,364.00 | \$0.00 | \$1,641.00 | \$0.00 | \$0.00 | \$1,641.00 | \$0.00 | \$16,646.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.85849166746279,-81.91239236751684>

FPN: 425458-1
Project Name: MOA - Fruitland Park
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 56
Project Length: 0.25 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: FDOT
Project Description: MOA - Fruitland Park



Safety/Operations/TSMO Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$370,029 **TIP Cost:** \$211,720 **Future Cost:** \$0 **Total Cost:** \$581,749

Cost by Year and Phase

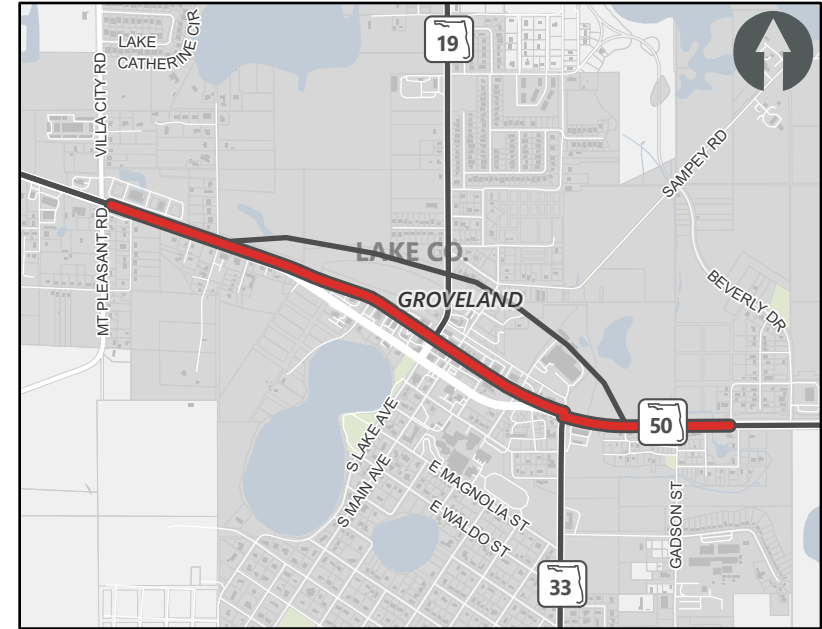
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|---------------|--------|--------------|--------|--------|--------------|-------------|--------------|
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | D | State 100% | \$321,547.00 | \$0.00 | \$100,000.00 | \$0.00 | \$0.00 | \$100,000.00 | \$0.00 | \$521,547.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$48,482.00 | \$0.00 | \$5,860.00 | \$0.00 | \$0.00 | \$5,860.00 | \$0.00 | \$60,202.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.56092233679374,-81.85659451538952>

FPN: 427056-2
Project Name: SR 50/SR 33
Project Segment: From CR 565 (Villa City) To 2nd St
From: CR 565 (Villa City)
To: 2nd St
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 13; Pg. 49
Project Length: 1.46 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Lighting
Responsible Agency: Duke Energy Florida, LLC
Project Description: SR 50/SR 33 From CR 565 (Villa City) To 2nd St



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$0 **TIP Cost:** \$866,796 **Future Cost:** \$0 **Total Cost:** \$866,796

Cost by Year and Phase

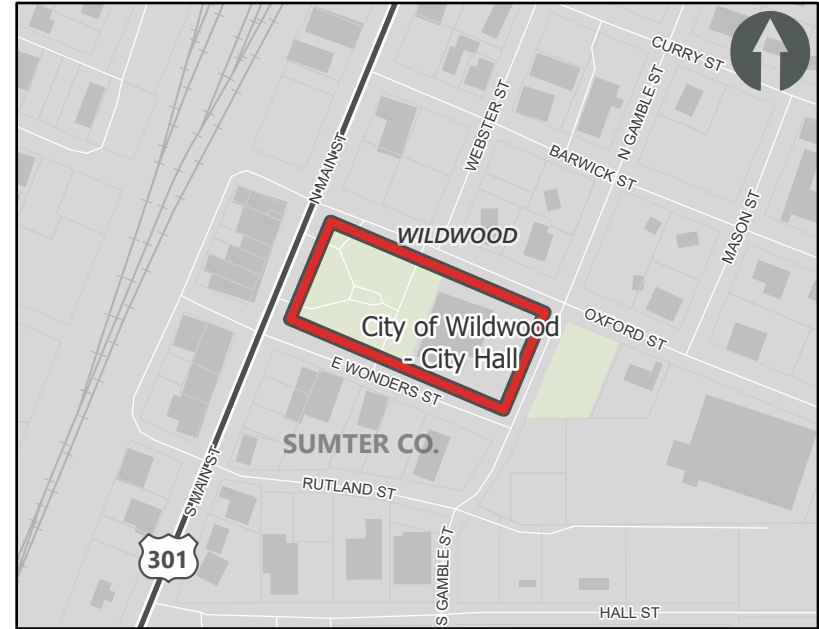
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|-------------------------|-----------|----------------|---------------|--------------|--------|--------|--------|--------|-------------|--------------|
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$840,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$840,000.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$26,796.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$26,796.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.862384942048994,-82.04021595228595>

FPN: 427194-1
Project Name: MOA w/Wildwood
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Sumter County
L RTP Page: Pg. 56
Project Length: 0.24 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: City of Wildwood
Project Description: MOA w/Wildwood



— Safety/Operations/TSMO Projects — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$385,555 **TIP Cost:** \$42,686 **Future Cost:** \$0 **Total Cost:** \$428,241

Cost by Year and Phase

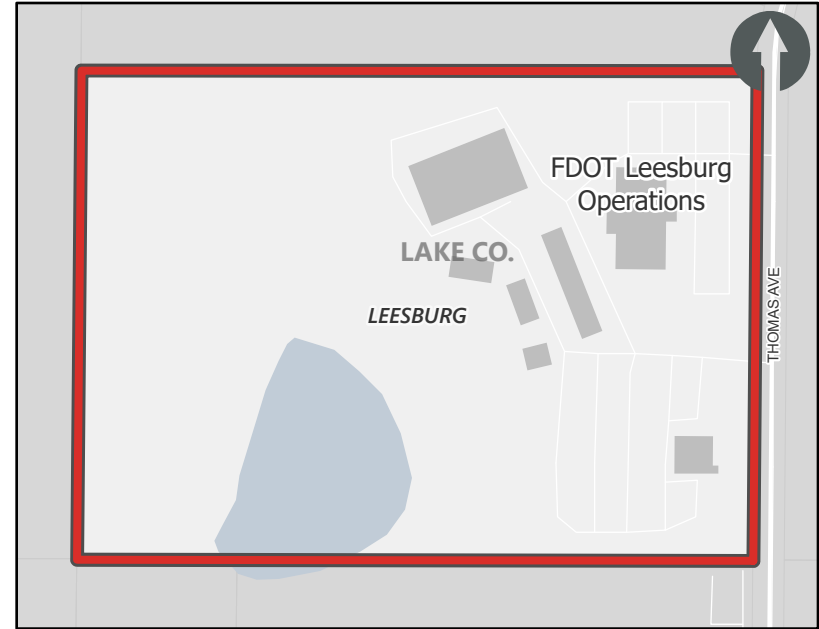
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|---------------|--------|-------------|--------|--------|--------|-------------|--------------|
| Maintenance | BRDG/RDWCY/CONTRACT MAINT | D | State 100% | \$339,897.00 | \$0.00 | \$40,323.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$380,220.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$45,658.00 | \$0.00 | \$2,363.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$48,021.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.833577155315893,-81.90607337077672>

FPN: 446247-1
Project Name: Asset Maintenance - Sumter County
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 56
Project Length: 0.84 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Routine Maintenance
Responsible Agency: FDOT
Project Description: Asset Maintenance - Sumter County



▬ Safety/Operations/TSMO Projects ▬ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$17,154,295 **TIP Cost:** \$3,207,964 **Future Cost:** \$0 **Total Cost:** \$20,362,259

Cost by Year and Phase

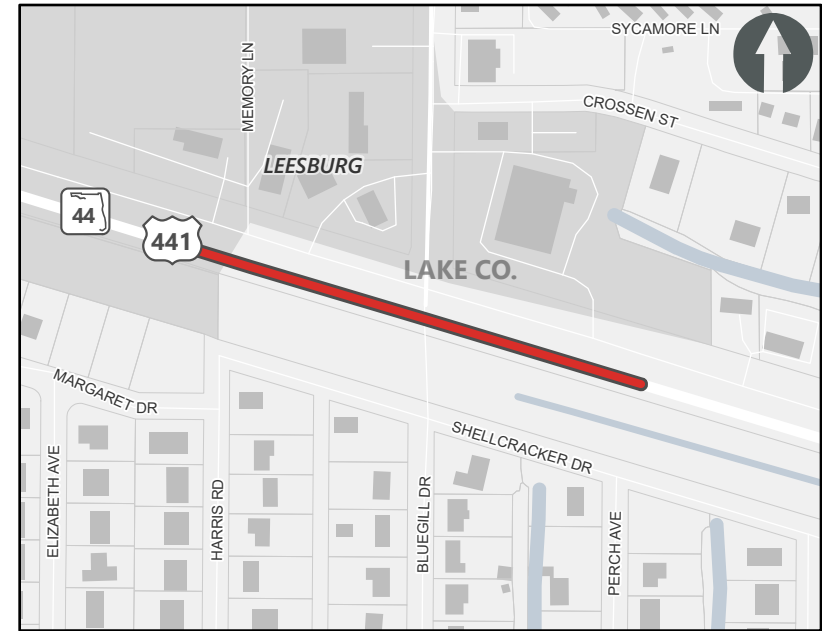
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------|---------------------------|-----------|----------------|-----------------|----------------|--------------|--------|--------|--------|-------------|-----------------|
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | D | State 100% | \$14,975,965.00 | \$2,465,192.00 | \$565,192.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$18,006,349.00 |
| Maintenance | BRDG/RDWAY/CONTRACT MAINT | DER | State 100% | \$190,800.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$190,800.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$1,962,545.00 | \$144,460.00 | \$33,120.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,140,125.00 |
| Miscellaneous | MISCELLANEOUS | DER | State 100% | \$24,985.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$24,985.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.818816344481654,-81.77355615359086>

- FPN:** 450584-1
- Project Name:** SR 44/SR 500 (Main St) At Intersection CR 473 (Creek Rd/Bluegill Dr)
- Project Segment:** At Intersection CR 473 (Creek Rd/Bluegill Dr)
- From:** Intersection CR 473 (Creek Rd/Bluegill Dr)
- To:** Intersection CR 473 (Creek Rd/Bluegill Dr)
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Lake County
- L RTP Page:** Pg. 65
- Project Length:** 0.17 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Traffic Signal Update
- Responsible Agency:** FDOT
- Project Description:** SR 44/SR 500 (Main St) At Intersection CR 473 (Creek Rd/Bluegill Dr)



— Safety/Operations/TSMO Projects

Historical Cost: \$707,349 **TIP Cost:** \$1,647,788 **Future Cost:** \$0 **Total Cost:** \$2,355,137

Cost by Year and Phase

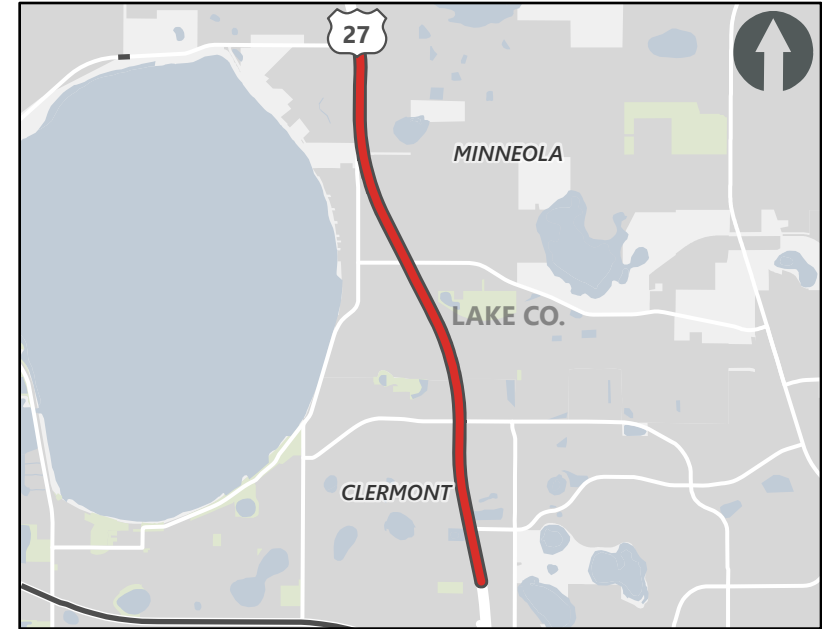
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|--------|----------------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$94,113.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$94,113.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$25,864.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$25,864.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$7,236.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,236.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | HSP | Federal | \$375,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$375,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | TALL | Federal | \$125,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$125,000.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$80,136.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$80,136.00 |
| Construction | CONSTRUCTION | ACSS | Federal | \$0.00 | \$0.00 | \$1,583,792.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,583,792.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$10,600.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$10,600.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$9,784.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$9,784.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$43,612.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$43,612.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.572128211118418,-81.74716621701654>

FPN: 450740-1
Project Name: SR 25 (US 27)
Project Segment: From N Of SR 50 To CR 561A/Southern Breeze Dr
From: N Of SR 50
To: CR 561A/Southern Breeze Dr
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 40
Project Length: 2.59 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Pavement Only Resurface (Flex)
Responsible Agency: FDOT
Project Description: SR 25 (US 27) From N Of SR 50 To CR 561A/Southern Breeze Dr



Historical Cost: \$601,955 **TIP Cost:** \$7,166,684 **Future Cost:** \$0 **Total Cost:** \$7,768,639

Cost by Year and Phase

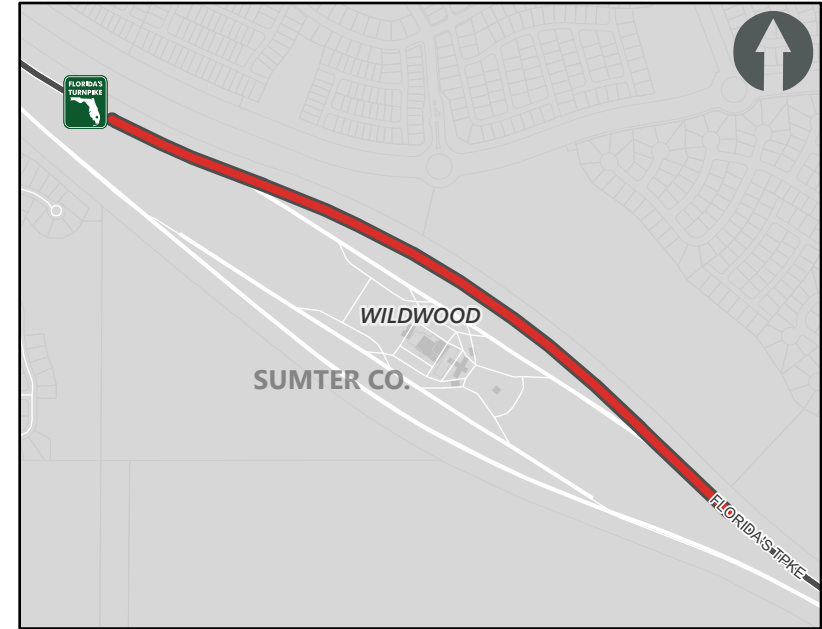
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$434,267.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$434,267.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$10,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$10,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$85,707.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$85,707.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$71,890.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$71,890.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$3,006,490.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,006,490.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$10,290.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$10,290.00 |
| Construction | CONSTRUCTION | DS | State 100% | \$88.00 | \$3,924,732.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,924,820.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$3.00 | \$18,612.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$18,615.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$206,560.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$206,560.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.787623908592078,-81.98201211775093>

FPN: 450977-1
Project Name: Okahumpka Service Plaza Parking Improvements In Sumter County
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Sumter County
L RTP Page: Pg. 54
Project Length: 0.8 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Rest Area
Responsible Agency: FDOT
Project Description: Okahumpka Service Plaza Parking Improvements In Sumter County (MP 299)



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$2,850 **TIP Cost:** \$2,764,856 **Future Cost:** \$0 **Total Cost:** \$2,767,706

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|-------------------------|-----------|----------------|---------------|--------|----------------|-------------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$2,726.00 | \$0.00 | \$2,600,000.00 | \$99,000.00 | \$0.00 | \$0.00 | \$0.00 | \$2,701,726.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$124.00 | \$0.00 | \$63,440.00 | \$2,416.00 | \$0.00 | \$0.00 | \$0.00 | \$65,980.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.589613517129557,-81.77006518161346>

FPN: 451315-1
Project Name: CR 561A / Lake Minneola Shores & Jalarmy Rd Roundabout
Project Segment: CR 561A / Lake Minneola Shores & Jalarmy Rd Roundabout
From: CR 561A / Lake Minneola Shores & Jalarmy Rd Roundabout
To: CR 561A / Lake Minneola Shores & Jalarmy Rd Roundabout
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 65
Project Length: 0.03 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Roundabout
Responsible Agency: Lake County BOCC
Project Description: CR 561A / Lake Minneola Shores & Jalarmy Rd Roundabout



 Safety/Operations/TSMO Projects

Historical Cost: \$0 **TIP Cost:** \$2,751,511 **Future Cost:** \$0 **Total Cost:** \$2,751,511

Cost by Year and Phase

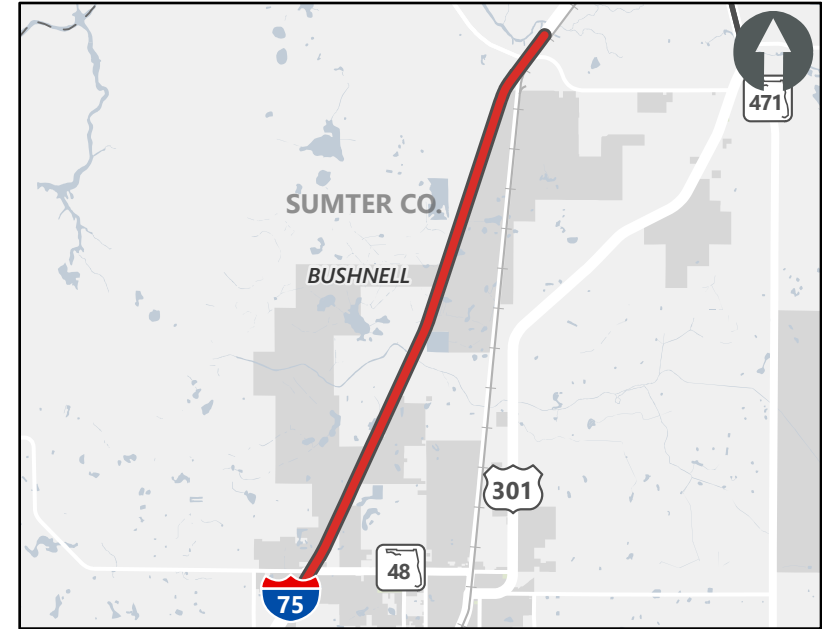
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Construction | CONSTRUCTION | ACSA | Federal | \$0.00 | \$2,665,118.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,665,118.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$5,004.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,004.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$81,389.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$81,389.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.71122841808474,-82.12150012686395>

FPN: 451991-1
Project Name: I-75
Project Segment: From SR 48 To SR 470
From: SR 48
To: SR 470
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 13
Project Length: 7.09 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Landscaping
Responsible Agency: FDOT
Project Description: I-75 From SR 48 To SR 470



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$0
 TIP Cost: \$555,154
 Future Cost: \$0
 Total Cost: \$555,154

Cost by Year and Phase

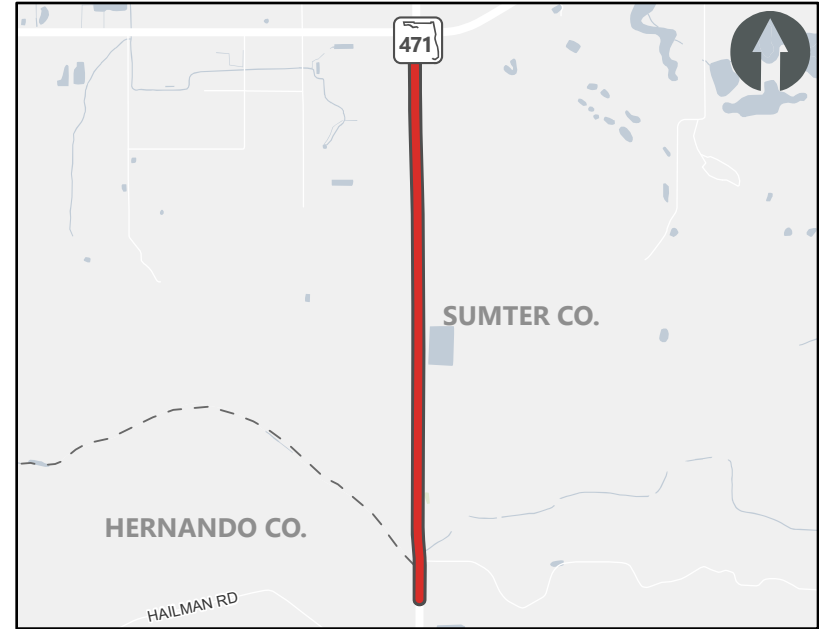
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|--------|--------|--------------|--------|--------|-------------|--------------|
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$475,455.00 | \$0.00 | \$0.00 | \$0.00 | \$475,455.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$57,273.00 | \$0.00 | \$0.00 | \$0.00 | \$57,273.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$8,479.00 | \$0.00 | \$0.00 | \$0.00 | \$8,479.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$13,947.00 | \$0.00 | \$0.00 | \$0.00 | \$13,947.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.537424058311995,-82.05462326661811>

FPN: 452633-1
Project Name: SR 471
Project Segment: From S Of Little Withlacoochee To SR 50
From: S Of Little Withlacoochee
To: SR 50
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 40
Project Length: 2.45 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Pavement Only Resurface (Flex)
Responsible Agency: FDOT
Project Description: SR 471 From S Of Little Withlacoochee To SR 50



█ Safety/Operations/TSMO Projects

Historical Cost: \$442,438 **TIP Cost:** \$2,652,856 **Future Cost:** \$0 **Total Cost:** \$3,095,294

Cost by Year and Phase

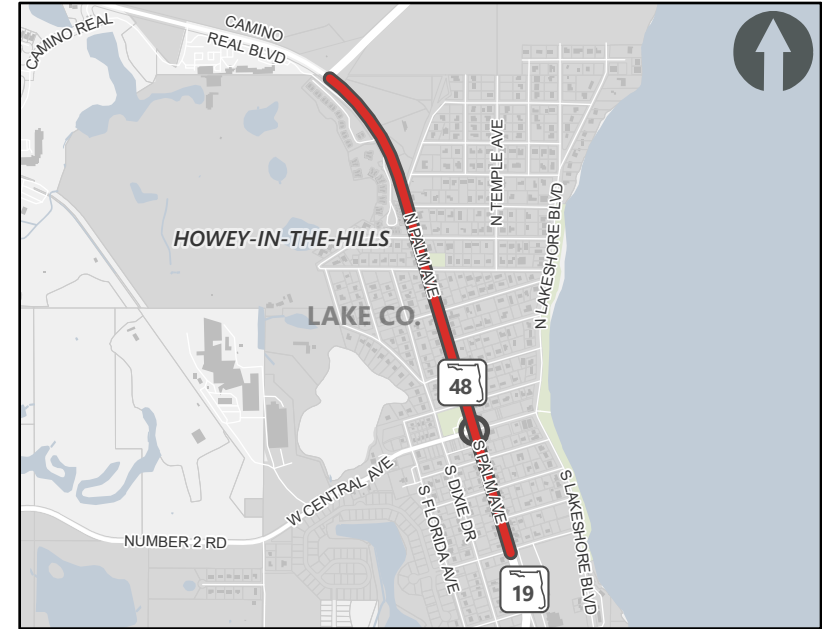
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$24,900.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$24,900.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$373,142.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$373,142.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$44,396.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$44,396.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$2,545,266.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,545,266.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$20,716.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$20,716.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$16,788.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$16,788.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$70,086.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$70,086.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.717621845478167,-81.77420595997982>

FPN: 452642-1
Project Name: SR 19
Project Segment: From Lakeview Ave To CR 48
From: Lakeview Ave
To: CR 48
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 40
Project Length: 1.11 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Pavement Only Resurface (Flex)
Responsible Agency: FDOT
Project Description: SR 19 From Lakeview Ave To CR 48



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$398,693 **TIP Cost:** \$1,379,234 **Future Cost:** \$0 **Total Cost:** \$1,777,927

Cost by Year and Phase

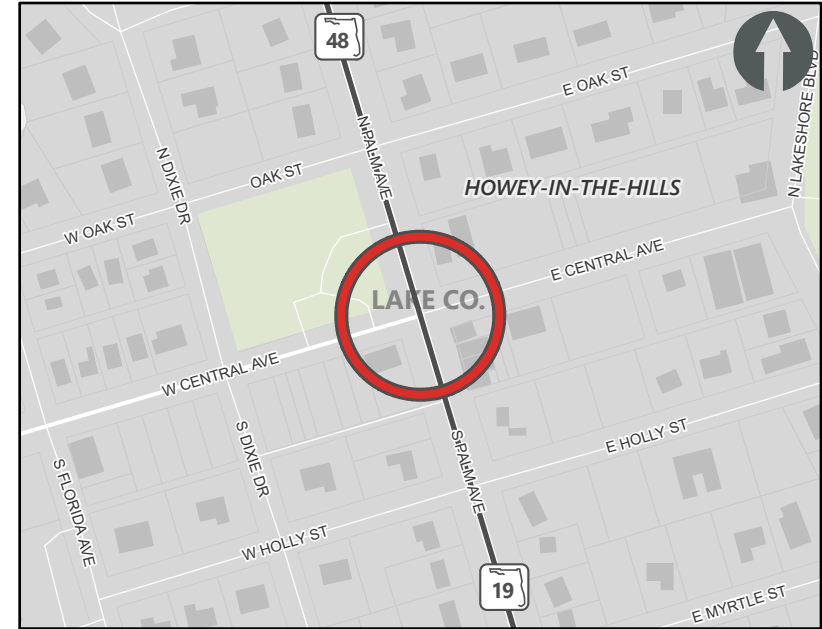
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$21,251.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$21,251.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$342,412.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$342,412.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$35,030.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$35,030.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$1,319,911.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,319,911.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$13,294.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$13,294.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$13,077.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$13,077.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$32,952.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$32,952.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.717621845528615,-81.77420595990561>

FPN: 452642-2
Project Name: SR 19
Project Segment: From Lakeview Ave To CR 48
From: Lakeview Ave
To: CR 48
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 13
Project Length: 0.18 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Intersection Improvement
Responsible Agency: FDOT
Project Description: SR 19 From Lakeview Ave To CR 48



Historical Cost: \$162,476 **TIP Cost:** \$583,269 **Future Cost:** \$0 **Total Cost:** \$745,745

Cost by Year and Phase

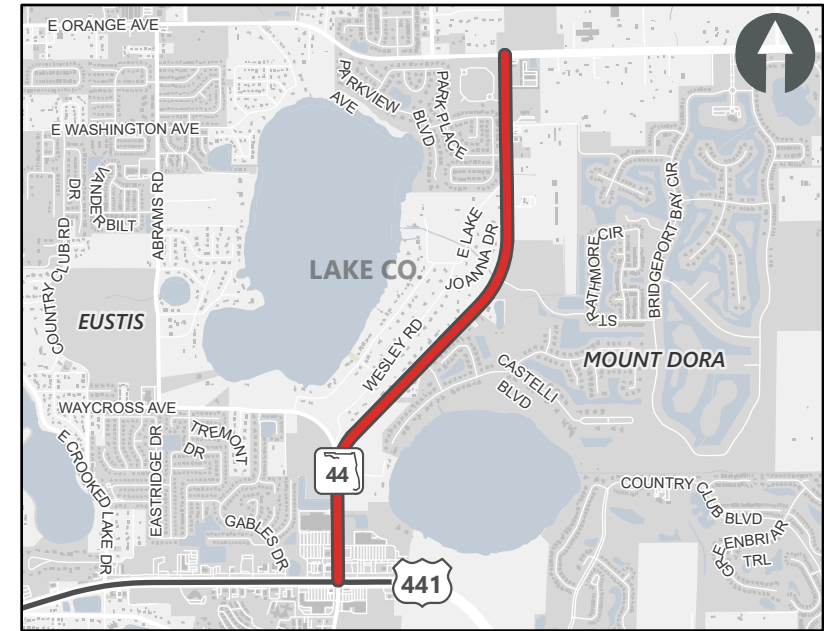
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|--------------|--------|--------|--------|--------|-------------|--------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$151,211.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$151,211.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$11,265.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$11,265.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$493,611.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$493,611.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$65,770.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$65,770.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$8,142.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$8,142.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$15,746.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$15,746.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.837403906630392,-81.6380788378588>

- FPN:** 452646-1
- Project Name:** SR 44
- Project Segment:** From US 441/SR 44/SR 500 To S Of SR 44 (Orange Ave)
- From:** US 441/SR 44/SR 500
- To:** S Of SR 44 (Orange Ave)
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Lake County
- L RTP Page:** Pg. 40
- Project Length:** 2.11 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Pavement Only Resurface (Flex)
- Responsible Agency:** FDOT
- Project Description:** SR 44 From US 441/SR 44/SR 500 To S Of SR 44 (Orange Ave)



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$267,055 **TIP Cost:** \$2,981,917 **Future Cost:** \$0 **Total Cost:** \$3,248,972

Cost by Year and Phase

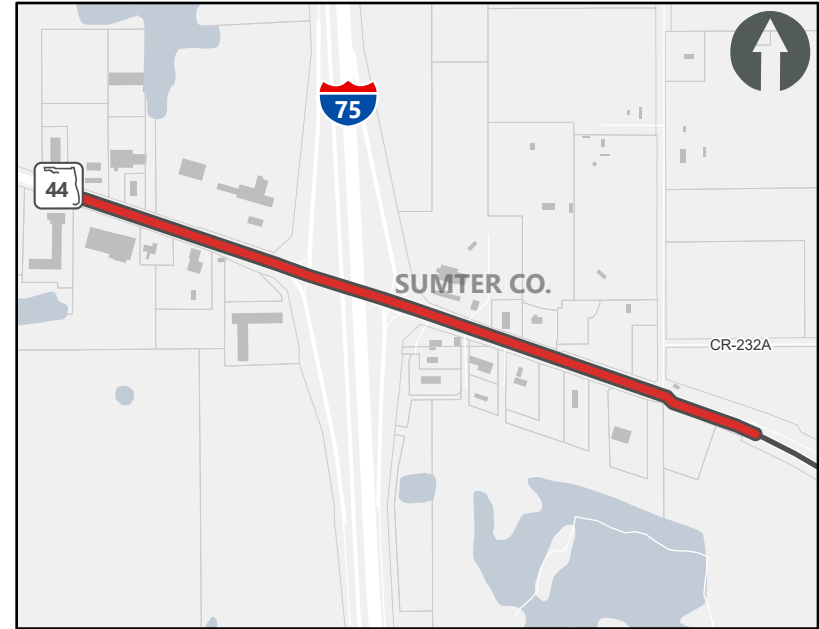
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$199,300.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$199,300.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$38,786.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$38,786.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$28,969.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$28,969.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$2,856,717.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,856,717.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$29,119.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$29,119.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$14,720.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$14,720.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$81,361.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$81,361.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.873199671836357,-82.09116718980863>

FPN: 452656-1
Project Name: SR 44
Project Segment: From W Of I-75 To CR 229
From: W Of I-75
To: CR 229
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 40
Project Length: 0.78 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Resurfacing
Responsible Agency: FDOT
Project Description: SR 44 From W Of I-75 To CR 229



— Safety/Operations/TSMO Projects
 — Other Projects

Historical Cost: \$1,793,502
 TIP Cost: \$7,076,729
 Future Cost: \$0
 Total Cost: \$8,870,231

Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 452656-1

Cost by Year and Phase

SIS Project: SIS

<http://maps.google.com/maps?q=28.873199671836357,-82.09116718980863>

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|----------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$147,536.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$147,536.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$53,907.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$53,907.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$1,003,436.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,003,436.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | LF | Local | \$418,014.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$418,014.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$1,182.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,182.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$169,398.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$169,398.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$29.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$29.00 |
| Construction | CONSTRUCTION | ACNR | Federal | \$0.00 | \$4,861,409.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,861,409.00 |
| Construction | CONSTRUCTION | ACSL | Federal | \$0.00 | \$379,961.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$379,961.00 |
| Construction | CONSTRUCTION | ACSM | Federal | \$0.00 | \$14,674.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$14,674.00 |
| Construction | CONSTRUCTION | ACSN | Federal | \$0.00 | \$1,562,350.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,562,350.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$17,752.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$17,752.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$17,243.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$17,243.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$18,422.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$18,422.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$204,918.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$204,918.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.983763876961063,-81.40074174200531>

FPN: 453086-1
Project Name: SR 44
Project Segment: From West Of Forest Ridge Rd To East Of Highland Lakes Rd
From: West Of Forest Ridge Rd
To: East Of Highland Lakes Rd
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 65
Project Length: 0.4 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Intersection Improvement
Responsible Agency: FDOT
Project Description: SR 44 From West Of Forest Ridge Rd To East Of Highland Lakes Rd



— Safety/Operations/TSMO Projects

Historical Cost: \$254,678 **TIP Cost:** \$3,142,261 **Future Cost:** \$0 **Total Cost:** \$3,396,939

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$200,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$200,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$12,756.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$12,756.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$27,823.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$27,823.00 |
| Construction | CONSTRUCTION | ACSS | Federal | \$0.00 | \$2,976,689.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,976,689.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$3,775.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,775.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$58,550.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$58,550.00 |
| Construction | CONSTRUCTION | DS | State 100% | \$13,605.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$13,605.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$494.00 | \$14,856.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$15,350.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$88,391.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$88,391.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.8223888822238,-81.68109368614446>

FPN: 454193-1
Project Name: SR 44/SR 500/US 441
Project Segment: From Lake Eustis Dr To SR 44/Donnelly St
From: Lake Eustis Dr
To: SR 44/Donnelly St
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 40
Project Length: 4.97 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Resurfacing
Responsible Agency: FDOT
Project Description: SR 44/SR 500/US 441 From Lake Eustis Dr To SR 44/Donnelly St



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$0 **TIP Cost:** \$30,202,160 **Future Cost:** \$0 **Total Cost:** \$30,202,160

Cost by Year and Phase

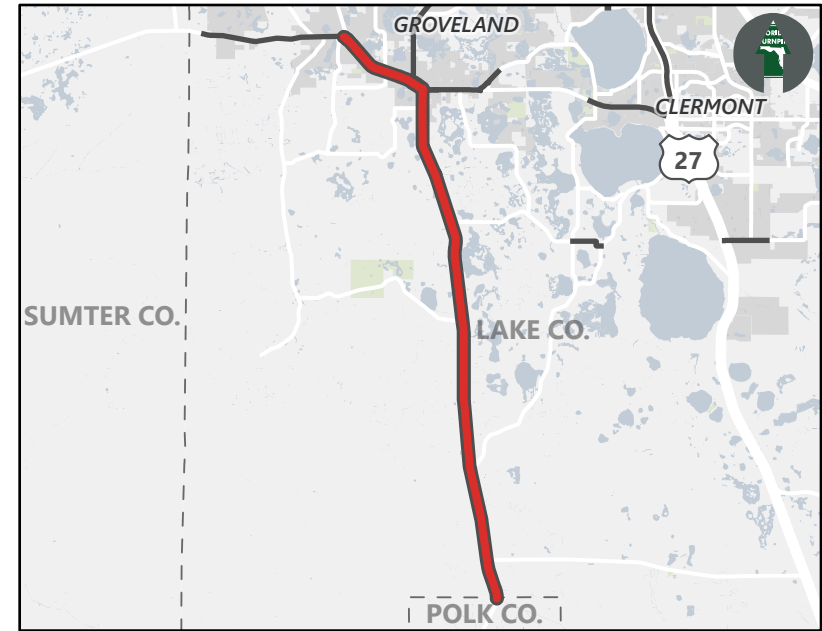
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|-----------------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | ACSS | Federal | \$0.00 | \$344,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$344,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$0.00 | \$26,560.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$26,560.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$0.00 | \$2,656,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,656,000.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$0.00 | \$227,115.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$227,115.00 |
| Construction | CONSTRUCTION | ACNR | Federal | \$0.00 | \$0.00 | \$0.00 | \$21,937,190.00 | \$0.00 | \$0.00 | \$0.00 | \$21,937,190.00 |
| Construction | CONSTRUCTION | ACSA | Federal | \$0.00 | \$0.00 | \$0.00 | \$2,062,630.00 | \$0.00 | \$0.00 | \$0.00 | \$2,062,630.00 |
| Construction | CONSTRUCTION | ACSS | Federal | \$0.00 | \$0.00 | \$0.00 | \$1,501,782.00 | \$0.00 | \$0.00 | \$0.00 | \$1,501,782.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$351,584.00 | \$0.00 | \$0.00 | \$0.00 | \$351,584.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$219,372.00 | \$0.00 | \$0.00 | \$0.00 | \$219,372.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$128,224.00 | \$0.00 | \$0.00 | \$0.00 | \$128,224.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$747,703.00 | \$0.00 | \$0.00 | \$0.00 | \$747,703.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.478211668071342,-81.8412329089769>

FPN: 454196-1
Project Name: SR 33
Project Segment: From Polk County Line To CR 33
From: Polk County Line
To: CR 33
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 40
Project Length: 16.42 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Pavement Only Resurface (Flex)
Responsible Agency: FDOT
Project Description: SR 33 From Polk County Line To CR 33



Historical Cost: \$1,446,933 **TIP Cost:** \$19,774,217 **Future Cost:** \$0 **Total Cost:** \$21,221,150

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|----------------|--------|-----------------|--------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$1,244,165.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,244,165.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$32,478.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$32,478.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$68,139.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$68,139.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$102,151.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$102,151.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$19,111,159.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$19,111,159.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$31,546.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$31,546.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$77,629.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$77,629.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$553,883.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$553,883.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.551116641976485,-81.76152887789503>

FPN: 454198-1
Project Name: SR 50
Project Segment: From CR 561/12th St To Bloxam Ave
From: CR 561/12th St
To: Bloxam Ave
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 40
Project Length: 2.04 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Resurfacing
Responsible Agency: FDOT
Project Description: SR 50 From CR 561/12Th St To Bloxam Ave



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$7,385 **TIP Cost:** \$13,681,162 **Future Cost:** \$0 **Total Cost:** \$13,688,547

Cost by Year and Phase

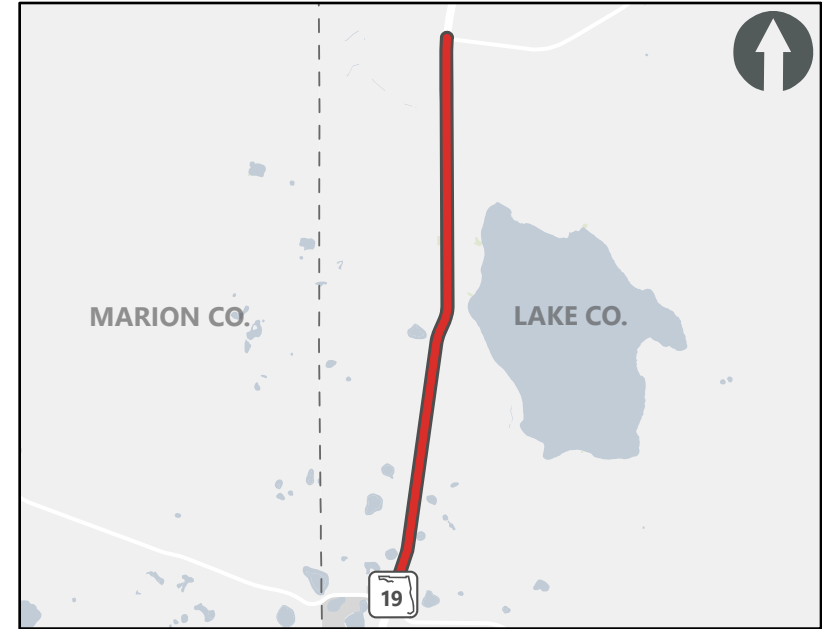
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|-----------------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | ACSA | Federal | \$0.00 | \$1,325,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,325,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$6,500.00 | \$20,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$26,500.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$885.00 | \$101,435.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$102,320.00 |
| Construction | CONSTRUCTION | ACNR | Federal | \$0.00 | \$0.00 | \$0.00 | \$10,477,922.00 | \$0.00 | \$0.00 | \$0.00 | \$10,477,922.00 |
| Construction | CONSTRUCTION | ACSA | Federal | \$0.00 | \$0.00 | \$0.00 | \$1,316,079.00 | \$0.00 | \$0.00 | \$0.00 | \$1,316,079.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$28,487.00 | \$0.00 | \$0.00 | \$0.00 | \$28,487.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$20,311.00 | \$0.00 | \$0.00 | \$0.00 | \$20,311.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$57,682.00 | \$0.00 | \$0.00 | \$0.00 | \$57,682.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$334,246.00 | \$0.00 | \$0.00 | \$0.00 | \$334,246.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=29.003608457356073,-81.6421656720273>

FPN: 454200-1
Project Name: SR 19
Project Segment: From CR 42 To CR 455
From: CR 42
To: CR 455
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 40
Project Length: 5.03 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Pavement Only Resurface (Flex)
Responsible Agency: FDOT
Project Description: SR 19 From CR 42 To CR 455



Historical Cost: \$0 **TIP Cost:** \$7,779,160 **Future Cost:** \$0 **Total Cost:** \$7,779,160

Cost by Year and Phase

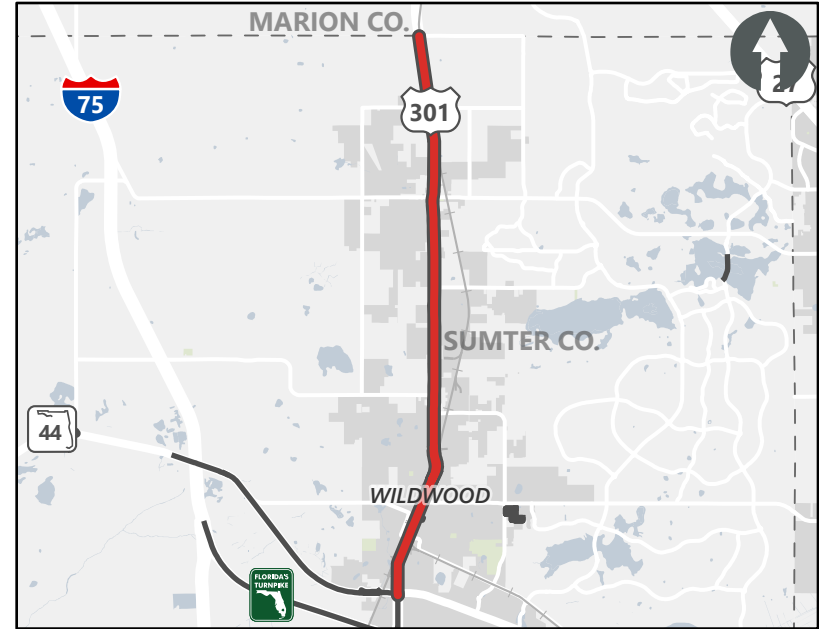
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|----------------|--------|----------------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$0.00 | \$1,200,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,200,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$0.00 | \$12,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$12,000.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$0.00 | \$91,033.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$91,033.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$6,209,321.00 | \$0.00 | \$0.00 | \$0.00 | \$6,209,321.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$55,874.00 | \$0.00 | \$0.00 | \$0.00 | \$55,874.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$32,693.00 | \$0.00 | \$0.00 | \$0.00 | \$32,693.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$178,239.00 | \$0.00 | \$0.00 | \$0.00 | \$178,239.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.9011342966793,-82.03840541149013>

FPN: 454201-1
Project Name: SR 35/US 301
Project Segment: From S Of SR 44 To Marion County Line
From: S Of SR 44
To: Marion County Line
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 40
Project Length: 8.41 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Pavement Only Resurface (Flex)
Responsible Agency: FDOT
Project Description: SR 35/US 301 From S Of SR 44 To Marion County Line



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$978,285 **TIP Cost:** \$23,209,931 **Future Cost:** \$0 **Total Cost:** \$24,188,216

Cost by Year and Phase

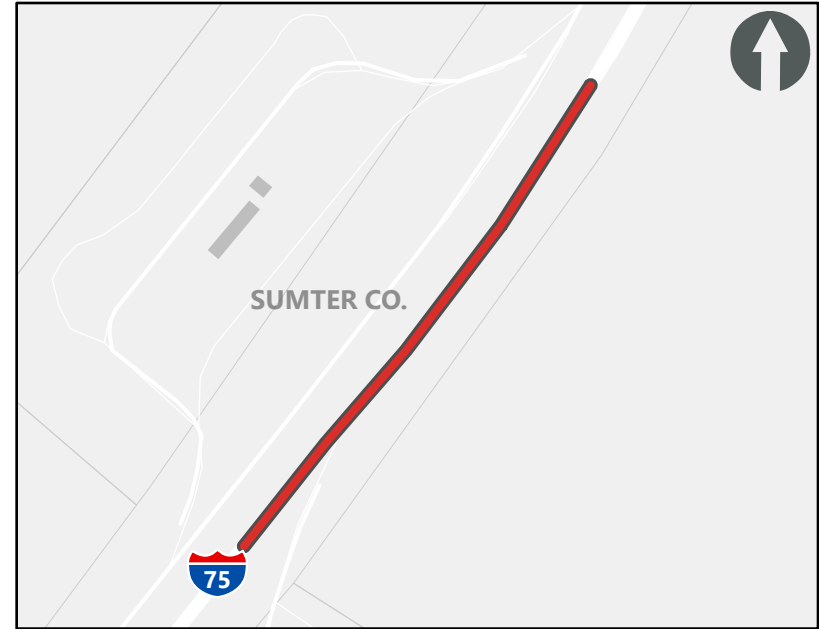
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|--------|-----------------|--------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$848,974.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$848,974.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$21,500.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$21,500.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$38,749.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$38,749.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$69,062.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$69,062.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$22,441,799.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$22,441,799.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$36,567.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$36,567.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$70,048.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$70,048.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$661,517.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$661,517.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.58723438123851,-82.21062972096338>

FPN: 454654-1
Project Name: Landscape Standalone I-75 @ Sumter SB Rest Area
Project Segment: I-75 @ Sumter SB Rest Area
From: I-75 @ Sumter SB Rest Area
To: I-75 @ Sumter SB Rest Area
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 13
Project Length: 0.21 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Landscaping
Responsible Agency: FDOT
Project Description: Landscape Standalone I-75 @ Sumter SB Rest Area



— Safety/Operations/TSMO Projects

Historical Cost: \$0 **TIP Cost:** \$340,650 **Future Cost:** \$0 **Total Cost:** \$340,650

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|--------------|--------|--------|--------|--------|-------------|--------------|
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$293,265.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$293,265.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$33,700.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$33,700.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$5,479.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,479.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$8,206.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$8,206.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.80173005023922,-81.73020872873093>

FPN: 455105-1
Project Name: Lake County TSMCA
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 13; Pg. 49
Project Length: 0.36 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Traffic Signals
Responsible Agency: Lake County BOCC
Project Description: Lake County TSMCA



— Safety/Operations/TSMO Projects — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$1,963,703 **Future Cost:** \$0 **Total Cost:** \$1,963,703

Cost by Year and Phase

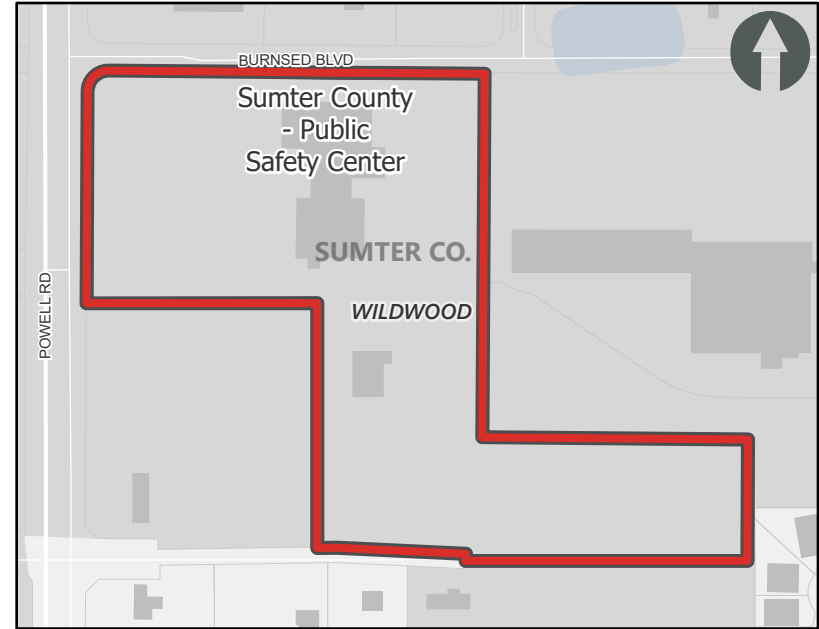
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|--------------------------|-----------|----------------|---------------|--------|--------------|--------------|--------|--------|-------------|----------------|
| Maintenance | BRDG/RDWY/CONTRACT MAINT | D | State 100% | \$0.00 | \$0.00 | \$914,000.00 | \$941,000.00 | \$0.00 | \$0.00 | \$0.00 | \$1,855,000.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$53,560.00 | \$55,143.00 | \$0.00 | \$0.00 | \$0.00 | \$108,703.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.863009195549,-82.01854143639707>

FPN: 455110-1
Project Name: Sumter County TSMCA
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Sumter County
L RTP Page: Pg. 13; Pg. 49
Project Length: 0.82 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Traffic Signals
Responsible Agency: Sumter County
Project Description: Sumter County TSMCA
Historical Cost: \$0 **TIP Cost:** \$333,459 **Future Cost:** \$0 **Total Cost:** \$333,459



— Safety/Operations/TSMO Projects **— Other Projects**
 *Map shows location of responsible agency and does not represent the location of the actual project

Cost by Year and Phase

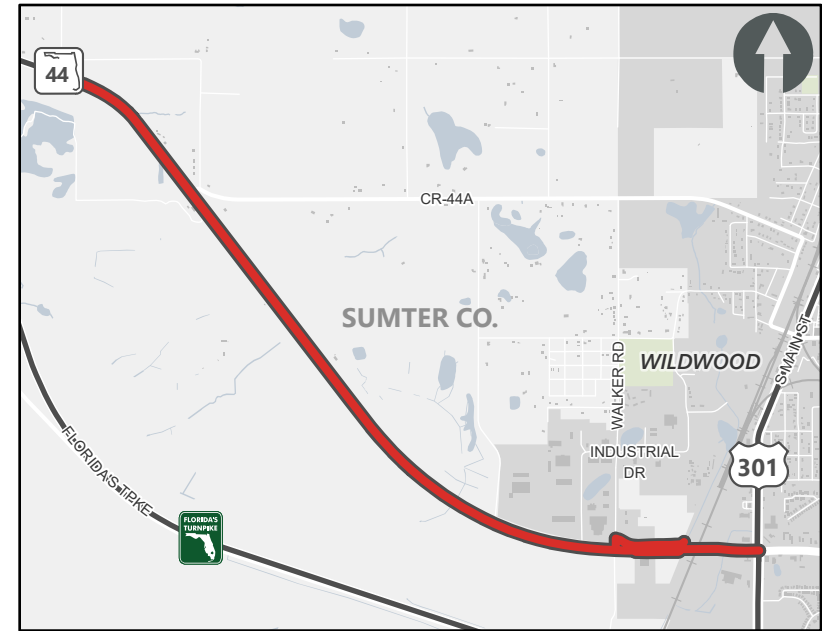
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|---------------|--------|--------------|--------------|--------|--------|-------------|--------------|
| Maintenance | BRDG/RDWDY/CONTRACT MAINT | D | State 100% | \$0.00 | \$0.00 | \$155,000.00 | \$160,000.00 | \$0.00 | \$0.00 | \$0.00 | \$315,000.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$9,083.00 | \$9,376.00 | \$0.00 | \$0.00 | \$0.00 | \$18,459.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.854661258208967,-82.06505623242765>

FPN: 456135-1
Project Name: SR 44
Project Segment: E Of CR 229 To W Of SR 35/US 301
From: E Of CR 229
To: W Of SR 35/US 301
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 40
Project Length: 3.64 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Pavement Only Resurface (Flex)
Responsible Agency: FDOT
Project Description: SR 44 From E Of CR 229 To W Of SR 35/US 301



— Safety/Operations/TSMO Projects — Other Projects

Historical Cost: \$167,558 **TIP Cost:** \$6,453,985 **Future Cost:** \$0 **Total Cost:** \$6,621,543

Cost by Year and Phase

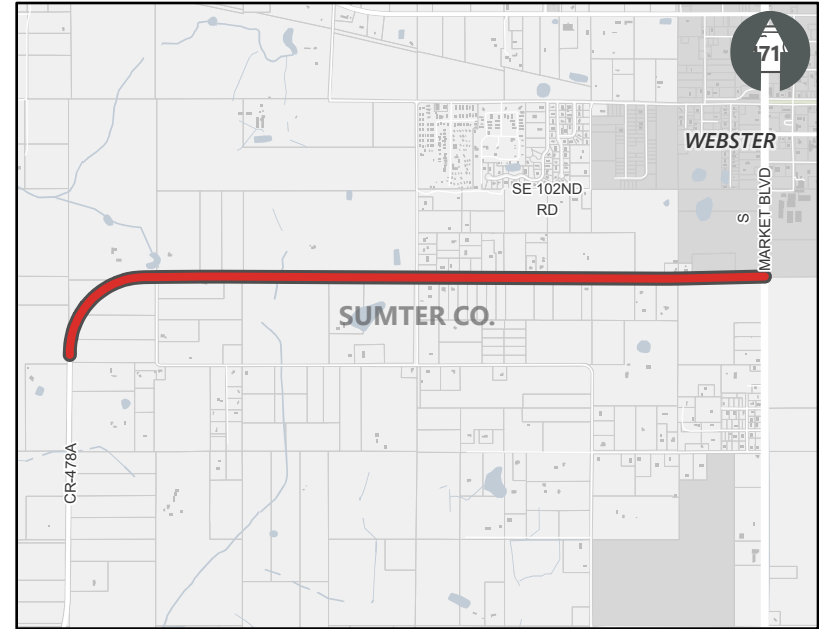
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|---------------|--------------|--------|----------------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$100,000.00 | \$150,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$250,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$50,394.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$50,394.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$17,164.00 | \$20,415.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$37,579.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$6,024,934.00 | \$0.00 | \$0.00 | \$0.00 | \$6,024,934.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$53,881.00 | \$0.00 | \$0.00 | \$0.00 | \$53,881.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$32,876.00 | \$0.00 | \$0.00 | \$0.00 | \$32,876.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$171,879.00 | \$0.00 | \$0.00 | \$0.00 | \$171,879.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.60254066731334,-82.0720720875849>

- FPN:** 457257-1
- Project Name:** CR 478A
- Project Segment:** From SR 471 To 2.15 Miles West Of SR 471 - Phase I Improvements
- From:** SR 471
- To:** 2.15 Miles West Of SR 471
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Sumter County
- L RTP Page:** Pg. 40
- Project Length:** 2.14 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Resurfacing
- Responsible Agency:** Sumter County BOCC
- Project Description:** CR 478A From SR 471 To 2.15 Miles West Of SR 471 - Phase I Improvements



— Safety/Operations/TSMO Projects

Historical Cost: \$0 **TIP Cost:** \$5,175,479 **Future Cost:** \$0 **Total Cost:** \$5,175,479

Cost by Year and Phase

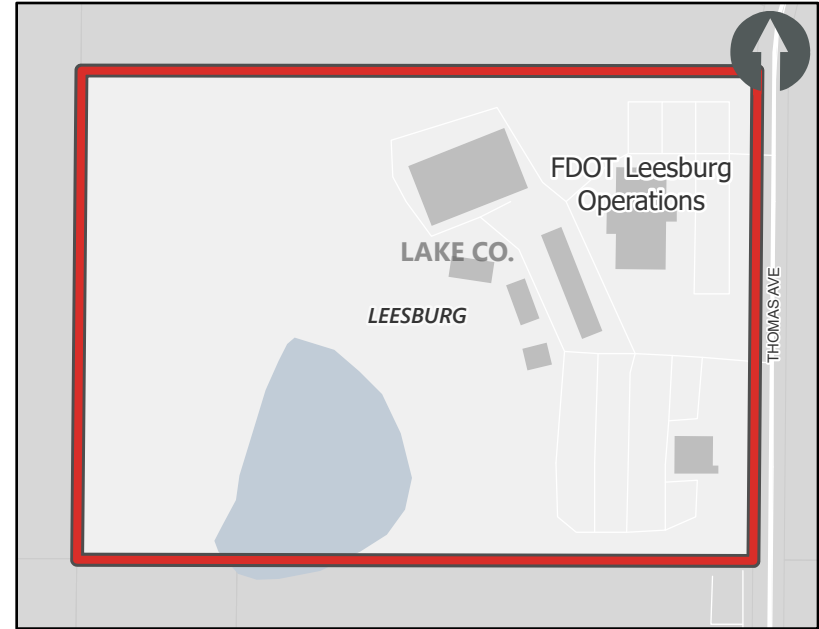
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|--------|--------|----------------|--------|--------|-------------|----------------|
| Construction | CONSTRUCTION | ACSN | Federal | \$0.00 | \$0.00 | \$0.00 | \$1,856,284.00 | \$0.00 | \$0.00 | \$0.00 | \$1,856,284.00 |
| Construction | CONSTRUCTION | GRSC | State 100% | \$0.00 | \$0.00 | \$0.00 | \$684,808.00 | \$0.00 | \$0.00 | \$0.00 | \$684,808.00 |
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$0.00 | \$0.00 | \$798,533.00 | \$0.00 | \$0.00 | \$0.00 | \$798,533.00 |
| Construction | CONSTRUCTION | SCED | State 100% | \$0.00 | \$0.00 | \$0.00 | \$526,316.00 | \$0.00 | \$0.00 | \$0.00 | \$526,316.00 |
| Construction | CONSTRUCTION | SCOP | State 100% | \$0.00 | \$0.00 | \$0.00 | \$526,316.00 | \$0.00 | \$0.00 | \$0.00 | \$526,316.00 |
| Construction | CONSTRUCTION | SCWR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$646,579.00 | \$0.00 | \$0.00 | \$0.00 | \$646,579.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$1,857.00 | \$0.00 | \$0.00 | \$0.00 | \$1,857.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$134,786.00 | \$0.00 | \$0.00 | \$0.00 | \$134,786.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.833587766329394,-81.90605572425261>

FPN: 457815-1
Project Name: Leesburg Ops - BAF/Fan For Warehouse
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Maintenance
County: Lake County
L RTP Page: Pg. 13
Project Length: 0.85 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Fixed Capital Outlay
Responsible Agency: FDOT
Project Description: Leesburg Ops - BAF/Fan For Warehouse



Safety/Operations/TSMO Projects Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$38,146 **Future Cost:** \$0 **Total Cost:** \$38,146

Cost by Year and Phase

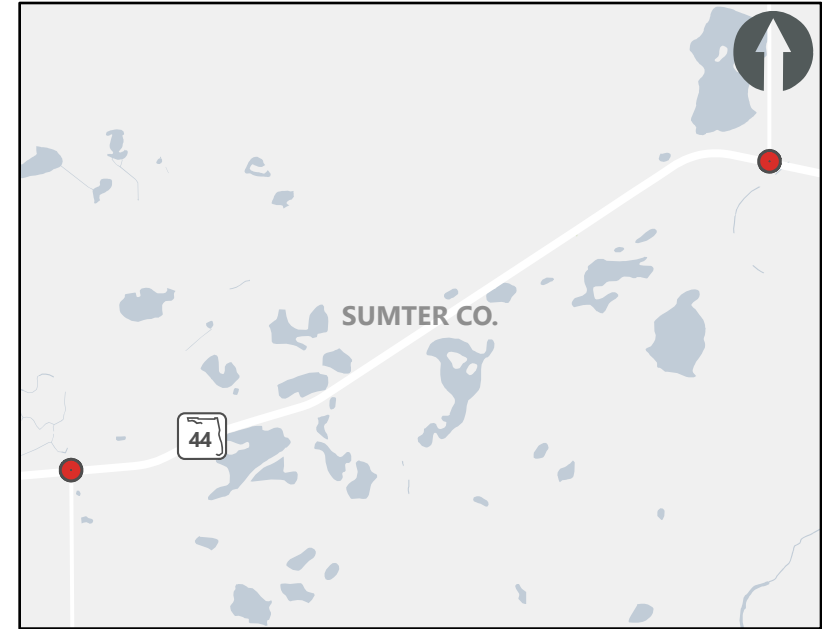
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------|---------------------------|-----------|----------------|---------------|-------------|--------|--------|--------|--------|-------------|-------------|
| Maintenance | BRDG/RDWDY/CONTRACT MAINT | D | State 100% | \$0.00 | \$33,944.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$33,944.00 |
| MTX | MAINTENANCE - IND SUPP | DIOH | State 100% | \$0.00 | \$4,202.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,202.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.86877876040323,-82.14673035631454>

FPN: 457893-1
Project Name: SR 44 At CR 475/CR 470 Signal Installation
Project Segment: SR 44 At CR 475/CR 470 Signal Installation
From: CR 475/CR 470 Signal Installation
To: CR 475/CR 470 Signal Installation
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Sumter County
L RTP Page: Pg. 13; Pg. 49
Project Length: 0.31 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Traffic Signals
Responsible Agency: Sumter County BOCC
Project Description: SR 44 At CR 475/CR 470 Signal Installation



■ Safety/Operations/TSMO Projects

Historical Cost: \$0 **TIP Cost:** \$1,031,900 **Future Cost:** \$0 **Total Cost:** \$1,031,900

Cost by Year and Phase

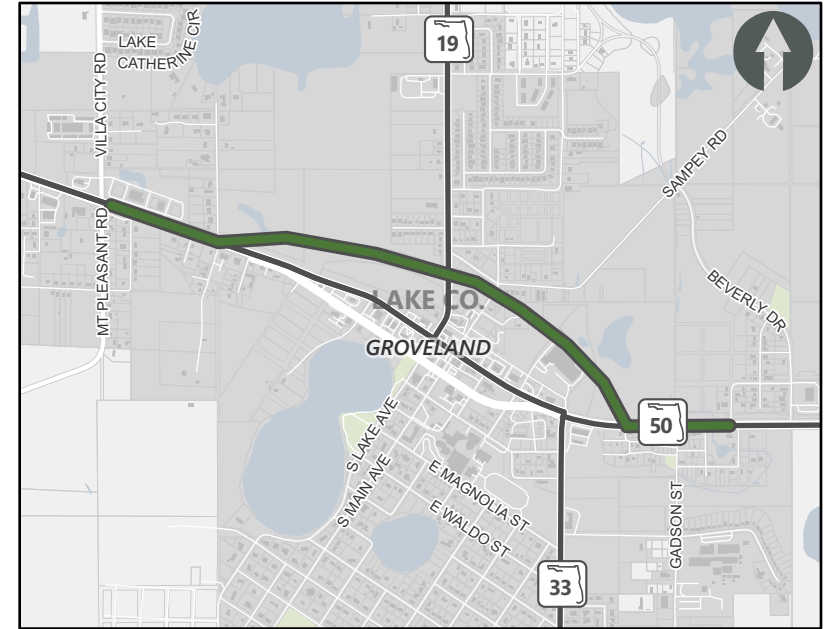
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|-------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Construction | CONSTRUCTION | DS | State 100% | \$0.00 | \$1,000,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,000,000.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$31,900.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$31,900.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.56092233679374,-81.85659451538952>

FPN: 427056-1
Project Name: SR 50/SR 33
Project Segment: From CR 565 (Villa City) To 2nd Ave
From: CR 565 (Villa City)
To: 2nd Ave
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 53
Project Length: 1.5 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: New Road Construction
Responsible Agency: FDOT
Project Description: SR 50/SR 33 From CR 565 (Villa City) To 2nd Ave
Historical Cost: \$106,970,791 **TIP Cost:** \$19,442,816 **Future Cost:** \$0 **Total Cost:** \$126,413,607



— Strategic Intermodal System Projects (SIS) — Other Projects

Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 427056-1

Cost by Year and Phase

SIS Project: SIS

<http://maps.google.com/maps?q=28.56092233679374,-81.85659451538952>

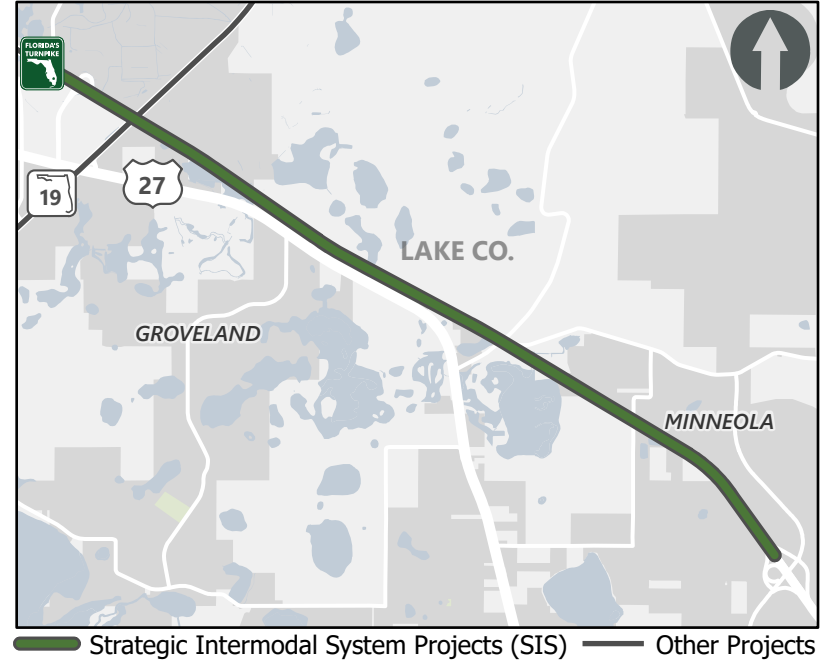
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------------|-----------|----------------------|-----------------|----------------|----------------|--------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | ART | State 100% | \$950,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$950,000.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | ARTW | State 100% | \$1,344,192.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,344,192.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$982,582.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$982,582.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$515,752.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$515,752.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$66,327.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$66,327.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | LF | Local | \$111,199.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$111,199.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | SA | Federal | \$1,615,124.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,615,124.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$529,844.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$529,844.00 |
| Project Development and Environmental | P D & E | DIH | State 100% | \$174,064.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$174,064.00 |
| Project Development and Environmental | P D & E | LF | Local | \$763,583.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$763,583.00 |
| PDX | P D & E - IND SUPP | DIOH | State 100% | \$65,606.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$65,606.00 |
| Environmental | ENVIRONMENTAL | SL | Federal | \$282,800.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$282,800.00 |
| ENX | ENVIRONMENTAL - IND SUPP | DIOH | State 100% | \$21,662.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$21,662.00 |
| Right of Way | RIGHT OF WAY | ACNP | Federal | \$3,343,606.00 | \$2,203,578.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,547,184.00 |
| Right of Way | RIGHT OF WAY | ART | State 100% | \$36,830.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$36,830.00 |
| Right of Way | RIGHT OF WAY | ARTW | State 100% | \$7,833,441.00 | \$5,000,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$12,833,441.00 |
| Right of Way | RIGHT OF WAY | BNIR | R/W and Bridge Bonds | \$2,725,365.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,725,365.00 |
| Right of Way | RIGHT OF WAY | DDR | State 100% | \$1,608,292.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,608,292.00 |
| Right of Way | RIGHT OF WAY | DIH | State 100% | \$894,569.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$894,569.00 |
| Right of Way | RIGHT OF WAY | DS | State 100% | \$53,293.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$53,293.00 |
| Right of Way | RIGHT OF WAY | DSBW | Toll/Turnpike | \$6,352,795.00 | \$7,277,829.00 | \$3,595,650.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$17,226,274.00 |
| Right of Way | RIGHT OF WAY | GFNP | Federal | \$2,368,808.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,368,808.00 |
| Right of Way | RIGHT OF WAY | LFR | Local | \$9,845,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$9,845,000.00 |
| Right of Way | RIGHT OF WAY | NHPP | Federal | \$6,609,916.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$6,609,916.00 |
| RWX | RIGHT OF WAY - IND SUPP | DIOH | State 100% | \$2,867,624.00 | \$443,021.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,310,645.00 |
| RWX | RIGHT OF WAY - IND SUPP | DSBW | Toll/Turnpike | \$433,261.00 | \$496,348.00 | \$245,223.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,174,832.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | DSBW | Toll/Turnpike | \$3,356,988.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,356,988.00 |
| Construction | CONSTRUCTION | ACNP | Federal | \$35,576,912.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$35,576,912.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$80,541.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$80,541.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$288,400.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$288,400.00 |
| Construction | CONSTRUCTION | DSBW | Toll/Turnpike | \$3,740,290.00 | \$0.00 | \$169,600.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,909,890.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$202,618.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$202,618.00 |
| CSX | CONST SUPPORT - IND SUPP | DSBW | Toll/Turnpike | \$0.00 | \$0.00 | \$11,567.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$11,567.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$1,000,473.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,000,473.00 |
| COX | CONSTRUCTION - IND SUPP | DSBW | Toll/Turnpike | \$484,034.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$484,034.00 |
| Local Agency Reimbursement | LOCAL ADVANCE REIMBURSE | ACSA | Federal | \$7,702,213.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,702,213.00 |
| Local Agency Reimbursement | LOCAL ADVANCE REIMBURSE | SL | Federal | \$2,142,787.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,142,787.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.628143446964685,-81.76324029039465>

FPN: 435786-1
Project Name: Widen Turnpike (SR 91)
Project Segment: Minneola Interchange To Obrien Rd (MP 279.2-285.8) (4 to 8 Lanes)
From: Minneola Interchange
To: Obrien Rd (MP 279.2-285.8)
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Lake County
L RTP Page: Pg. 63
Project Length: 6.58 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (SR 91) Minneola Interchange To Obrien Rd (MP 279.2-285.8) (4 to 8 Lanes)
Historical Cost: \$314,024,819 **TIP Cost:** \$9,705,985 **Future Cost:** \$0 **Total Cost:** \$323,730,804



Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 435786-1

Cost by Year and Phase

SIS Project: SIS

<http://maps.google.com/maps?q=28.628143446964685,-81.76324029039465>

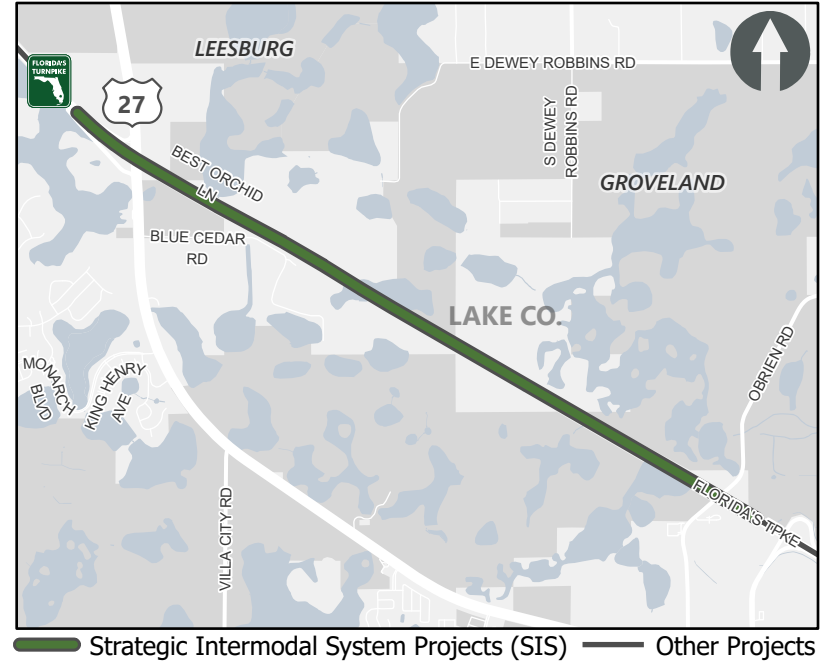
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------------|-----------|----------------|------------------|----------------|--------|--------|--------|--------|-------------|------------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$7,126.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,126.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$19,782,580.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$19,782,580.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$174.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$174.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$696,159.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$696,159.00 |
| Project Development and Environmental | P D & E | PKYI | Toll/Turnpike | \$33,234.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$33,234.00 |
| PDX | P D & E - IND SUPP | PKOH | Toll/Turnpike | \$712.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$712.00 |
| Environmental | ENVIRONMENTAL | PKYI | Toll/Turnpike | \$1,944,566.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,944,566.00 |
| ENX | ENVIRONMENTAL - IND SUPP | PKOH | Toll/Turnpike | \$60,318.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$60,318.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$12,532,920.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$12,532,920.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$388,565.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$388,565.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | PKYI | Toll/Turnpike | \$12,930.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$12,930.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$187,036,194.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$187,036,194.00 |
| Construction | CONSTRUCTION | PKYI | Toll/Turnpike | \$78,684,667.00 | \$1,234,800.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$79,919,467.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$1,249,281.00 | \$30,129.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,279,410.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$11,595,393.00 | \$201,056.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$11,796,449.00 |
| Incentive | CONTRACT INCENTIVES | PKYI | Toll/Turnpike | \$0.00 | \$8,240,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$8,240,000.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.665336277979986,-81.83330056141116>

FPN: 435786-3
Project Name: Widen Turnpike (SR 91)
Project Segment: Obrien Rd To US 27 (MP 285.8 - 289.3) (4 To 8 Lanes)
From: Obrien Rd
To: US 27 (MP 285.8 - 289.3)
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Lake County
L RTP Page: Pg. 63
Project Length: 3.43 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (SR 91) Obrien Rd To US 27 (MP 285.8-289.3) (4 To 8 Lanes)
Historical Cost: \$166,038,446 **TIP Cost:** \$13,965,866 **Future Cost:** \$0 **Total Cost:** \$180,004,312



Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 435786-3

Cost by Year and Phase

SIS Project: SIS

<http://maps.google.com/maps?q=28.665336277979986,-81.83330056141116>

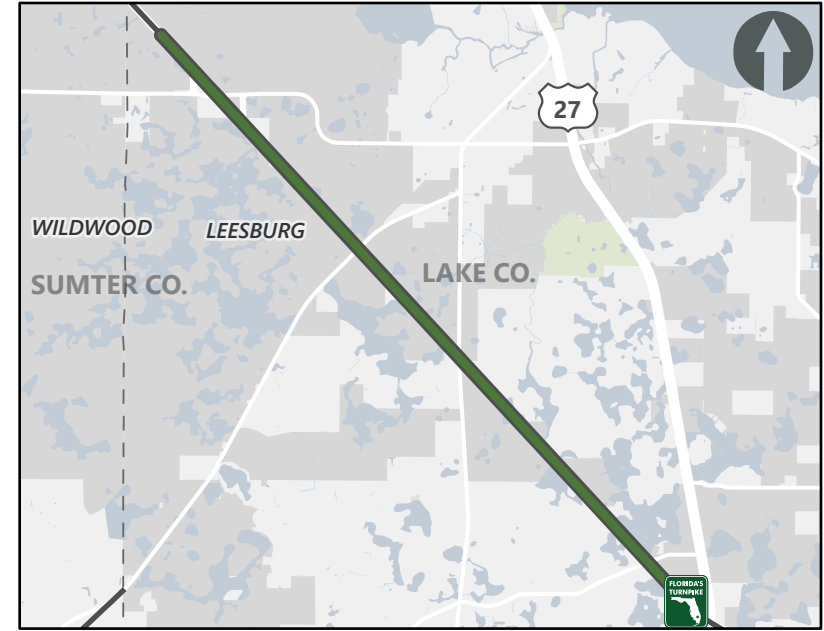
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|------------------|----------------|----------------|--------|--------|--------|-------------|------------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$6,538.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$6,538.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$1,838,196.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,838,196.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$186.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$186.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$67,823.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$67,823.00 |
| Environmental | ENVIRONMENTAL | PKYI | Toll/Turnpike | \$3,803,439.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,803,439.00 |
| Environmental | ENVIRONMENTAL | PKYR | Toll/Turnpike | \$54,591.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$54,591.00 |
| ENX | ENVIRONMENTAL - IND SUPP | PKOH | Toll/Turnpike | \$99,920.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$99,920.00 |
| Right of Way | RIGHT OF WAY | PKED | State 100% | \$4,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,000.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$11,624,476.00 | \$3,701,550.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$15,326,026.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$310,032.00 | \$90,318.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$400,350.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | PKYI | Toll/Turnpike | \$390,925.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$390,925.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$144,234,411.00 | \$4,631,665.00 | \$5,300,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$154,166,076.00 |
| Construction | CONSTRUCTION | PKYI | Toll/Turnpike | \$64,742.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$64,742.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$297,395.00 | \$0.00 | \$129,320.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$426,715.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$3,241,772.00 | \$113,013.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,354,785.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.72175046716127,-81.90316620653918>

FPN: 435787-1
Project Name: Widen Turnpike
Project Segment: US 27 To N Of CR 33 (MP 289 - 294) (4 To 8 Lanes) (Lake County)
From: US 27
To: N Of CR 33 (MP 289 - 294)
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Lake County
L RTP Page: Pg. 53
Project Length: 7.97 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (US 27) To N Of CR 33 (MP 289 - 294) (4 To 8 Lanes) (Lake County)



— Strategic Intermodal System Projects (SIS) — Other Projects

Historical Cost: \$15,133,015 **TIP Cost:** \$295,319,213 **Future Cost:** \$0 **Total Cost:** \$310,452,228

Cost by Year and Phase

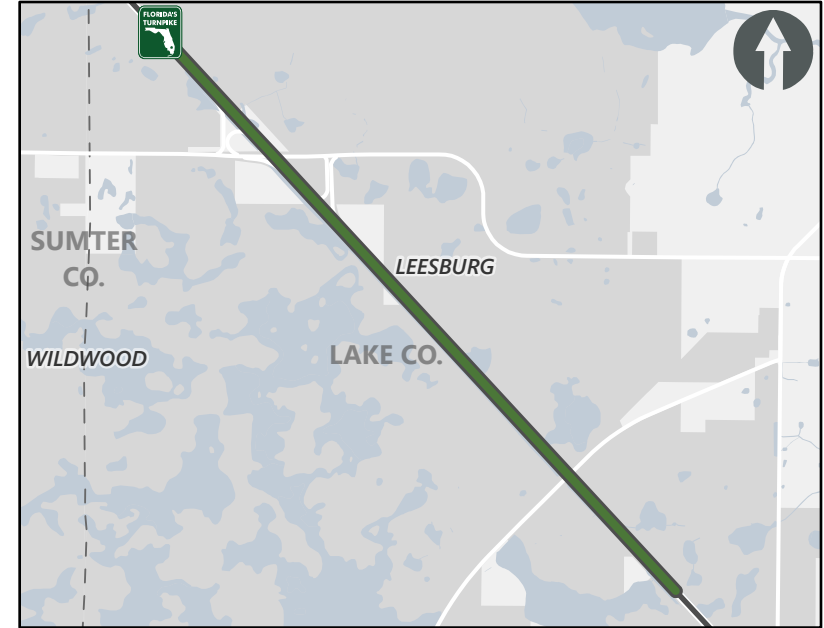
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------------|-----------|----------------|-----------------|----------------|------------------|--------|--------|--------|-------------|------------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$13,427,755.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$13,427,755.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$646,829.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$646,829.00 |
| Project Development and Environmental | P D & E | PKYI | Toll/Turnpike | \$1,545.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,545.00 |
| PDX | P D & E - IND SUPP | PKOH | Toll/Turnpike | \$20.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$20.00 |
| Environmental | ENVIRONMENTAL | PKYI | Toll/Turnpike | \$375,000.00 | \$1,575,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,950,000.00 |
| ENX | ENVIRONMENTAL - IND SUPP | PKOH | Toll/Turnpike | \$9,150.00 | \$38,430.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$47,580.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$439,900.00 | \$6,157,780.00 | \$3,993,277.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$10,590,957.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$12,549.00 | \$152,489.00 | \$99,778.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$264,816.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$0.00 | \$0.00 | \$276,554,528.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$276,554,528.00 |
| Construction | CONSTRUCTION | PKYI | Toll/Turnpike | \$214,380.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$214,380.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$5,887.00 | \$0.00 | \$675,826.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$681,713.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$6,072,105.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$6,072,105.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.74357472599921,-81.92616019788045>

FPN: 435787-2
Project Name: Widen Turnpike (SR 91)
Project Segment: North Of CR 33 To CR 470 (4-8 Lanes)
From: North Of CR 33
To: CR 470
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Lake County
L RTP Page: Pg. 63
Project Length: 3.79 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (SR 91) North Of CR 33 To CR 470 (4-8 Lanes)



— Strategic Intermodal System Projects (SIS) — Other Projects

Historical Cost: \$8,389,828 **TIP Cost:** \$279,869,913 **Future Cost:** \$0 **Total Cost:** \$288,259,741

Cost by Year and Phase

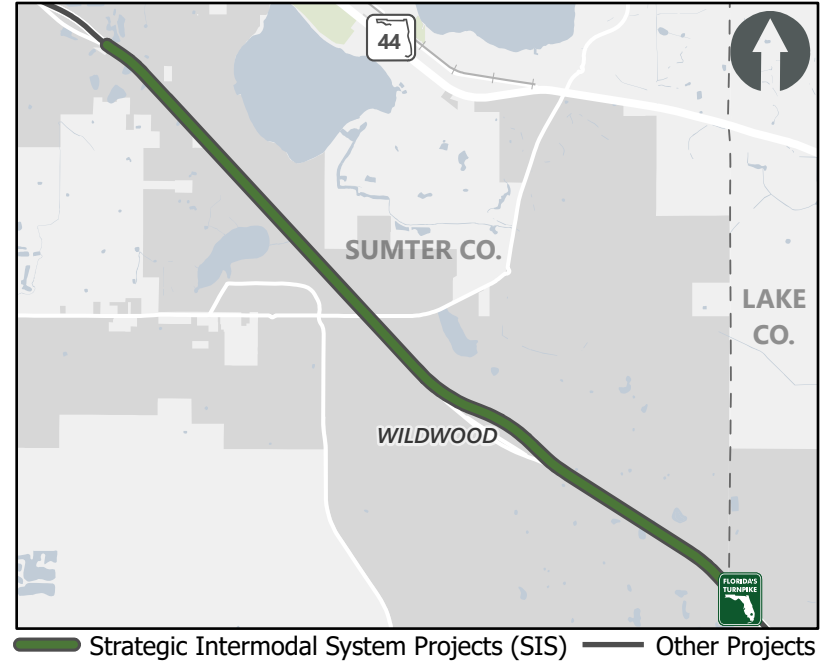
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|----------------|----------------|----------------|------------------|--------------|--------|-------------|------------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$7,680,422.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,680,422.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$325,017.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$325,017.00 |
| Environmental | ENVIRONMENTAL | PKYI | Toll/Turnpike | \$95,000.00 | \$1,500,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,595,000.00 |
| ENX | ENVIRONMENTAL - IND SUPP | PKOH | Toll/Turnpike | \$2,318.00 | \$36,600.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$38,918.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$280,000.00 | \$2,107,575.00 | \$1,667,054.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,054,629.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$6,832.00 | \$53,130.00 | \$42,381.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$102,343.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$267,398,201.00 | \$0.00 | \$0.00 | \$0.00 | \$267,398,201.00 |
| Construction | CONSTRUCTION | PKYI | Toll/Turnpike | \$233.00 | \$0.00 | \$0.00 | \$5,465.00 | \$521,937.00 | \$0.00 | \$0.00 | \$527,635.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$6.00 | \$0.00 | \$0.00 | \$672,018.00 | \$0.00 | \$0.00 | \$0.00 | \$672,024.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$5,852,817.00 | \$12,735.00 | \$0.00 | \$0.00 | \$5,865,552.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.7979890881683,-81.99389578361497>

FPN: 435788-1
Project Name: Widen Turnpike (SR 91)
Project Segment: N Of Okahumpka Service Plaza To US 301
From: N Of Okahumpka Service Plaza
To: US 301
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Sumter County
L RTP Page: Pg. 53
Project Length: 6.28 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (SR 91) N Of Okahumpka Service Plaza To US 301
Historical Cost: \$9,152,246 **TIP Cost:** \$13,488,753 **Future Cost:** \$350,833,331 **Total Cost:** \$373,474,330



Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 435788-1

Cost by Year and Phase

SIS Project: SIS

<http://maps.google.com/maps?q=28.7979890881683,-81.99389578361497>

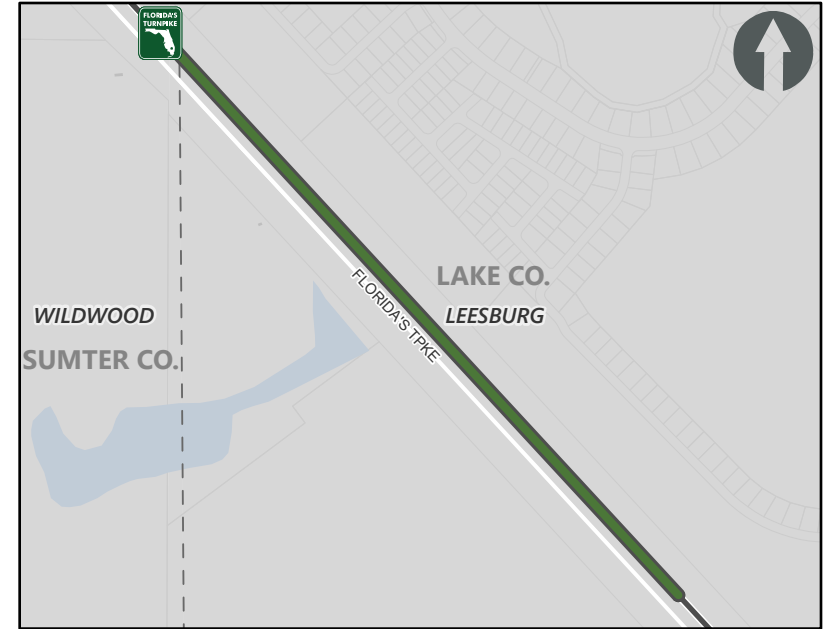
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------------|-----------|----------------|----------------|----------------|----------------|----------------|--------|--------|------------------|------------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$8,363,916.00 | \$1,387,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$9,750,916.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$506,347.00 | \$33,843.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$540,190.00 |
| Project Development and Environmental | P D & E | PKYI | Toll/Turnpike | \$11,500.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$11,500.00 |
| PDX | P D & E - IND SUPP | PKOH | Toll/Turnpike | \$383.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$383.00 |
| Environmental | ENVIRONMENTAL | PKYI | Toll/Turnpike | \$0.00 | \$80,000.00 | \$3,225,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,305,000.00 |
| ENX | ENVIRONMENTAL - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$1,952.00 | \$78,690.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$80,642.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$161,300.00 | \$2,072,480.00 | \$4,307,293.00 | \$2,000,000.00 | \$0.00 | \$0.00 | \$0.00 | \$8,541,073.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$4,287.00 | \$50,569.00 | \$105,098.00 | \$48,800.00 | \$0.00 | \$0.00 | \$0.00 | \$208,754.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | PKYI | Toll/Turnpike | \$50,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,000,000.00 | \$4,050,000.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$338,476,895.00 | \$338,476,895.00 |
| Construction | CONSTRUCTION | PKYI | Toll/Turnpike | \$51,500.00 | \$92,610.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$144,110.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$3,013.00 | \$5,418.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$784,776.00 | \$793,207.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,571,660.00 | \$7,571,660.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.767067990261516,-81.95092557054022>

FPN: 435788-2
Project Name: Widen Turnpike (SR 91)
Project Segment: CR 470 To Lake/Sumter County Line
From: CR 470
To: Lake/Sumter County Line
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Lake County
L RTP Page: Pg. 53
Project Length: 0.55 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (SR 91) CR 470 To Lake/Sumter County Line



— Strategic Intermodal System Projects (SIS) — Other Projects

Historical Cost: \$1,891,775 **TIP Cost:** \$1,535,543 **Future Cost:** \$40,249,244 **Total Cost:** \$43,676,562

Cost by Year and Phase

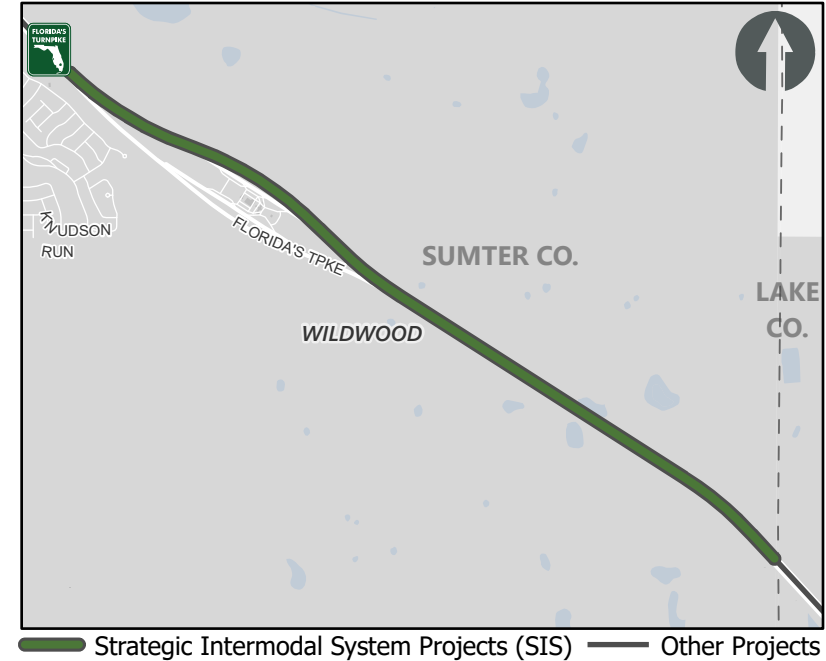
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|----------------|-------------|--------------|-------------|--------------|--------------|-----------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$1,744,447.00 | \$54,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,798,447.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$92,113.00 | \$1,318.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$93,431.00 |
| Environmental | ENVIRONMENTAL | PKYI | Toll/Turnpike | \$0.00 | \$20,000.00 | \$600,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$620,000.00 |
| ENX | ENVIRONMENTAL - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$488.00 | \$14,640.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$15,128.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$52,500.00 | \$1,000.00 | \$1,000.00 | \$45,000.00 | \$416,215.00 | \$360,077.00 | \$0.00 | \$875,792.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$1,633.00 | \$24.00 | \$24.00 | \$1,269.00 | \$10,316.00 | \$8,786.00 | \$0.00 | \$22,052.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$39,290,555.00 | \$39,290,555.00 |
| Construction | CONSTRUCTION | PKYI | Toll/Turnpike | \$1,056.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,309.00 | \$0.00 | \$2,365.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$26.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$77.00 | \$106,521.00 | \$106,624.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$852,168.00 | \$852,168.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.781742728949187,-81.9726131035311>

FPN: 435788-3
Project Name: Widen Turnpike (SR 91)
Project Segment: Lake/Sumter County Line To N Of Okahumpka Service Plaza
From: Lake/Sumter County Line
To: N Of Okahumpka Service Plaza
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Sumter County
L RTP Page: Pg. 63
Project Length: 2.79 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (SR 91) Lake/Sumter County Line To N Of Okahumpka Service Plaza



Historical Cost: \$5,436,601 **TIP Cost:** \$3,962,545 **Future Cost:** \$261,819,485 **Total Cost:** \$271,218,631

Cost by Year and Phase

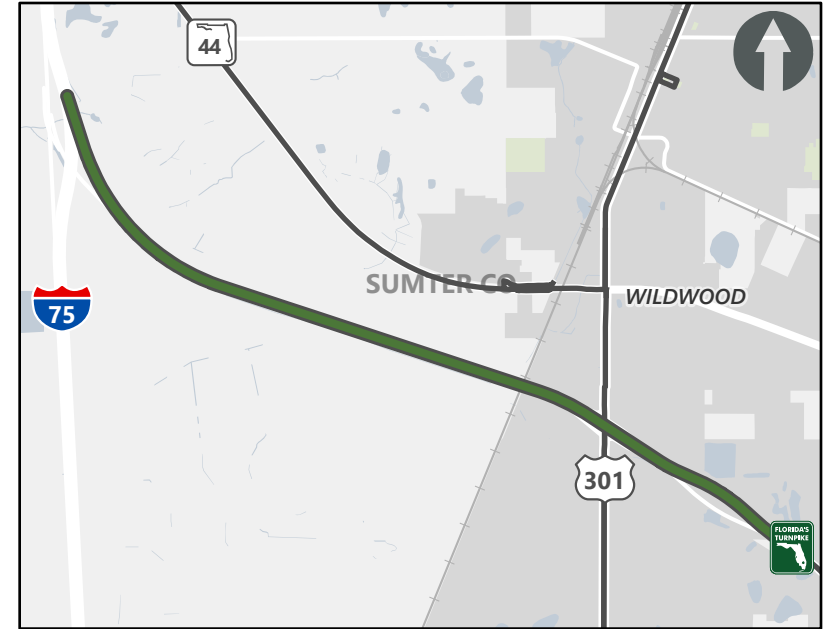
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|----------------|-------------|--------|-------------|----------------|----------------|------------------|------------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$5,172,011.00 | \$90,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,262,011.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$264,590.00 | \$2,196.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$266,786.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$90,000.00 | \$2,041,515.00 | \$1,627,354.00 | \$0.00 | \$3,758,869.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$2,878.00 | \$50,495.00 | \$40,389.00 | \$0.00 | \$93,762.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$255,583,254.00 | \$255,583,254.00 |
| Construction | CONSTRUCTION | PKYI | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$16,739.00 | \$0.00 | \$0.00 | \$0.00 | \$16,739.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$979.00 | \$0.00 | \$0.00 | \$592,583.00 | \$593,562.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,643,648.00 | \$5,643,648.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.84347865373137,-82.06270753255681>

FPN: 435789-1
Project Name: Widen Turnpike (SR 91)
Project Segment: US 301 To I-75
From: US 301
To: I-75
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Turnpike
County: Sumter County
L RTP Page: Pg. 63
Project Length: 4.37 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: Widen Turnpike (SR 91) US 301 To I-75



Historical Cost: \$2,265,830

TIP Cost: \$314,599,462

Future Cost: \$0

Total Cost: \$316,865,292

Cost by Year and Phase

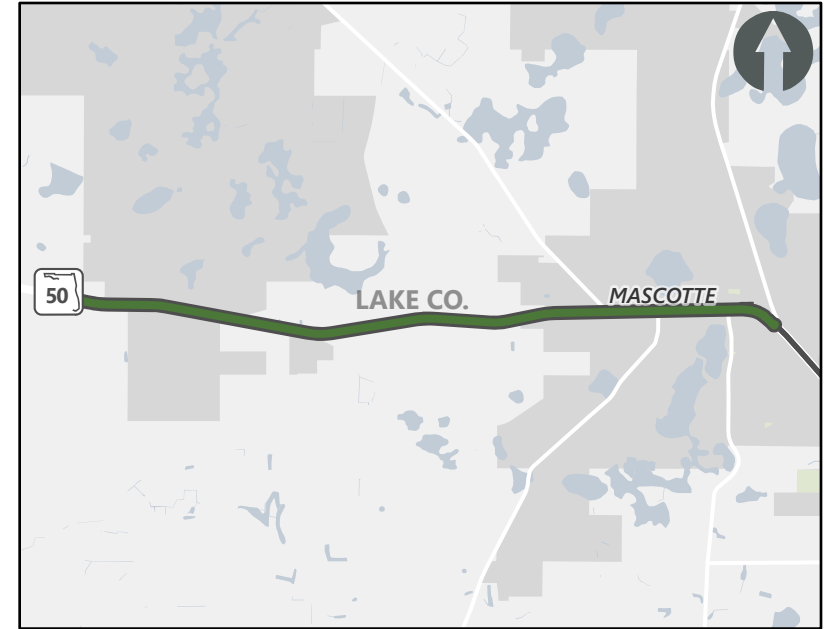
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST |
|---------------------------------------|--------------------------|-----------|----------------|----------------|-----------------|----------------|----------------|----------------|------------------|-------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | PKYI | Toll/Turnpike | \$1,803,834.00 | \$17,130,337.00 | \$0.00 | \$440,000.00 | \$0.00 | \$0.00 | \$0.00 |
| PEX | PRELIM ENG - IND SUPP | PKOH | Toll/Turnpike | \$129,779.00 | \$417,980.00 | \$1,220.00 | \$10,736.00 | \$0.00 | \$3,660.00 | \$0.00 |
| Project Development and Environmental | P D & E | PKYI | Toll/Turnpike | \$324,263.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| PDX | P D & E - IND SUPP | PKOH | Toll/Turnpike | \$7,954.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Environmental | ENVIRONMENTAL | PKYI | Toll/Turnpike | \$0.00 | \$200,000.00 | \$3,000,000.00 | \$60,000.00 | \$50,000.00 | \$0.00 | \$0.00 |
| ENX | ENVIRONMENTAL - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$4,880.00 | \$73,200.00 | \$1,464.00 | \$1,220.00 | \$0.00 | \$0.00 |
| Right of Way | RIGHT OF WAY | PKYI | Toll/Turnpike | \$0.00 | \$0.00 | \$116,000.00 | \$3,080,000.00 | \$1,473,187.00 | \$0.00 | \$0.00 |
| RWX | RIGHT OF WAY - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$4,194.00 | \$75,834.00 | \$36,628.00 | \$0.00 | \$0.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | PKYI | Toll/Turnpike | \$0.00 | \$0.00 | \$50,000.00 | \$0.00 | \$5,700,000.00 | \$150,000.00 | \$0.00 |
| Construction | CONSTRUCTION | PKBD | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$275,653,887.00 | \$0.00 |
| CSX | CONST SUPPORT - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$639,118.00 | \$0.00 |
| COX | CONSTRUCTION - IND SUPP | PKOH | Toll/Turnpike | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$139,080.00 | \$6,086,837.00 | \$0.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.57806568135482,-81.91607453669174>

FPN: 435859-5
Project Name: SR 50
Project Segment: From East Of The Sumter/Lake County Line To CR 33
From: East Of The Sumter/Lake County Line
To: CR 33
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Highways
County: Lake County
L RTP Page: Pg. 64
Project Length: 3.9 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Add Lanes and Reconstruct
Responsible Agency: FDOT
Project Description: SR 50 From East Of The Sumter/Lake County Line To CR 33



— Strategic Intermodal System Projects (SIS) — Other Projects

Historical Cost: \$50,667,779 **TIP Cost:** \$15,321,995 **Future Cost:** \$0 **Total Cost:** \$65,989,774

Cost by Year and Phase

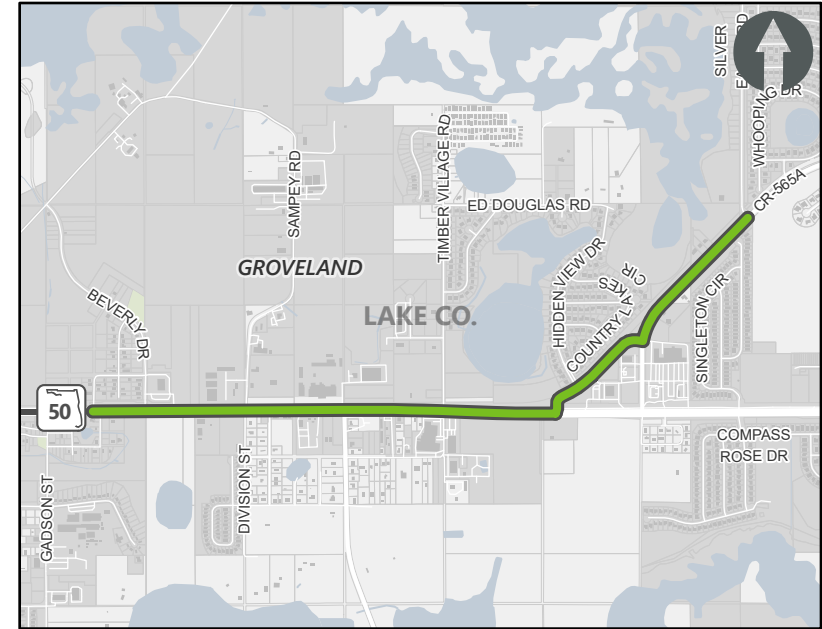
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|-----------------|----------------|----------------|----------------|--------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | ARTW | State 100% | \$53,319.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$53,319.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$5,269,490.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$5,269,490.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$538,948.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$538,948.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$509,875.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$509,875.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$654,844.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$654,844.00 |
| Environmental | ENVIRONMENTAL | DDR | State 100% | \$907,412.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$907,412.00 |
| ENX | ENVIRONMENTAL - IND SUPP | DIOH | State 100% | \$53,237.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$53,237.00 |
| Right of Way | RIGHT OF WAY | ART | State 100% | \$5,132,870.00 | \$225,000.00 | \$328,132.00 | \$2,649,604.00 | \$0.00 | \$0.00 | \$0.00 | \$8,335,606.00 |
| Right of Way | RIGHT OF WAY | ARTW | State 100% | \$32,878,446.00 | \$8,300,000.00 | \$2,931,549.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$44,109,995.00 |
| Right of Way | RIGHT OF WAY | DIH | State 100% | \$1,004,268.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,004,268.00 |
| RWX | RIGHT OF WAY - IND SUPP | DIOH | State 100% | \$3,665,070.00 | \$524,289.00 | \$200,470.00 | \$162,951.00 | \$0.00 | \$0.00 | \$0.00 | \$4,552,780.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.559233105887625,-81.83093744974924>

FPN: 422570-3
Project Name: South Lake Trail Phase IIIB
Project Segment: From 2nd St To Silver Eagle Rd
From: 2nd St
To: Silver Eagle Rd
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: Miscellaneous
County: Lake County
L RTP Page: Pg. 62
Project Length: 1.89 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Bike Path/Trail
Responsible Agency: FDOT
Project Description: South Lake Trail Phase IIIB From 2nd Ave To Silver Eagle Rd
Historical Cost: \$12,210,416 **TIP Cost:** \$1,089,403 **Future Cost:** \$0 **Total Cost:** \$13,299,819



Trail Projects Other Projects

Cost by Year and Phase

Project Cost Table is Continued on Following Page



Lake-Sumter MPO - Draft 5-Year Transportation Improvement Program (TIP) FY 2027 - 2031

FPN: 422570-3

Cost by Year and Phase

SIS Project: SIS

<http://maps.google.com/maps?q=28.559233105887625,-81.83093744974924>

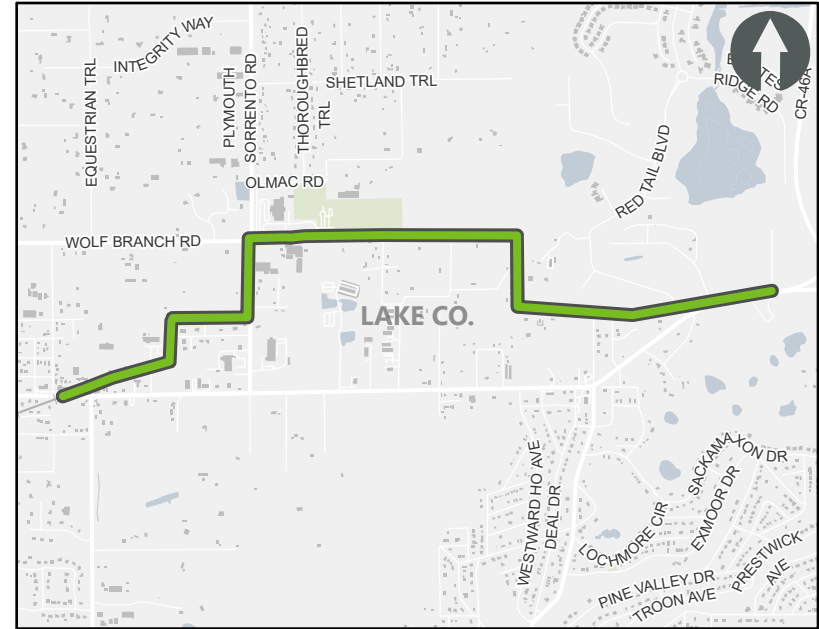
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|-------------------------|--------------------------|-----------|----------------|----------------|--------------|--------------|--------|--------|--------|-------------|----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DDR | State 100% | \$1,150,284.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,150,284.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DIH | State 100% | \$215,294.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$215,294.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$586,991.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$586,991.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$211,373.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$211,373.00 |
| Right of Way | RIGHT OF WAY | DIH | State 100% | \$181,580.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$181,580.00 |
| Right of Way | RIGHT OF WAY | SL | Federal | \$132,174.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$132,174.00 |
| Right of Way | RIGHT OF WAY | TALL | Federal | \$1,187,050.00 | \$100,000.00 | \$701,876.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,988,926.00 |
| Right of Way | RIGHT OF WAY | TALT | Federal | \$3,334,392.00 | \$100,000.00 | \$57,124.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,491,516.00 |
| RWX | RIGHT OF WAY - IND SUPP | DIOH | State 100% | \$338,543.00 | \$12,300.00 | \$46,678.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$397,521.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | ACSA | Federal | \$200,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$200,000.00 |
| Railroad and Utilities | RAILROAD & UTILITIES | TALT | Federal | \$500,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$500,000.00 |
| Construction | CONSTRUCTION | DDR | State 100% | \$17,620.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$17,620.00 |
| Construction | CONSTRUCTION | DS | State 100% | \$711.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$711.00 |
| Construction | CONSTRUCTION | TALL | Federal | \$2,138,584.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$2,138,584.00 |
| Construction | CONSTRUCTION | TALM | Federal | \$46,488.00 | \$66,473.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$112,961.00 |
| Construction | CONSTRUCTION | TALT | Federal | \$1,812,339.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,812,339.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$25,020.00 | \$4,952.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$29,972.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$131,973.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$131,973.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.812631974995845,-81.54351907598218>

- FPN:** 430975-8
- Project Name:** Lake - Wekiva Trail
- Project Segment:** From CR 357 to Hojin Street
- From:** CR 437
- To:** Hojin Street
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Lake County
- L RTP Page:** Pg. 62
- Project Length:** 2.94 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Bike Path/Trail
- Responsible Agency:** Lake County BOCC
- Project Description:** Lake - Wekiva Trail From CR 437 To Hojin Street
- Historical Cost:** \$0
- TIP Cost:** \$7,573,492
- Future Cost:** \$0
- Total Cost:** \$7,573,492



█ Trail Projects

Cost by Year and Phase

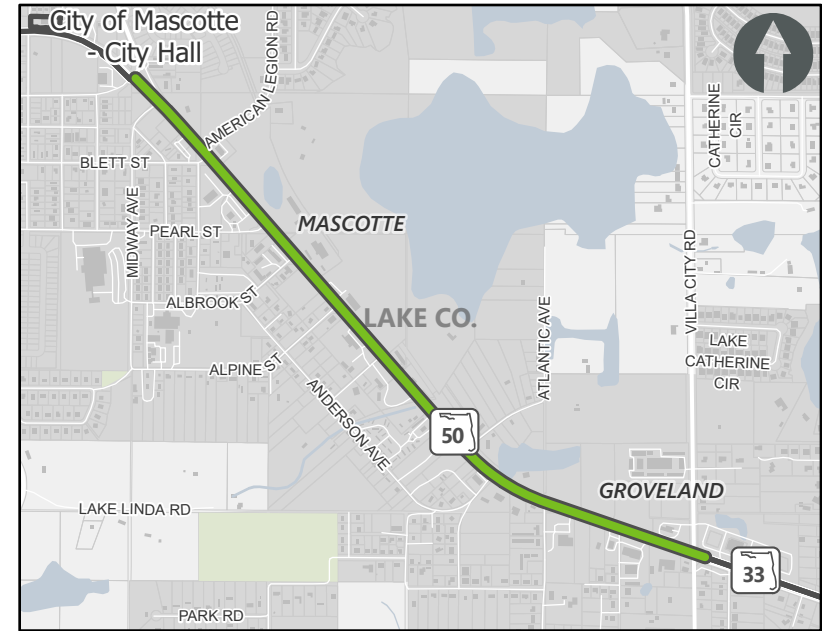
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|--------------|--------------------------|-----------|----------------|---------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Construction | CONSTRUCTION | LF | Local | \$0.00 | \$3,377,526.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,377,526.00 |
| Construction | CONSTRUCTION | TALT | Federal | \$0.00 | \$4,064,188.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,064,188.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$0.00 | \$14,403.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$14,403.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$117,375.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$117,375.00 |

TIP Information

SIS Project: SIS

<http://maps.google.com/maps?q=28.570214536827386,-81.87660012340592>

- FPN:** 452915-1
- Project Name:** SR 50
- Project Segment:** From Villa City Road To North Of American Legion Road
- From:** Villa City Road
- To:** North Of American Legion Road
- Begin Milepost:** N/A
- End Milepost:** N/A
- Work Program Category:** Highways
- County:** Lake County
- L RTP Page:** Pg. 65
- Project Length:** 1.37 Miles
- Amended:** N/A - Amendment Packet: N/A
- Work Description:** Bike Path/Trail
- Responsible Agency:** FDOT
- Project Description:** SR 50 From Villa City Road To North Of American Legion Road



— Trail Projects — Other Projects

Historical Cost: \$2,240,146 **TIP Cost:** \$12,792,460 **Future Cost:** \$0 **Total Cost:** \$15,032,606

Cost by Year and Phase

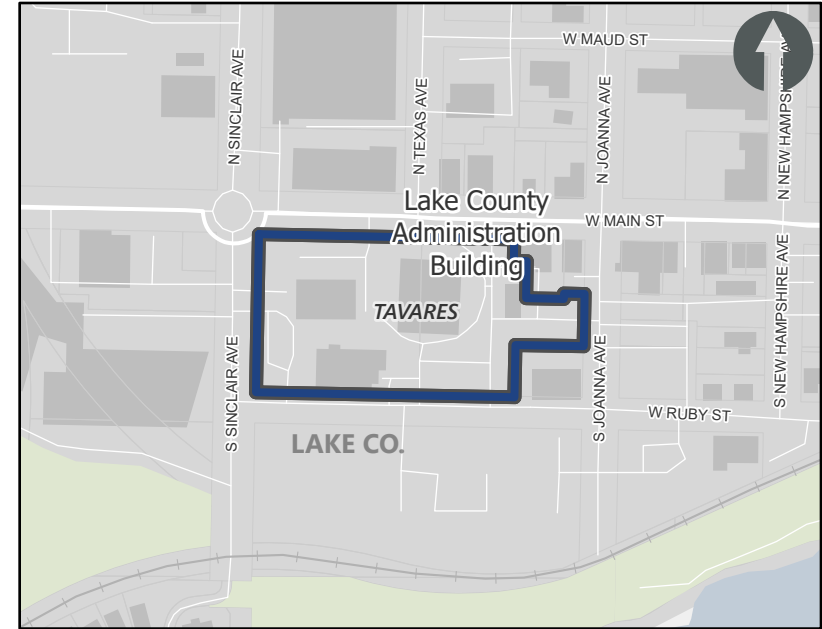
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------------------------------------|--------------------------|-----------|----------------|----------------|--------|--------|--------|-----------------|--------|-------------|-----------------|
| Preliminary Engineering | PRELIMINARY ENGINEERING | DS | State 100% | \$764.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$764.00 |
| Preliminary Engineering | PRELIMINARY ENGINEERING | TLWR | State 100% | \$1,723,872.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,723,872.00 |
| PEX | PRELIM ENG - IND SUPP | DIOH | State 100% | \$234,350.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$234,350.00 |
| Project Development and Environmental | P D & E | TLWR | State 100% | \$261,341.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$261,341.00 |
| PDX | P D & E - IND SUPP | DIOH | State 100% | \$16,134.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$16,134.00 |
| Construction | CONSTRUCTION | DIH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$24,816.00 | \$0.00 | \$0.00 | \$24,816.00 |
| Construction | CONSTRUCTION | DS | State 100% | \$3,556.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,556.00 |
| Construction | CONSTRUCTION | TLWR | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$12,363,988.00 | \$0.00 | \$0.00 | \$12,363,988.00 |
| CSX | CONST SUPPORT - IND SUPP | DIOH | State 100% | \$129.00 | \$0.00 | \$0.00 | \$0.00 | \$53,995.00 | \$0.00 | \$0.00 | \$54,124.00 |
| COX | CONSTRUCTION - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$349,661.00 | \$0.00 | \$0.00 | \$349,661.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.801733790265697,-81.73021371670903>

FPN: 414331-2
Project Name: Lake - County Capital Grant Section 5307
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Lake County
L RTP Page: Pg. 73-74
Project Length: 0.35 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Capital For Fixed Route
Responsible Agency: Lake County Public Transportation
Project Description: Lake - County Capital Grant Section 5307



Legend: █ Transit and Transportation Disadvantaged Projects █ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$28,374,544 **TIP Cost:** \$10,154,668 **Future Cost:** \$0 **Total Cost:** \$38,529,212

Cost by Year and Phase

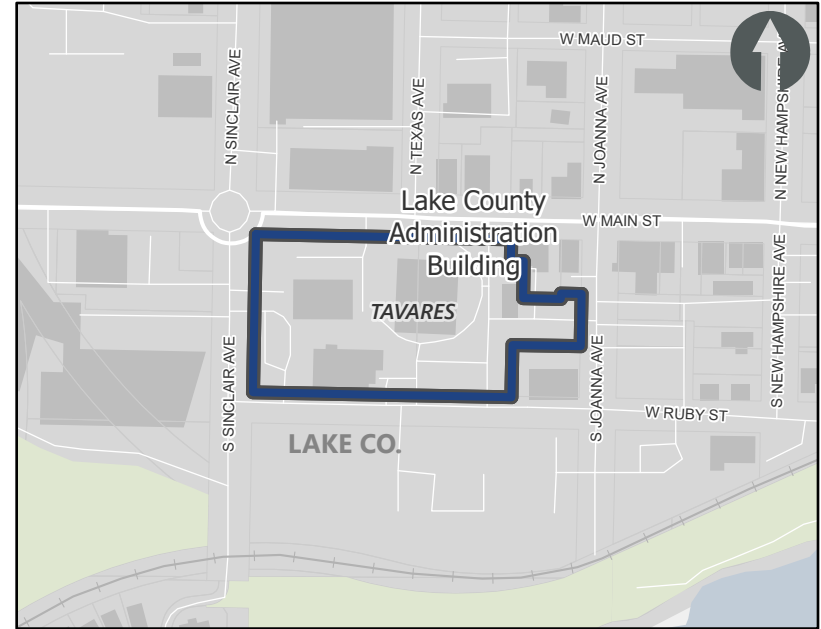
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|-------------|-----------|----------------|-----------------|----------------|----------------|--------|--------|--------|-------------|-----------------|
| Capital | CAPITAL | FTA | Federal | \$23,346,866.00 | \$4,061,867.00 | \$4,061,867.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$31,470,600.00 |
| Capital | CAPITAL | LF | Local | \$5,027,678.00 | \$1,015,467.00 | \$1,015,467.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,058,612.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.801733790265697,-81.73021371670903>

FPN: 414331-2
Project Name: Lake - County Capital Grant Section 5307
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Lake County
L RTP Page: Pg. 73-74
Project Length: 0.35 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Transit Service Demonstration
Responsible Agency: Lake County Public Transportation
Project Description: Lake County Board Of County Commissioners Routes 1, 1A, 2 And 3



Legend: — Transit and Transportation Disadvantaged Projects — Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$605,283 **Future Cost:** \$0 **Total Cost:** \$605,283

Cost by Year and Phase

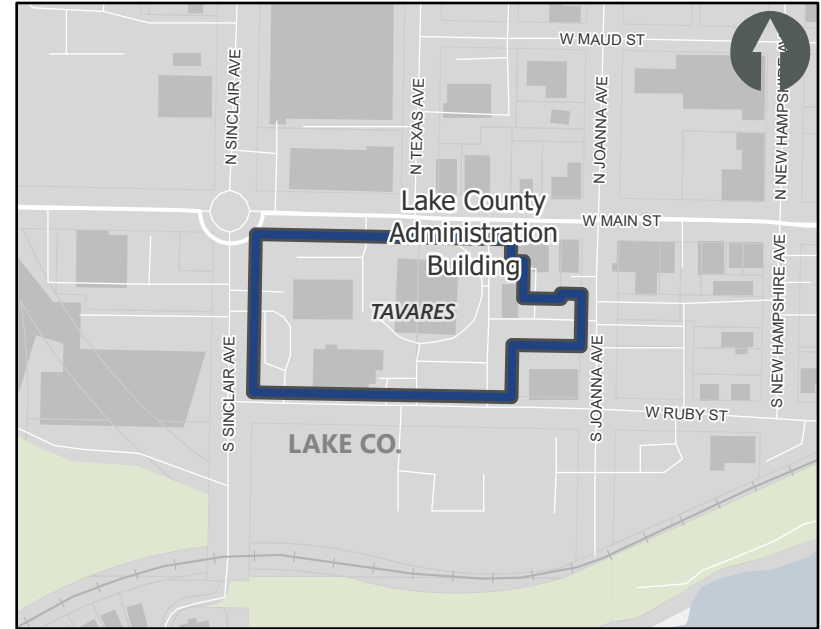
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|-------------|-----------|----------------|-----------------|----------------|----------------|--------|--------|--------|-------------|-----------------|
| Capital | CAPITAL | FTA | Federal | \$23,346,866.00 | \$4,061,867.00 | \$4,061,867.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$31,470,600.00 |
| Capital | CAPITAL | LF | Local | \$5,027,678.00 | \$1,015,467.00 | \$1,015,467.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$7,058,612.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.80173379026569,-81.730213716709>

FPN: 442453-1
Project Name: Lake - Block Grant Operating Assistance
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Lake County
L RTP Page: Pg. 73-74
Project Length: 0.35 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Operating for Fixed Route
Responsible Agency: Lake County Public Transportation
Project Description: Lake - Block Grant Operating Assistance



Legend: █ Transit and Transportation Disadvantaged Projects █ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$7,548,806 **TIP Cost:** \$2,097,437 **Future Cost:** \$0 **Total Cost:** \$9,646,243

Cost by Year and Phase

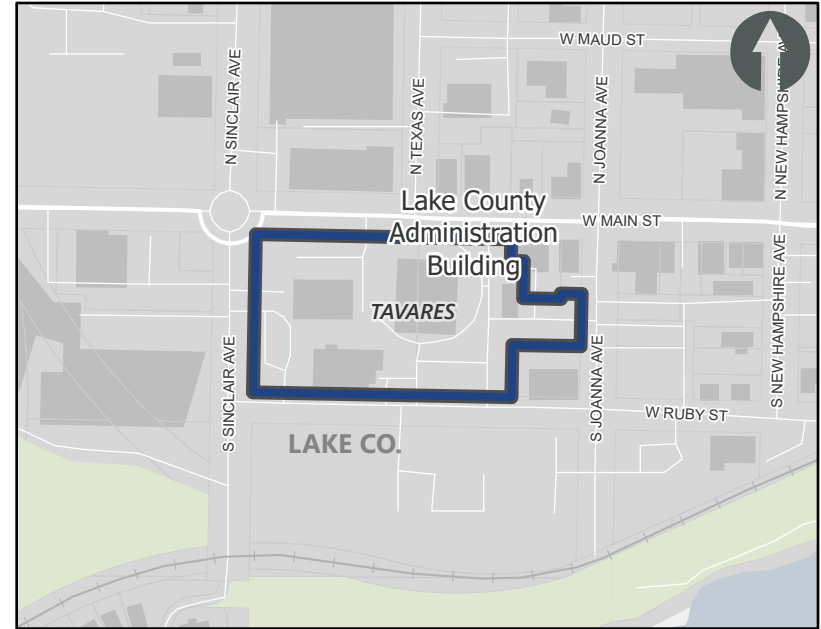
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-----------------------|-----------|----------------|----------------|----------------|--------|--------|--------|--------|-------------|----------------|
| Operations | OPERATIONS | DPTO | State 100% | \$3,695,814.00 | \$1,036,027.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,731,841.00 |
| Operations | OPERATIONS | LF | Local | \$3,695,814.00 | \$1,036,027.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$4,731,841.00 |
| OPX | OPERATIONS - IND SUPP | DIOH | State 100% | \$157,178.00 | \$25,383.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$182,561.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.80173379026569,-81.730213716709>

FPN: 442453-2
Project Name: Lake - Block Grant Operating Assistance
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Lake County
L RTP Page: Pg. 73-74
Project Length: 0.35 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Operating for Fixed Route
Responsible Agency: Lake County Public Transportation
Project Description: Lake - Block Grant Operating Assistance



Legend: █ Transit and Transportation Disadvantaged Projects █ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$9,038,140 **Future Cost:** \$0 **Total Cost:** \$9,038,140

Cost by Year and Phase

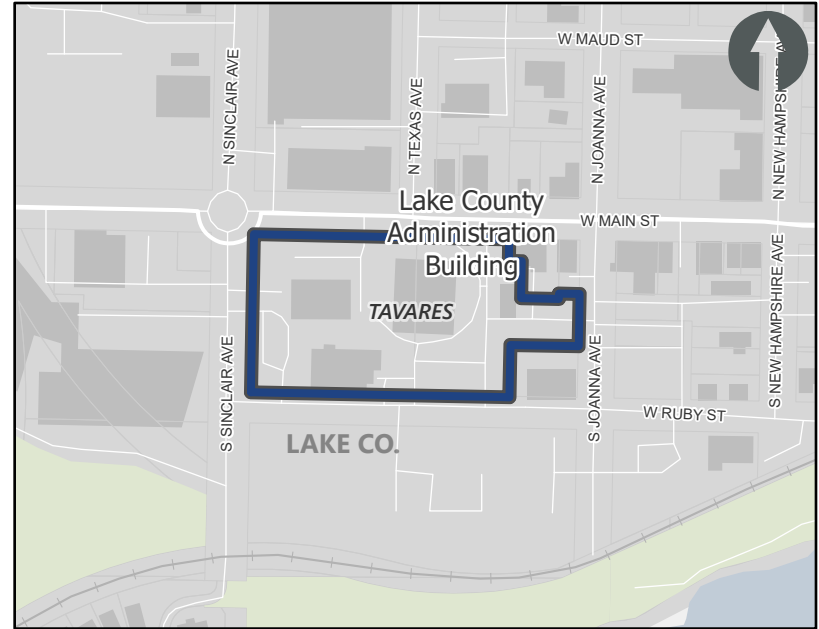
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-----------------------|-----------|----------------|---------------|--------|----------------|----------------|----------------|----------------|-------------|----------------|
| Operations | OPERATIONS | DPTO | State 100% | \$0.00 | \$0.00 | \$1,067,108.00 | \$1,099,121.00 | \$1,132,095.00 | \$1,166,058.00 | \$0.00 | \$4,464,382.00 |
| Operations | OPERATIONS | LF | Local | \$0.00 | \$0.00 | \$1,067,108.00 | \$1,099,121.00 | \$1,132,095.00 | \$1,166,058.00 | \$0.00 | \$4,464,382.00 |
| OPX | OPERATIONS - IND SUPP | DIOH | State 100% | \$0.00 | \$0.00 | \$26,144.00 | \$26,928.00 | \$27,736.00 | \$28,568.00 | \$0.00 | \$109,376.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.801733790265697,-81.730213716709>

FPN: 442458-1
Project Name: Lake- Section 5311 Rural Transportation
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Lake County
L RTP Page: Pg. 73-74
Project Length: 0.35 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Operating/Admin Assistance
Responsible Agency: Lake County Public Transportation
Project Description: Lake - Section 5311 Rural Transportation



Legend: █ Transit and Transportation Disadvantaged Projects █ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$2,255,760 **TIP Cost:** \$1,155,437 **Future Cost:** \$0 **Total Cost:** \$3,411,197

Cost by Year and Phase

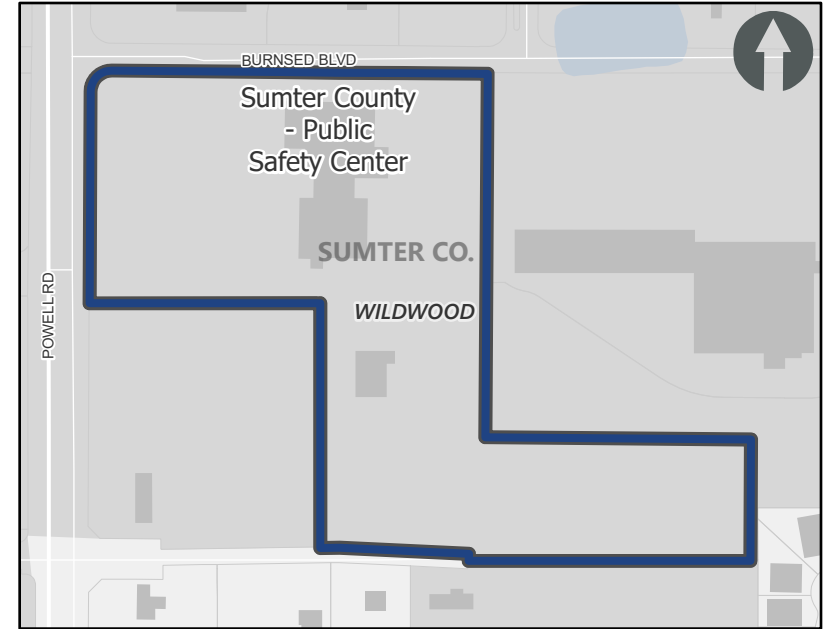
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-----------------------|-----------|----------------|----------------|--------------|--------|--------|--------|--------|-------------|----------------|
| Operations | OPERATIONS | DU | Federal | \$1,100,784.00 | \$570,727.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,671,511.00 |
| Operations | OPERATIONS | LF | Local | \$1,100,784.00 | \$570,727.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,671,511.00 |
| OPX | OPERATIONS - IND SUPP | DIOH | State 100% | \$54,192.00 | \$13,983.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$68,175.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.863008966324507,-82.01854067165296>

FPN: 442461-1
Project Name: Sumter - Section 5311 Rural Transportation
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Sumter County
L RTP Page: Pg. 48
Project Length: 0.82 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Operating/Admin Assistance
Responsible Agency: Sumter County Transit
Project Description: Sumter - Section 5311 Rural Transportation



Legend: Transit and Transportation Disadvantaged Projects Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$2,963,677 **TIP Cost:** \$774,428 **Future Cost:** \$0 **Total Cost:** \$3,738,105

Cost by Year and Phase

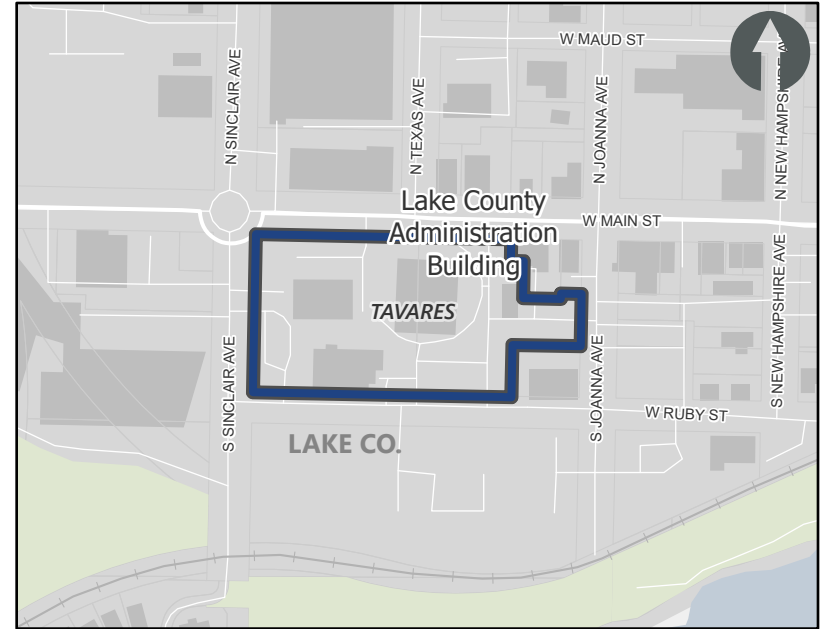
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-----------------------|-----------|----------------|----------------|--------------|--------|--------|--------|--------|-------------|----------------|
| Operations | OPERATIONS | DU | Federal | \$1,457,000.00 | \$382,528.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,839,528.00 |
| Operations | OPERATIONS | LF | Local | \$1,457,000.00 | \$382,528.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,839,528.00 |
| OPX | OPERATIONS - IND SUPP | DIOH | State 100% | \$49,677.00 | \$9,372.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$59,049.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.80173379026569,-81.730213716709>

FPN: 444285-1
Project Name: Lake - Lake County FTA Section 5307 Operating Funds
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Lake County
L RTP Page: Pg. 73-74
Project Length: 0.35 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Operating for Fixed Route
Responsible Agency: Lake County Public Transportation
Project Description: Lake - Lake County FTA Section 5307 Operating Funds



Legend: ▬ Transit and Transportation Disadvantaged Projects ▬ Other Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$13,410,180 **TIP Cost:** \$8,000,000 **Future Cost:** \$0 **Total Cost:** \$21,410,180

Cost by Year and Phase

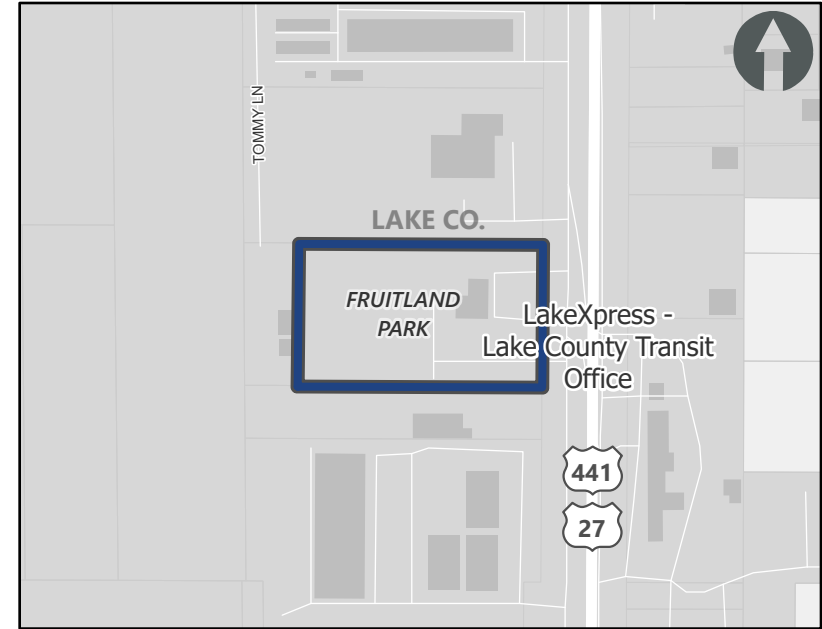
| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|------------|-------------|-----------|----------------|----------------|----------------|----------------|--------|--------|--------|-------------|-----------------|
| Operations | OPERATIONS | FTA | Federal | \$6,705,090.00 | \$2,000,000.00 | \$2,000,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$10,705,090.00 |
| Operations | OPERATIONS | LF | Local | \$6,705,090.00 | \$2,000,000.00 | \$2,000,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$10,705,090.00 |

TIP Information

SIS Project: Non-SIS

<http://maps.google.com/maps?q=28.87380715505037,-81.90748865458481>

FPN: 456495-1
Project Name: 5310 Capital-Small/Rural UA - Lake County BOCC
Project Segment: N/A
From: N/A
To: N/A
Begin Milepost: N/A
End Milepost: N/A
Work Program Category: FLP: Transit
County: Lake County
L RTP Page: Pg. 73-74
Project Length: 0.28 Miles
Amended: N/A - Amendment Packet: N/A
Work Description: Capital Project
Responsible Agency: Lake County
Project Description: 5310 Capital-Small/Rural UA - Lake County BOCC



Transit and Transportation Disadvantaged Projects
 *Map shows location of responsible agency and does not represent the location of the actual project

Historical Cost: \$0 **TIP Cost:** \$607,486 **Future Cost:** \$0 **Total Cost:** \$607,486

Cost by Year and Phase

| PHASE | PHASE GROUP | FUND CODE | FUNDING SOURCE | HISTORIC COST | 2027 | 2028 | 2029 | 2030 | 2031 | FUTURE COST | TOTAL |
|---------|--------------------|-----------|----------------|---------------|--------------|--------|--------|--------|--------|-------------|--------------|
| Capital | CAPITAL | DPTO | State 100% | \$0.00 | \$59,438.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$59,438.00 |
| Capital | CAPITAL | DU | Federal | \$0.00 | \$475,504.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$475,504.00 |
| Capital | CAPITAL | LF | Local | \$0.00 | \$59,438.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$59,438.00 |
| CAX | CAPITAL - IND SUPP | DIOH | State 100% | \$0.00 | \$13,106.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$13,106.00 |

Appendix A: FDOT Obligated Projects

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

LAKE-SUMTER MPO

HIGHWAYS
=====

ITEM NUMBER:238319 1
DISTRICT:05
ROADWAY ID:11080000

PROJECT DESCRIPTION:SR 19 FROM CR 48 TO CR 561
COUNTY:LAKE
PROJECT LENGTH: 4.760MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA
SL

-1,886
-409,785

TOTAL 238319 1

-411,671

TOTAL 238319 1

-411,671

ITEM NUMBER:238395 5
DISTRICT:05
ROADWAY ID:11040000

PROJECT DESCRIPTION:SR 500 (US 441) FROM LAKE ELLA RD TO AVENIDA CENTRAL
COUNTY:LAKE
PROJECT LENGTH: 4.157MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

FUND
CODE

2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

CM
SA
SL

-32,517
756,924
22,309

TOTAL 238395 5

746,716

TOTAL 238395 5

746,716

ITEM NUMBER:427056 1
DISTRICT:05
ROADWAY ID:11020000

PROJECT DESCRIPTION:SR 50/SR 33 FROM CR 565 (VILLA CITY) TO 2ND ST
COUNTY:LAKE
PROJECT LENGTH: 1.456MI

SIS
TYPE OF WORK:NEW ROAD CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

FUND
CODE

2025

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHPP

4,167,528

TOTAL 427056 1

4,167,528

TOTAL 427056 1

4,167,528

ITEM NUMBER:430253 6
DISTRICT:05
ROADWAY ID:11530000

PROJECT DESCRIPTION:CR-466A FROM EAST OF TIMBERTOP LN TO EAST OF POINSETTIA AVENUE
COUNTY:LAKE
PROJECT LENGTH: 1.185MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY LAKE COUNTY

CD23

500,000

TOTAL 430253 6

500,000

TOTAL 430253 6

500,000

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
HIGHWAYS
 =====

ITEM NUMBER:432332 1
 DISTRICT:05
 ROADWAY ID:11170000

PROJECT DESCRIPTION:SR 19 FROM NORTH OF SR 50 TO NORTH OF LAKEVIEW AVE
 COUNTY:LAKE
 PROJECT LENGTH: 12.204MI

NON-SIS
 TYPE OF WORK:RESURFACING
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | 2025 |
|---|------------------|
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | -66,806 |
| SA | 6,188,485 |
| SL | -6,023 |
| SM | -3,577 |
| SN | 685,622 |
| TOTAL 432332 1 | 6,797,701 |
| TOTAL 432332 1 | 6,797,701 |

ITEM NUMBER:437114 5
 DISTRICT:05
 ROADWAY ID:11580000

PROJECT DESCRIPTION:CR 46A FROM SR 46 TO N OF ARUNDEL WAY
 COUNTY:LAKE
 PROJECT LENGTH: 4.705MI

NON-SIS
 TYPE OF WORK:LANDSCAPING
 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2025 |
|--|---------------|
| ----- | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SN | -1,732 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 11,800 |
| TOTAL 437114 5 | 10,068 |
| TOTAL 437114 5 | 10,068 |

ITEM NUMBER:441135 2
 DISTRICT:05
 ROADWAY ID:11100000

PROJECT DESCRIPTION:SR 19 FROM BURRELL RD TO MEBANE ST
 COUNTY:LAKE
 PROJECT LENGTH: 3.100MI

NON-SIS
 TYPE OF WORK:SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2025 |
|---|---------------|
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | -3,679 |
| TOTAL 441135 2 | -3,679 |
| TOTAL 441135 2 | -3,679 |

ITEM NUMBER:441364 2
 DISTRICT:05
 ROADWAY ID:11160000

PROJECT DESCRIPTION:CR 42 FROM THE MARION COUNTY LINE TO SR 44
 COUNTY:LAKE
 PROJECT LENGTH: 19.284MI

NON-SIS
 TYPE OF WORK:SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2025 |
|--|----------------|
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SL | -29,345 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY LAKE COUNTY | |
| HSP | -3,924 |
| TOTAL 441364 2 | -33,269 |
| TOTAL 441364 2 | -33,269 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
HIGHWAYS
 =====

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:443511 1 | PROJECT DESCRIPTION:CR 452 FROM CR 44 TO LAKE / MARION COUNTY LINE | *NON-SIS* |
| DISTRICT:05 | COUNTY:LAKE | |
| ROADWAY ID:11050000 | PROJECT LENGTH: .100MI | TYPE OF WORK:SAFETY PROJECT |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2025 | |
| ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY LAKE COUNTY BOCC | | |
| HSP | | -65,559 |
| TOTAL 443511 1 | | -65,559 |
| TOTAL 443511 1 | | -65,559 |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:443592 1 | PROJECT DESCRIPTION:SR 44 / MAIN ST / SR 500 FROM 750' E OF SR 44 TO 535' S OF LINCOLN AVE | *NON-SIS* |
| DISTRICT:05 | COUNTY:LAKE | |
| ROADWAY ID:11010000 | PROJECT LENGTH: 1.730MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2025 | |
| ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | | 1,000 |
| SL | | -7,390 |
| TOTAL 443592 1 | | -6,390 |
| TOTAL 443592 1 | | -6,390 |

| | | |
|--|---|-------------------------------------|
| ITEM NUMBER:445297 1 | PROJECT DESCRIPTION:SR 19 FROM NORTH OF STEVENS AVE TO CR 452 | *NON-SIS* |
| DISTRICT:05 | COUNTY:LAKE | |
| ROADWAY ID:11050101 | PROJECT LENGTH: 2.860MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2025 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | | 639,709 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHRE | | 1,203,659 |
| SA | | 51,646 |
| TOTAL 445297 1 | | 1,895,014 |
| TOTAL 445297 1 | | 1,895,014 |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:445684 1 | PROJECT DESCRIPTION:US 441 / SR 44 @ CR 44C EUDORA RD | *NON-SIS* |
| DISTRICT:05 | COUNTY:LAKE | |
| ROADWAY ID:11010000 | PROJECT LENGTH: .030MI | TYPE OF WORK:TRAFFIC SIGNALS |
| | | LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0 |
| FUND CODE | 2025 | |
| ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | | 11,189 |
| TOTAL 445684 1 | | 11,189 |
| TOTAL 445684 1 | | 11,189 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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=====

LAKE-SUMTER MPO

HIGHWAYS
=====

ITEM NUMBER:445686 1 PROJECT DESCRIPTION:SR 19 PEDESTRIAN IMPROVEMENTS FROM CR 44/ORANGE AVE. TO HAZZARD AVE. *NON-SIS*
DISTRICT:05 COUNTY:LAKE TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:11050000 PROJECT LENGTH: .540MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| | |
|---|----------------|
| FUND CODE | 2025 |
| <hr/> | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | 460,817 |
| TOTAL 445686 1 | 460,817 |
| TOTAL 445686 1 | 460,817 |

ITEM NUMBER:447098 1 PROJECT DESCRIPTION:SR-25 FROM LAKE LOUISA RD TO CLUSTER OAK DRIVE *SIS*
DISTRICT:05 COUNTY:LAKE TYPE OF WORK:RESURFACING
ROADWAY ID:11200000 PROJECT LENGTH: 3.773MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

| | |
|---|--------------|
| FUND CODE | 2025 |
| <hr/> | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | -5,260 |
| SA | 11,925 |
| TOTAL 447098 1 | 6,665 |
| TOTAL 447098 1 | 6,665 |

ITEM NUMBER:447990 2 PROJECT DESCRIPTION:BEVERLY SHORES NEIGHBORHOOD SIDEWALK PROJECT AT VARIOUS LOCATIONS *NON-SIS*
DISTRICT:05 COUNTY:LAKE TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|--|----------------|
| FUND CODE | 2025 |
| <hr/> | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SR2T | 333,587 |
| TOTAL 447990 2 | 333,587 |
| TOTAL 447990 2 | 333,587 |

ITEM NUMBER:448735 1 PROJECT DESCRIPTION:SR 500 FROM MILLS ST TO COLLEGE DR *NON-SIS*
DISTRICT:05 COUNTY:LAKE TYPE OF WORK:RESURFACING
ROADWAY ID:11010000 PROJECT LENGTH: 4.210MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

| | |
|---|------------------|
| FUND CODE | 2025 |
| <hr/> | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 6,626,169 |
| SL | 1,515,686 |
| TOTAL 448735 1 | 8,141,855 |
| TOTAL 448735 1 | 8,141,855 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS
=====

ITEM NUMBER:448764 1 PROJECT DESCRIPTION:SR 530 / US 192 FROM SR 25 / US 27 TO ORANGE COUNTY LINE
DISTRICT:05 COUNTY:LAKE
ROADWAY ID:11210000 PROJECT LENGTH: .854MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

| FUND CODE | 2025 |
|---|------------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 4,850,149 |
| SL | 376,943 |
| SM | 824,271 |
| TOTAL 448764 1 | 6,051,363 |
| TOTAL 448764 1 | 6,051,363 |

ITEM NUMBER:448769 1 PROJECT DESCRIPTION:SR-25 FROM CR-33 TO MIDDLESEX RD
DISTRICT:05 COUNTY:LAKE
ROADWAY ID:11040000 PROJECT LENGTH: 2.236MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | 2025 |
|---|------------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | 2,290,383 |
| SA | 129,899 |
| TOTAL 448769 1 | 2,420,282 |
| TOTAL 448769 1 | 2,420,282 |

ITEM NUMBER:448876 1 PROJECT DESCRIPTION:SR 19 FROM FLORIDA AVE TO LAKEVIEW AVE
DISTRICT:05 COUNTY:LAKE
ROADWAY ID:11170000 PROJECT LENGTH: .340MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2025 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALL | -845 |
| TALT | -8,005 |
| TOTAL 448876 1 | -8,850 |
| TOTAL 448876 1 | -8,850 |

ITEM NUMBER:449636 1 PROJECT DESCRIPTION:STEVENS AVE AT RR CROSSING #622010Y
DISTRICT:05 COUNTY:LAKE
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2025 |
|---|----------------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHH | -25,021 |
| TOTAL 449636 1 | -25,021 |
| TOTAL 449636 1 | -25,021 |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

LAKE-SUMTER MPO

HIGHWAYS
=====

| | | |
|--|---|---|
| ITEM NUMBER:430132 1 | PROJECT DESCRIPTION:SR 35 (US 301) FROM CR 470 TO SR 44 | *NON-SIS* |
| DISTRICT:05 | COUNTY:SUMTER | |
| ROADWAY ID:18010000 | PROJECT LENGTH: 8.000MI | TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 |
| FUND CODE | 2025 | |
| <hr/> | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 5,000 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | | |
| SL | 3,701,294 | |
| SN | 2,398,706 | |
| TOTAL 430132 1 | 6,105,000 | |
| TOTAL 430132 1 | 6,105,000 | |

| | | |
|---|---|---|
| ITEM NUMBER:441014 1 | PROJECT DESCRIPTION:SR 44 FROM CITRUS COUNTY LINE TO WEST OF I-75 | *SIS* |
| DISTRICT:05 | COUNTY:SUMTER | |
| ROADWAY ID:18070000 | PROJECT LENGTH: 8.062MI | TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2025 | |
| <hr/> | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SL | -2,750 | |
| TOTAL 441014 1 | -2,750 | |
| TOTAL 441014 1 | -2,750 | |

| | | |
|---|--|---|
| ITEM NUMBER:442875 1 | PROJECT DESCRIPTION:SR 44 FROM EAST OF SR 35/MAIN STREET TO LAKE CO LINE | *NON-SIS* |
| DISTRICT:05 | COUNTY:SUMTER | |
| ROADWAY ID:18070000 | PROJECT LENGTH: 6.008MI | TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2025 | |
| <hr/> | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | -28,954 | |
| TOTAL 442875 1 | -28,954 | |
| TOTAL 442875 1 | -28,954 | |

| | | |
|---|---|---|
| ITEM NUMBER:443166 1 | PROJECT DESCRIPTION:SR 50 FROM EAST OF SR 471 TO LAKE CO LINE | *SIS* |
| DISTRICT:05 | COUNTY:SUMTER | |
| ROADWAY ID:18020000 | PROJECT LENGTH: 6.393MI | TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | 2025 | |
| <hr/> | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | -75,498 | |
| SL | -73 | |
| TOTAL 443166 1 | -75,571 | |
| TOTAL 443166 1 | -75,571 | |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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=====

HIGHWAYS
=====

ITEM NUMBER:449234 1
DISTRICT:05
ROADWAY ID:18510000

PROJECT DESCRIPTION:CR 466 AT CR 475 ROUNDABOUT
COUNTY:SUMTER
PROJECT LENGTH: .204MI

NON-SIS
TYPE OF WORK:ROUNDABOUT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY SUMTER COUNTY

SA

121,309

TOTAL 449234 1

121,309

TOTAL 449234 1

121,309

ITEM NUMBER:451313 1
DISTRICT:05
ROADWAY ID:18010000

PROJECT DESCRIPTION:SR 35 (US 301) FROM LION ST TO E KENTUCKY AVE COMPLETE STREETS
COUNTY:SUMTER
PROJECT LENGTH: .535MI

NON-SIS
TYPE OF WORK:URBAN CORRIDOR IMPROVEMENTS
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

CARL

-179,743

SN

-596,670

TOTAL 451313 1

-776,413

TOTAL 451313 1

-776,413

ITEM NUMBER:451322 1
DISTRICT:05
ROADWAY ID:18050000

PROJECT DESCRIPTION:COUNTY RD 48 FROM COUNTY RD 469 TO LAKE/SUMTER COUNTY LINE
COUNTY:SUMTER
PROJECT LENGTH: 3.124MI

NON-SIS
TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BOARD OF SUMTER COUNTY COMMISSI

SN

245,021

TOTAL 451322 1

245,021

TOTAL 451322 1

245,021

TOTAL DIST: 05

36,575,988

TOTAL HIGHWAYS

36,575,988

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
PLANNING
 =====

ITEM NUMBER:439329 4
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:LAKE SUMTER URBAN AREA FY 2022/2023-2023/2024 UPWP
 COUNTY:LAKE
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2025 |
|---|-----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY LAKE SUMTER METROPOLITAN PLANNI | |
| PL | -235,344 |
| TOTAL 439329 4 | -235,344 |
| TOTAL 439329 4 | -235,344 |

ITEM NUMBER:439329 5
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:LAKE SUMTER URBAN AREA FY 2024/2025-2025/2026 UPWP
 COUNTY:LAKE
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2025 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY LAKE SUMTER METROPOLITAN PLANNI | |
| PL | 830,431 |
| SL | 200,000 |
| TOTAL 439329 5 | 1,030,431 |
| TOTAL 439329 5 | 1,030,431 |
| TOTAL DIST: 05 | 795,087 |
| TOTAL PLANNING | 795,087 |

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
RAIL
 =====

ITEM NUMBER: 449414 1
 DISTRICT: 05
 ROADWAY ID:

PROJECT DESCRIPTION: FCEN MAINLINE #622009E AT ATWATER AVE.
 COUNTY: LAKE
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: RAIL SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
 CODE

2025

PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT
 RHH

| | |
|----------------|---------|
| TOTAL 449414 1 | -25,220 |
| TOTAL 449414 1 | -25,220 |
| TOTAL DIST: 05 | -25,220 |
| TOTAL RAIL | -25,220 |

FLORIDA DEPARTMENT OF TRANSPORTATION
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 =====
MISCELLANEOUS
 =====

ITEM NUMBER:422570 3
 DISTRICT:05
 ROADWAY ID:11070000

PROJECT DESCRIPTION:SOUTH LAKE TRAIL PH IIIB FROM 2ND ST TO SILVER EAGLE RD
 COUNTY:LAKE
 PROJECT LENGTH: 1.570MI

SIS
 TYPE OF WORK:BIKE PATH/TRAIL
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2025 |
|---|------------------|
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALT | 1,020,600 |
| TOTAL 422570 3 | 1,020,600 |
| TOTAL 422570 3 | 1,020,600 |

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
MISCELLANEOUS
 =====

ITEM NUMBER:435471 2
 DISTRICT:05
 ROADWAY ID:18030000

PROJECT DESCRIPTION:SOUTH SUMTER TRAIL SR 471 FROM SR 50 TO CR 478
 COUNTY:SUMTER
 PROJECT LENGTH: 4.108MI

NON-SIS
 TYPE OF WORK:BIKE PATH/TRAIL
 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2025 |
|--|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT | -59,762 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALN | 57,865 |
| TALT | 52,784 |
| TOTAL 435471 2 | 50,887 |
| TOTAL 435471 2 | 50,887 |
| TOTAL DIST: 05 | 1,071,487 |
| TOTAL MISCELLANEOUS | 1,071,487 |
| <hr/> | |
| GRAND TOTAL | 38,417,342 |

Appendix B: Regionally Significant Projects in the TIP

| FPN | County | Project Name | From | To | Description | L RTP Pg Number | Total Five Year Cost | Cost By Phase |
|--|--------|------------------------|-------------------------------------|----------------------------|--|-----------------|----------------------|---|
| Interstate Highway System and Strategic Intermodal System - Lake County | | | | | | | | |
| 435786-1 | LAKE | Widen Turnpike (SR 91) | Minneola Interchange | Obrien Rd (MP 279.2-285.8) | Widen Turnpike (SR 91) Minneola Interchange To Obrien Rd (MP 279.2-285.8) (4 to 8 Lanes) | Pg. 63 | \$ 9,705,985 | CST (Construction) - \$1,234,800 CSX (Construction - Indirect) - \$30,129 COX (Construction - Indirect) - \$201,056 INC (Contract Incentives) - \$8,240,000 |
| 435786-3 | LAKE | Widen Turnpike (SR 91) | Obrien Rd | US 27 (MP 285.8-289.3) | Widen Turnpike (SR 91) Obrien Rd To US 27 (MP 285.8-289.3) (4 To 8 Lanes) | Pg. 63 | \$ 13,965,866 | ROW (Right of Way) - \$3,701,550 RWX (Right of Way - Indirect) - \$90,318 CST (Construction) - \$9,931,665 CSX (Construction - Indirect) - \$129,320 COX (Construction - Indirect) - \$113,013 |
| 435787-1 | LAKE | Widen Turnpike | US 27 | N Of CR 33 (MP 289 - 294) | Widen Turnpike (US 27) To N Of CR 33 (MP 289 - 294) (4 To 8 Lanes) (Lake County) | Pg. 53 | \$ 295,319,213 | ROW (Right of Way) - \$10,151,057 RWX (Right of Way - Indirect) - \$252,267 CST (Construction) - \$276,554,528 CSX (Construction - Indirect) - \$675,826 COX (Construction - Indirect) - \$6,072,105 ENV (Environmental) - \$1,575,000 ENX (Environmental - Indirect) - \$38,430 |
| 435787-2 | LAKE | Widen Turnpike (SR 91) | North Of CR 33 | CR 470 | Widen Turnpike (SR 91) North Of CR 33 To CR 470 (4-8 Lanes) | Pg. 63 | \$ 279,869,913 | ROW (Right of Way) - \$3,774,629 RWX (Right of Way - Indirect) - \$95,511 CST (Construction) - \$267,925,603 CSX (Construction - Indirect) - \$672,018 COX (Construction - Indirect) - \$5,865,552 ENV (Environmental) - \$1,500,000 ENX (Environmental - Indirect) - \$36,600 |
| 435788-2 | LAKE | Widen Turnpike (SR 91) | CR 470 | Lake/Sumter County Line | Widen Turnpike (SR 91) CR 470 To Lake/Sumter County Line | Pg. 53 | \$ 1,535,543 | PE (Preliminary Engineering) - \$54,000 PEX (Preliminary Engineering - Indirect) - \$1,318 ROW (Right of Way) - \$3,774,629 RWX (Right of Way - Indirect) - \$95,511 CST (Construction) - \$1,309 CSX (Construction - Indirect) - \$77 ENV (Environmental) - \$620,000 ENX (Environmental - Indirect) - \$15,128 |
| 435859-5 | LAKE | SR 50 | East Of The Sumter/Lake County Line | CR 33 | SR 50 From East Of The Sumter/Lake County Line To CR 33 | Pg. 64 | \$ 15,321,995 | ROW (Right of Way) - \$14,434,285 RWX (Right of Way - Indirect) - \$887,710 |

| FPN | County | Project Name | From | To | Description | L RTP Pg Number | Total Five Year Cost | Cost By Phase |
|--|--------|------------------------|------------------------------|------------------------------|--|-----------------|----------------------|---|
| Interstate Highway System and Strategic Intermodal System - Sumter County | | | | | | | | |
| 435788-1 | SUMTER | Widen Turnpike (SR 91) | N Of Okahumpka Service Plaza | US 301 | Widen Turnpike (SR 91) N Of Okahumpka Service Plaza To US 301 | Pg. 53 | \$ 13,488,753 | PE (Preliminary Engineering) - \$1,387,000 PEX (Preliminary Engineering - Indirect) - \$33,843 ROW (Right of Way) - \$8,379,773 RWX (Right of Way - Indirect) - \$204,467 CST (Construction) - \$92,610 CSX (Construction - Indirect) - \$5,418 ENV (Environmental) - \$3,305,000 ENX (Environmental - Indirect) - \$80,642 |
| 435788-3 | SUMTER | Widen Turnpike (SR 91) | Lake/Sumter County Line | N Of Okahumpka Service Plaza | Widen Turnpike (SR 91) Lake/Sumter County Line To N Of Okahumpka Service Plaza | Pg. 63 | \$ 3,962,545 | PE (Preliminary Engineering) - \$90,000 PEX (Preliminary Engineering - Indirect) - \$2,196 ROW (Right of Way) - \$3,758,869 RWX (Right of Way - Indirect) - \$93,762 CST (Construction) - \$16,739 CSX (Construction - Indirect) - \$979 |
| 435789-1 | SUMTER | Widen Turnpike (SR 91) | US 301 | I-75 | Widen Turnpike (SR 91) US 301 To I-75 | Pg. 63 | \$ 314,599,462 | PE (Preliminary Engineering) - \$17,570,337 PEX (Preliminary Engineering - Indirect) - \$433,596 ROW (Right of Way) - \$4,669,187 RWX (Right of Way - Indirect) - \$116,656 RRU (Railway & Utilities) - \$5,900,000 CST (Construction) - \$275,653,887 CSX (Construction - Indirect) - \$639,118 COX (Construction - Indirect) - \$6,225,917 ENV (Environmental) - \$3,310,000 ENX (Environmental - Indirect) - \$80,764 |

| FPN | County | Project Name | From | To | Description | L RTP Pg Number | Total Five Year Cost | Cost By Phase |
|--|--------|---------------------|---------------------|----------------------------|--|-----------------|----------------------|---|
| Safety/Operations/TSMO Projects - Lake County | | | | | | | | |
| 450740-1 | LAKE | SR 25 (US 27) | N Of SR 50 | CR 561A/Southern Breeze Dr | SR 25 (US 27) From N Of SR 50 To CR 561A/Southern Breeze Dr | Pg. 40 | \$ 7,166,684 | CST (Construction) - \$6,941,512 CSX (Construction - Indirect) - \$18,612 COX (Construction - Indirect) - \$206,560 |
| 452642-1 | LAKE | SR 19 | Lakeview Ave | CR 48 | SR 19 From Lakeview Ave To CR 48 | Pg. 40 | \$ 1,379,234 | CST (Construction) - \$1,333,205 CSX (Construction - Indirect) - \$13,077 COX (Construction - Indirect) - \$32,952 |
| 452646-1 | LAKE | SR 44 | US 441/SR 44/SR 500 | S Of SR 44 (Orange Ave) | SR 44 From US 441/SR 44/SR 500 To S Of SR 44 (Orange Ave) | Pg. 40 | \$ 2,981,917 | CST (Construction) - \$2,885,836 CSX (Construction - Indirect) - \$14,720 COX (Construction - Indirect) - \$81,361 |
| 454196-1 | LAKE | SR 33 | Polk County Line | CR 33 | SR 33 From Polk County Line To CR 33 | Pg. 40 | \$ 19,774,217 | CST (Construction) - \$19,142,705 CSX (Construction - Indirect) - \$77,629 COX (Construction - Indirect) - \$553,883 |
| 454200-1 | LAKE | SR 19 | CR 42 | CR 455 | SR 19 From CR 42 To CR 455 | Pg. 40 | \$ 7,779,160 | PE (Preliminary Engineering) - \$1,212,000 PEX (Preliminary Engineering - Indirect) - \$91,033 CST (Construction) - \$6,265,195 CSX (Construction - Indirect) - \$32,693 COX (Construction - Indirect) - \$178,239 |
| 454193-1 | LAKE | SR 44/SR 500/US 441 | Lake Eustis Dr | SR 44/Donnelly St | SR 44/SR 500/US 441 From Lake Eustis Dr To SR 44/Donnelly St | Pg. 40 | \$ 30,202,160 | PE (Preliminary Engineering) - \$3,026,560 PEX (Preliminary Engineering - Indirect) - \$227,115 CST (Construction) - \$26,072,558 CSX (Construction - Indirect) - \$128,224 COX (Construction - Indirect) - \$747,703 |
| 454198-1 | LAKE | SR 50 | CR 561/12th St | Bloxam Ave | SR 50 From CR 561/12th St To Bloxam Ave | Pg. 40 | \$ 13,681,162 | PE (Preliminary Engineering) - \$1,345,000 PEX (Preliminary Engineering - Indirect) - \$101,435 CST (Construction) - \$11,842,799 CSX (Construction - Indirect) - \$57,682 COX (Construction - Indirect) - \$334,246 |

| FPN | County | Project Name | From | To | Description | L RTP Pg Number | Total Five Year Cost | Cost By Phase |
|--|--------|--------------|---------------------------|--------------------|--|-----------------|----------------------|--|
| Safety/Operations/TSMO Projects - Sumter County | | | | | | | | |
| 452633-1 | SUMTER | SR 471 | S Of Little Withlacoochee | SR 50 | SR 471 From S Of Little Withlacoochee To SR 50 | Pg. 40 | \$ 2,652,856 | CST (Construction) - \$2,565,982 CSX (Construction - Indirect) - \$16,788 COX (Construction - Indirect) - \$70,086 |
| 454201-1 | SUMTER | SR 35/US 301 | S Of SR 44 | Marion County Line | SR 35/US 301 From S Of SR 44 To Marion County Line | Pg. 40 | \$ 23,209,931 | CST (Construction) - \$22,478,366 CSX (Construction - Indirect) - \$70,048 COX (Construction - Indirect) - \$661,517 |
| 456135-1 | SUMTER | SR 44 | E Of CR 229 | W Of SR 35/US 301 | SR 44 From E Of CR 229 To W Of SR 35/US 301 | Pg. 40 | \$ 6,453,985 | PE (Preliminary Engineering) - \$150,000 PEX (Preliminary Engineering - Indirect) - \$20,415 CST (Construction) - \$6,078,815 CSX (Construction - Indirect) - \$32,876 COX (Construction - Indirect) - \$171,879 |
| 452656-1 | SUMTER | SR 44 | W Of I-75 | CR 229 | SR 44 From W Of I-75 To CR 229 | Pg. 40 | \$ 7,076,729 | CST (Construction) - \$6,853,389 CSX (Construction - Indirect) - \$18,422 COX (Construction - Indirect) - \$204,918 |

| FPN | County | Project Name | From | To | Description | L RTP Pg Number | Total Five Year Cost | Cost By Phase |
|--|--------|--------------|-------|--------|----------------------------|-----------------|----------------------|--|
| Roadway Capacity Projects (Non-SIS) - Lake County | | | | | | | | |
| 458021-1 | LAKE | SR 19 | SR 50 | CR 455 | SR 19 From SR 50 To CR 455 | Pg. 70 | \$ 537,250 | PDE (Planning, Design, Engineering) - \$500,000 PDX (Planning, Design, Engineering - Indirect) - \$37,250 |

| FPN | County | Project Name | From | To | Description | L RTP Pg Number | Total Five Year Cost | Cost By Phase |
|--|--------|----------------|----------------|--------------------|--|-----------------|----------------------|--|
| Roadway Capacity Projects (Non-SIS) - Sumter County | | | | | | | | |
| 430132-1 | SUMTER | SR 35 (US 301) | CR 470 | SR 44 | SR 35 (US 301) From CR 470 To SR 44 | Pg. 32; Pg. 62 | \$ 24,252,744 | ROW (Right of Way) - \$22,800,063 RWX (Right of Way - Indirect) - \$1,452,681 |
| 430132-2 | SUMTER | SR 35 (US 301) | CR 470 | CR 525E | SR 35 (US 301) From CR 470 To CR 525E | Pg. 32; Pg. 62 | \$ 71,911,118 | RRU (Railway & Utilities) - \$2,507,000 CST (Construction) - \$67,123,092 CSX (Construction - Indirect) - \$215,703 COX (Construction - Indirect) - \$2,065,323 |
| 430132-4 | SUMTER | SR 35 (US 301) | CR 525E | West Of CR 468 | SR 35 (US 301) From CR 525E To West Of CR 468 | Pg. 32; Pg. 62 | \$ 91,846 | CSX (Construction - Indirect) - \$6,368 DSB (Design Build) - \$85,478 |
| 430132-5 | SUMTER | SR 35 (US 301) | West Of CR 468 | Florida's Turnpike | SR 35 (US 301) From West Of CR 468 To Florida's Turnpike | Pg. 62 | \$ 74,645,647 | CST (Construction) - \$72,288,107 CSX (Construction - Indirect) - \$181,013 COX (Construction - Indirect) - \$2,167,527 |

| FPN | County | Project Name | From | To | Description | L RTP Pg Number | Total Five Year Cost | Cost By Phase |
|--|--------|---------------------|-------------------------|------------------|--|-----------------|----------------------|---|
| Previously Funded Projects - Lake/Sumter County | | | | | | | | |
| 441710-2 | LAKE | Round Lake Road | Lake/Orange County Line | Wolf Branch Road | Round Lake Road From Lake/Orange County Line To Wolf Branch Road | Pg. 2-3 | - | FY25/26 - ROW (Right of Way) - \$9,000,000 |
| - | SUMTER | C 470 Extension | US 301 | SR 471 | New 2 Lane Roadway | - | - | FY 25/26 - \$176,347 |
| 430975-7 | LAKE | Lake - Wekiva Trail | Tremain Street | SR 46 | Bike Path/Trail | Pg. 2-3 | - | FY 25/26 - PE (Preliminary Engineering) - \$969 |
| *This list of projects is for planning consistency and are considered regionally significant. The listed projects are currently not programmed with funding, but have had funding in the past. | | | | | | | | |

**Appendix C: Transportation Performance
Measures Consensus Planning Document**

Transportation Performance Measures Consensus Planning Agreement Approved October 23, 2019

The Lake~Sumter MPO Governing Board approved the Florida TPM Consensus Planning Agreement as part of the MPO's planning process.



Transportation Performance Measures Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation 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). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress

toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”

- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning.

Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely sharing of information on

proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have

the option of either:

- i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established
- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
- i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180- day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for sub

recipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or sub recipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
- iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
- v. meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP)

that includes the final If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of targets and the date the final targets were established. 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 options 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.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the

reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.

- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long- range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).
 - ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
 - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an

annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.

- c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.

5. Collection of data for the State asset management plans for the National Highway System (NHS):

- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

1 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

2 If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

3 When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.



Appendix D: Project Categories and FDOT Work Descriptions



LSMPO TIP Categories – FY 2027 - 2031 and Work Descriptions, which are grouped under each Category.

Symbology Categories

AVIATION

- Aviation Revenue/Operational
- Aviation Preservation Project

BIKE/PED AND SIDEWALK PROJECTS

- Sidewalk

PLANNING STUDIES

- Transportation Planning

ROADWAY CAPACITY PROJECTS (NON-SIS)

- Add Lanes & Reconstruct
- Widen/Resurface Exist Lanes
- Add Left Turn Lanes(s)

SAFETY/OPERATIONS/TSMO PROJECTS

- Pavement Only Resurface (Flex)
- Traffic Signal Update
- Traffic Signals
- Rest Area
- Roundabout
- Safety Projects
- Landscaping
- Routine Maintenance
- Lighting
- Fixed Capital Outlay
- Intersection Improvement
- Road reconstruction – 2 Lane

STRATEGIC INTERMODAL SYSTEM PROJECTS (SIS)

- Add Lanes and Reconstruct
- New Road Construction
- Interchange Improvement

TRAIL PROJECTS

- Bike Path/Trail

TRANSIT AND TRANSPORTATION DISADVANTAGE PROJECTS

- Capital For Fixed Route
- Operating For Fixed Route
- Operating/Admin. Assistance

BRIDGE

- Bridge-Repair/Rehabilitation
-

Appendix E: TIP Public Comments

Appendix F: TIP Amendment Revision Log



**Prepared for the Lake – Sumter Metropolitan
Planning Organization**

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