

**TAB 1**

**CONSENT AGENDA**

- A. August 22, 2018 Meeting Minutes
- B. MPO Endorsement Letter for the Safe Routes to School Program – Lake County
- C. Consideration of Financial Report as Presented By Milestone Professional Services

**Background**

A. Approval is requested of the minutes of the August 22, 2018 Governing Board meeting.

B. Safe Routes to School is a growing movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure and a lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community. This upcoming fiscal year the Safe Routes to School Infrastructure grant program is funded at over \$7,000,000. This represents a significant funding source for school transportation.

C. Acceptance of Financial Report as Presented By Milestone Professional Services

**REQUESTED ACTION:** Staff recommends approval of the Consent Agenda

**ATTACHMENTS:**

- A. August 22, 2018 Meeting Minutes
- B. MPO Endorsement Letter for the Safe Routes to School Program
- C. Financial Report as Presented By Milestone Professional Services

**TAB 1**



**MEETING MINUTES**  
**Wednesday, August 22, 2018**  
**Lake~Sumter MPO**  
**225 W. Guava Street, Suite 217**  
**Lady Lake, FL 32159**

Members Present:

Commissioner Tim Sullivan (Chair)  
Commissioner Sean Parks  
Commissioner Wendy Breeden  
Commissioner Josh Blake  
Commissioner Don Burgess  
Commissioner Doug Gilpin  
Mayor Robert Morin  
Mayor Jim Richards (2<sup>nd</sup> Vice Chair)  
Mayor Dan Robuck  
Mayor Nick Girone (Chair Elect)  
Councilmember Troy Singer  
Mayor Dina Sweatt  
Councilor Ed Conroy  
Councilmember Katherine Adams (Lake/At-Large Representative)  
Mayor Bil Spaude  
Matt Schwerin

Representing:

Lake County BCC  
Lake County BCC  
Lake County BCC  
Lake County BCC  
Sumter County BCC  
Sumter County BCC  
City of Eustis  
Town of Lady Lake  
City of Leesburg  
City of Mount Dora  
City of Tavares  
City of Groveland\*  
Town of Howey-in-the-Hills\*  
City of Umatilla  
City of Bushnell\*  
Florida Central Railroad\*\*

Members Absent:

Commissioner Leslie Campione (1<sup>st</sup> Vice Chair)  
Councilmember Ray Goodgame  
Mayor Pat Kelley (Immediate Past Chair)  
Vice-Mayor Mitchell Mack  
Commissioner Rick Ranize  
Councilmember Sally Rayman  
Mayor Joe Wynkoop  
Councilmember Clay Godwin  
Councilman Mike Foote\*  
City Commissioner Joe Elliott (Sumter/At-Large Representative)  
Pete Petree  
Board Member Sandy Gamble  
Board Member Christine Norris

Lake County BCC  
City of Clermont  
City of Minneola  
Town of Astatula\*  
City of Fruitland Park\*  
City of Mascotte\*  
Town of Montverde\*  
City of Coleman\*  
City of Webster  
Florida Central Railroad\*\*  
Lake County Schools\*\*  
Sumter County Schools\*\*

\*Denotes non-voting members

\*\*Denotes ex-officio, non-voting member

Staff:

Mike Woods

Doris LeMay

Francis Franco

Brian Hutt

Melanie Marsh

Interim Executive Director/  
Multi Modal Project Manager  
Executive Assistant  
GIS Manager  
TMS Project Manager  
Lake County Attorney

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

The meeting of the Lake-Sumter Metropolitan Planning Organization (MPO) was called to order at 2:01 p.m. by Chair Commissioner Tim Sullivan. Commissioner Don Burgess led the invocation and the Pledge of Allegiance. Staff announced the meeting was properly noticed. The roll was called, at which time it was noted a quorum was present (13 voting members present). Mike Woods provided various updates.

I. AGENDA UPDATE

None

II. OPPORTUNITY FOR PUBLIC COMMENT

None

III. SPECIAL RECOGNITION

League of American Bicyclist (LAB) – Gold Level Bicycle Friendly Community Awarded to The Villages.

John Komoroske and David Lawrence provided a brief overview of the Gold Level Bicycle Friendly Community Awarded to The Villages.

IV. CONSENT AGENDA

On a motion by Commissioner Wendy Breeden, seconded by Mayor Nick Girone and carried by a vote of 13-0, the Lake~Sumter MPO approved Items A through H of the Consent Agenda As Follows:

Tab 1

Consent approval is requested of the following items:

- A. May 23, 2018 Governing Board Meeting Minutes.
- B. Appointments to Lake and Sumter County Transportation Disadvantaged Coordinating Boards (TDCB). Appointing Marsha Bukala to the Lake County TDCB.
- C. Authorization for Chair to sign Transportation Disadvantaged Planning Agency Agreements with Lake and Sumter County Board of County Commissioners.
- D. Retroactive authorization for the Chair to sign the Sumter County Road 501 BUILD Grant MPO Support Letter.
- E. Approve MPO Resolution 2018-17 amending the FY 2017/18 budget to account for Unanticipated Revenues and Expenditures

- F. Approve MPO Resolution 2018-15. Amending the Unified Planning Work Program (UPWP) to add \$280,000 in planning funds for East Ave. and US 301 Complete Street Studies.
- G. Approve MPO Resolution 2018-16. Citizens' Advisory Committee and Bicycle Pedestrian Advisory Committee Restructuring creating the Community Advisory Committee
- H. Authorization to Submit Federal Transit Administration 5305(d) Grant Application

## V. ACTION ITEMS

Tab 2 Consideration of Financial Report as Presented By Milestone Professional Services. Donna Collins, Milestone Professional Services, presented financial report through June 30<sup>th</sup>. Discussion continued.

Motion was made by Mayor Nick Girone, seconded by Commissioner Wendy Breeden and carried a by a vote of 13-0, the Lake~Sumter Accepted the Financial Report as Presented By Milestone Professional Services.

Tab 3 Consideration to approve MPO Resolution 2018-18. Amending the FYS 2018/19-2022/23 Transportation Improvement Program (TIP) – 2018 Roll Forward TIP Amendment Mike Woods provided a brief explanation of MPO Resolution 2018-18.

Motion was made by Commissioner Don Burgess, seconded by Mayor Nick Girone and carried by a roll call vote of 13-0, the Lake~Sumter MPO approved MPO Resolution 2018-18.

Tab 4 Consideration to retroactively approve MPO Resolution 2018-13. Emergency TIP Amendment for the FYs 2017/18-2021/22 Transportation Improvement Program (TIP). Adding approximately \$ 88,000 for the Landscape Design phase for the CR 46A project. Mike Woods provided a brief overview of MPO Resolution 2018-13.

Motion was made by Mayor Jim Richards, seconded by Commissioner Wendy Breeden and carried by a roll call vote of 13-0, the Lake~Sumter MPO approved the MPO Resolution 2018-13.

Tab 5 Consideration to approve MPO Resolution 2018-14 supporting the addition of the City of Groveland's State Road 50 Realignment project to the FDOT SIS Long Range Cost Feasible Plan.

Commissioner Tim Sullivan provided a brief overview of Resolution 2018-14. Discussion continued.

Motion was made by Commissioner Doug Gilpin, seconded by Commissioner Wendy Breeden and carried by a vote of 13-0, the Lake~Sumter MPO approved Resolution 2018-14.

Tab 6 Executive Director Selection – Short listing of final candidates for interviews. Commissioner Tim Sullivan provided a brief overview of the selection process. Discussion continued.



Motion was made by Mayor Bil Spaude to offer Mike Woods the position as Executive Director of the Lake~Sumter MPO, seconded by Mayor Robert Morin and carried by a vote of 13-0, the Lake~Sumter MPO approved Mike Woods as the Executive Director.

## VI. PRESENTATIONS

- A. Lake-Orange Connector Study PD&E Presentation:  
Presenter: William F. Sloup, P.E., Metric Engineering
  
- B. Lake County Transit Development Plan Major Update Presentation:  
Presenter: Richard Dreyer, Tindale Oliver

## VII. INFORMATIONAL ITEMS

Tab 7 FDOT Strategic Intermodal System – Long Range Cost Feasible Plan FY 2029-2045:  
FDOT SIS Long Range Cost Feasible Plan 2029-2045

Tab 8 US 27 Roundabout Feasibility Study-Traffic Calming & Complete Streets  
Improvement Concept: US 27 Complete Streets Study

## VIII. WRITTEN REPORTS – INCLUDED IN THE AGENDA PACKAGE

- A. Transportation Agency Reports
  - 1. Florida Department of Transportation (FDOT)
  - 2. Florida's Turnpike Enterprise (FTE)
  - 3. Central Florida Expressway Authority (CFX)
  - 4. Public Works Reports –
  - 5. Transit Reports
- B. Regional Groups (WOSLTEDTF & EL-NOW Meeting of Elected Officials)
- C. Central Florida MPO Alliance (CFMPOA) & MPO Advisory Council (MPOAC)
- D. Association of MPO's (AMPO) & National Assoc. of Regional Councils (NARC)
- E. Lake~Sumter MPO Staff Report & MPO Governing Board Member Reports
- F. Transportation Management System Report
- G. MPO Planning Area Project Update

VIII.ADJOURNMENT NEXT MEETING: September 26, 2018, 2 PM, Lake~Sumter MPO.  
There being no further business to be brought to the attention of the Lake~Sumter Metropolitan Planning Organization, the meeting was adjourned at 3:32 p.m.

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Timothy Sullivan, Chair



Lake County

Sumter County

Town of Astatula

City of Bushnell

City of Center Hill

City of Clermont

City of Coleman

City of Eustis

City of Fruitland Park

City of Groveland

Town of  
Howey-in-the-Hills

Town of Lady Lake

City of Leesburg

City of Mascotte

City of Minneola

Town of Montverde

City of Mount Dora

City of Tavares

City of Umatilla

City of Webster

City of Wildwood

Central Florida  
Expressway Authority

Florida Central  
Railroad

Lake County Schools

Sumter County Schools

September 26, 2018

John Egberts, Program Administrator  
Florida Traffic & Bicycle Safety Education Program  
Department of Tourism, Recreation & Sports Management  
University of Florida  
P.O. BOX 118208  
Gainesville, FL 32611

**Subject: Endorsement of Safe Routes to School Program – Lake County**

Dear Mr. Egberts:

We want to recognize the contributions that the Safe Routes to School Program (SRTS) has made to promote Pedestrian and Bicycle Education to schools in Lake County. The program has allowed students in K-5 an opportunity to learn pedestrian and bicycle safety skills for life. Additionally, it has offered an opportunity to reach out in training our Sheriff's Office bike rodeo team and Police Departments along with school staff, so that more of our community can be reached.

The SRTS program has impacted our Sherriff's Office, Police Departments, and Schools in the following areas: **walkability grants** for Treadway and Eustis Heights Elementary Schools, **bike rodeo training workshops** at Lady Lake Police Department, The Villages Charter and Umatilla Elementary Schools and **bike racks** at Clermont Elementary School. Lake County students have benefited through "Walk to School Day" events and grant funding to build sidewalks to provide safe access for students traveling to and from school. These are just a few ways that the SRTS program have impacted our schools and the community.

The Lake~Sumter MPO supports the continuation of the SRTS program in Lake County as it has reached all areas of our community. The Safe Routes to School program provides a wealth of community benefits, safer conditions for all especially our most vulnerable populations.

Sincerely,

Timothy I. Sullivan, Chair

*"Promoting Regional Transportation Partnerships"*  
[www.LakeSumterMPO.com](http://www.LakeSumterMPO.com)

225 W. Guava Street, Suite 211, Lady Lake, FL 32159  
Phone (352) 315-0170 – Fax (352) 315-0993



## Financial Report

Lake-Sumter Metropolitan Planning Organization

For the period ended July 31, 2018

## Background

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

The MPO has entered into an agreement with the Lake County Board of County Commissioners for certain support services. Under this agreement, Lake County (the County) serves as the custodian of the MPO's funds and advances the MPO operating cash through their pooled cash account until reimbursement of grant funds is received by the MPO. The County accounts for the transactions of the MPO in a separate fund within their general ledger and prepares various general ledger reports to assist the MPO with its cash management responsibilities. Financial data to prepare this report was obtained from the Finance Department of Lake County and accruals for anticipated revenue and expenditure items were identified with their assistance. The financial information contained herein was prepared as of July 31, 2018.

## Financial Summary

The Financial information contained in this report is as of July 31, 2018 (8.33% of year elapsed). A summary of revenues and expenditures for each of the major funding sources is shown below:

<b>REVENUES</b>	<b>2019 Revised Budget*</b>	<b>As of 7-31-18 YTD Actuals</b>	<b>Budget Variance</b>
<b><u>115 LAKE SUMTER MPO - PL112</u></b>			
Highway Planning & Construction-PL	\$ 713,949	\$ -	\$ 713,949
GOA95 - Planning Asst 15/16	10,822	-	10,822
East Ave/Grand Hwy	80,000	-	80,000
Fed Transit Metro - 5305 FY 16/17	3,637	-	3,637
Fed Transit Metro - 5305 FY 17/18	123,926	-	123,926
US 301 (SR 35)	200,000	-	200,000
Contributions from Other Agencies	48,029	-	48,029
Beginning Fund Balance	-	-	-
<b>Total Revenues 115</b>	<b>1,180,363</b>	<b>-</b>	<b>1,180,363</b>
<b><u>116 LAKE SUMTER MPO - OTHER PROGRAMS</u></b>			
Other Transportation Fees	10,000	-	10,000
Beginning Fund Balance	4,792	4,792	-
<b>Total Revenues 116</b>	<b>14,792</b>	<b>4,792</b>	<b>10,000</b>
<b><u>117 LAKE SUMTER MPO - TRANSPORTATION MGMT</u></b>			
Transp Concurrency Fees	166,641	-	166,641
Beginning Fund Balance	24,079	24,079	-
<b>Total Revenues 117</b>	<b>190,720</b>	<b>24,079</b>	<b>166,641</b>
<b>TOTAL REVENUES</b>	<b>\$ 1,385,875</b>	<b>\$ 28,871</b>	<b>\$ 1,357,004</b>
<b>EXPENDITURES</b>			
<b><u>115 LAKE SUMTER MPO - PL112</u></b>			
Total Personal Services	\$ 403,046	\$ 14,671	\$ 388,375
Total Operating	679,120	16,555	662,565
Grants and Aids	5,000	-	5,000
Administration Costs	28,000	2,333	25,667
Reserve for Operations	65,197	-	65,197
<b>Total Expenditures 115</b>	<b>1,180,363</b>	<b>33,559</b>	<b>1,146,804</b>
<b><u>116 LAKE SUMTER MPO - OTHER PROGRAMS</u></b>			
Total Personal Services	4,818	-	4,818
Total Operating	9,974	2,025	7,949
<b>Total Expenditures 116</b>	<b>14,792</b>	<b>2,025</b>	<b>12,767</b>
<b><u>117 LAKE SUMTER MPO - TRANSPORTATION MGMT</u></b>			
Total Personal Services	131,502	5,303	126,199
Total Operating	59,218	899	58,319
<b>Total Expenditures 117</b>	<b>190,720</b>	<b>6,202</b>	<b>184,518</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 1,385,875</b>	<b>\$ 41,786</b>	<b>\$ 1,344,089</b>

\* Reflects carryforward amounts for grants from 2018

<b>BFB and Revenues</b>	<b>28,871</b>
<b>Expenditures</b>	<b>41,786</b>
<b>EFB</b>	<b>\$ (12,915)</b>

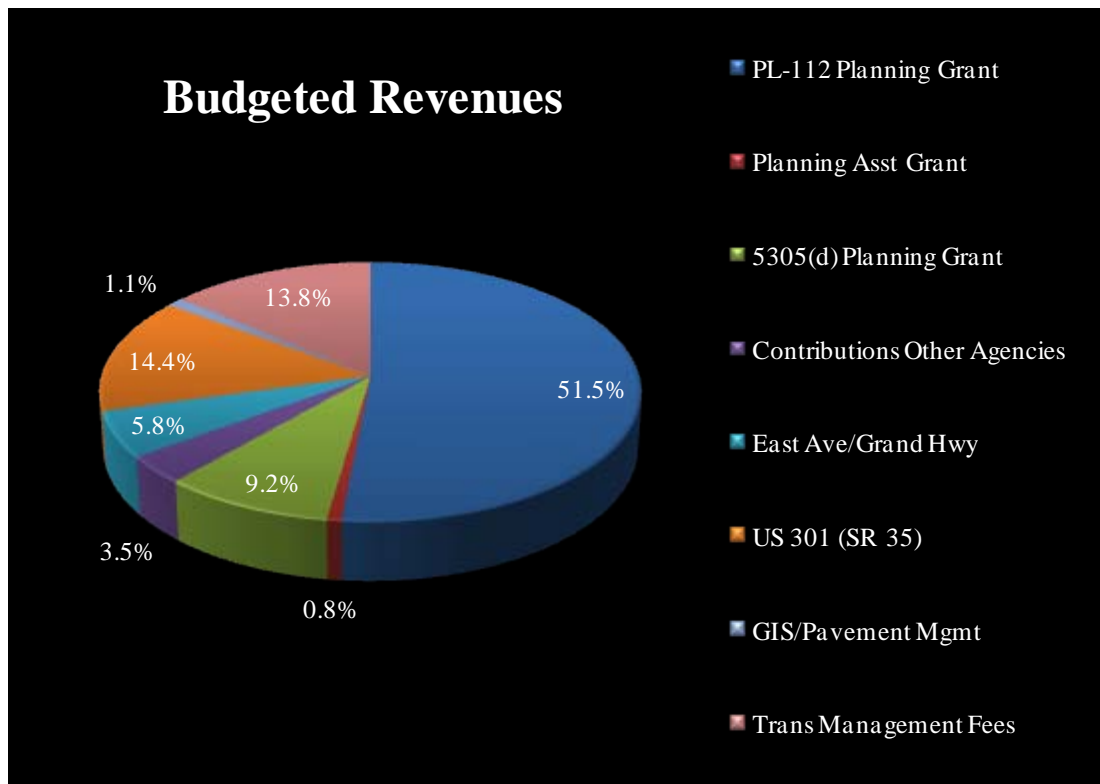
Revenues (and corresponding expenditures) are accounted for in the MPO budget in three funding categories. The first funding category (referred to as 115) accounts for federal and state funds. Major revenue sources in this category include planning grants from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) planning grants, and grants provided through the Florida Commission for the Transportation Disadvantaged (TD grants).

The second funding category encompasses funds associated with special services and other programs. This category (referred to as 116) accounts for transactions related to GIS billings and revenue and expenditures associated with pavement management tasks and other programs.

The final funding category (referred to as 117) accounts for transportation management fees. These funds are utilized to support the MPO’s Transportation Management System initiatives and are collected from the local counties and municipalities.

Overview of Revenues

The MPO receives revenue through various federal and state grants as well as from local sources. The major budgeted revenue sources for the current fiscal year are reflected in the graph below.



Major Revenues by source are identified below. This table includes the 2019 budget as adopted by the MPO Board. As of July 31, 2018 the budget also includes beginning fund balances from fiscal 2018 and carry forward grant amounts from fiscal 2018 for the Planning Assistance Grants, East Avenue/Grand Highway, 5305(d) and FTA Section 5305(d) Planning Grant.

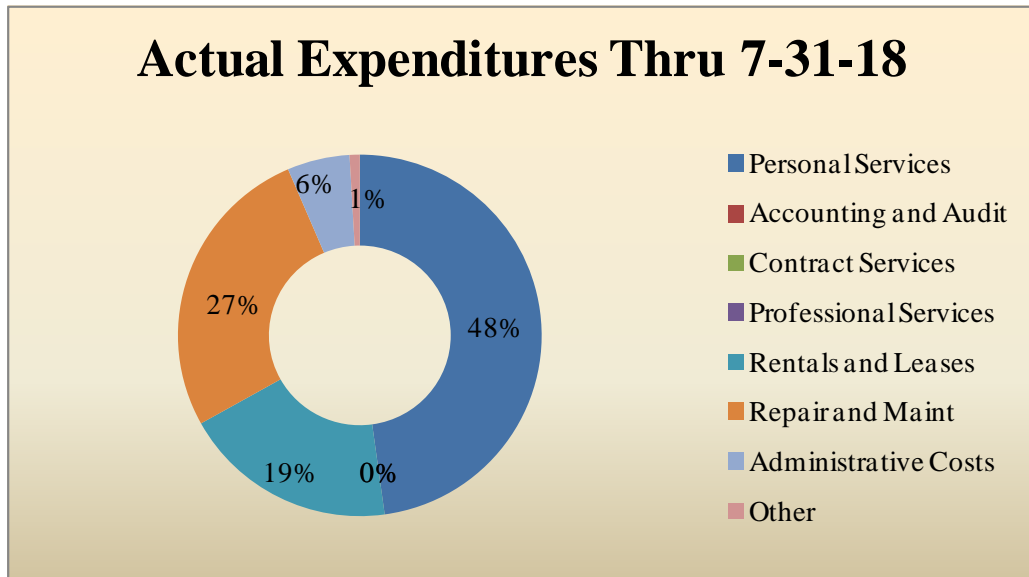
<b>Major Revenue Sources</b>	Annual	Thru 7-31	
Portion of Revenue Accrued	Revenue	Revenue	Percent
	Budgeted	Accrued	Accrued
PL-112 Planning Grant	\$ 713,949	\$ -	0%
Planning Asst Grant	10,822	-	0%
5305(d) Planning Grant	127,563	-	0%
Contributions Other Agencies	48,029	-	0%
East Ave/Grand Hwy	80,000	-	0%
US 301 (SR 35)	200,000	-	0%
GIS/Pavement Mgmt	14,792	4,792	32%
Trans Management Fees	190,720	24,079	13%
	<u>\$ 1,385,875</u>	<u>\$ 28,871</u>	

Revenue Analysis – Several of the MPO’s larger revenue sources are reimbursement based grants. Currently, invoices for July 31, 2018 are being prepared for submittal for the PL-112 FHWA Planning Grant and the FTA Section 5305(d) Planning Grant. No accruals are included above for these grants as the July invoices have not been submitted yet.

GIS/Pavement Management Fees will be invoiced as personal service costs are incurred. Transportation Management Fees are invoiced in early October. The revenue amounts reflected above for both these categories are beginning fund balance amounts carried forward from fiscal 2018.

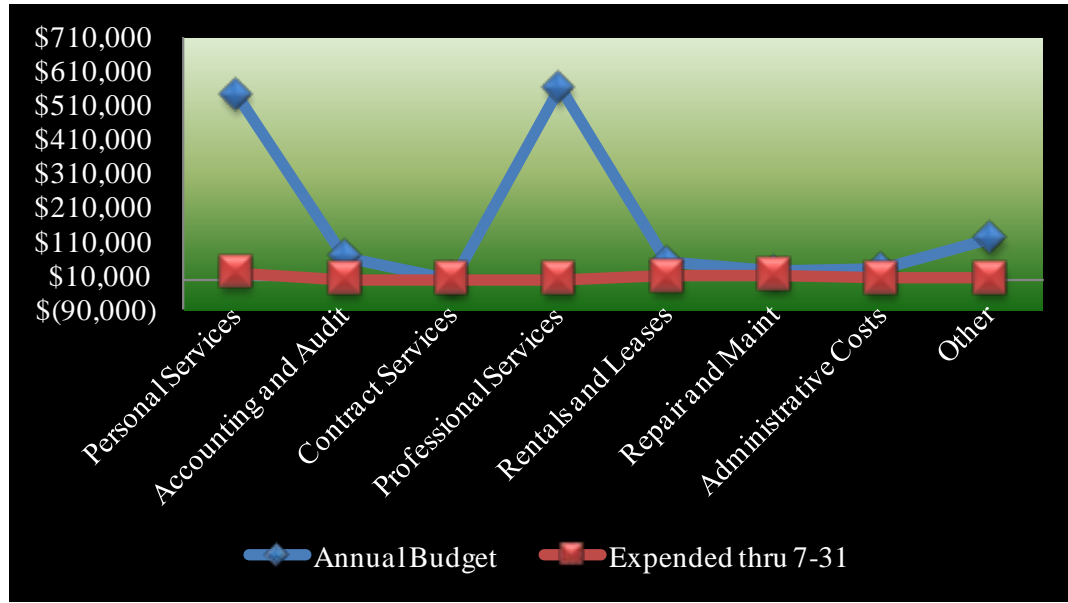
## Overview of Expenditures

A significant portion of the MPO's expenditures are personal services including salary and related benefits. Through July 31, 2018, personal services accounts for 48% of total expenditures. The second largest expenditure category is repair and maintenance with 27% of expenditures through July 31, 2018 included in this account line. The graph below outlines the portion that each major category of expenditures represents as compared to total expenditures through the period July 31, 2018.





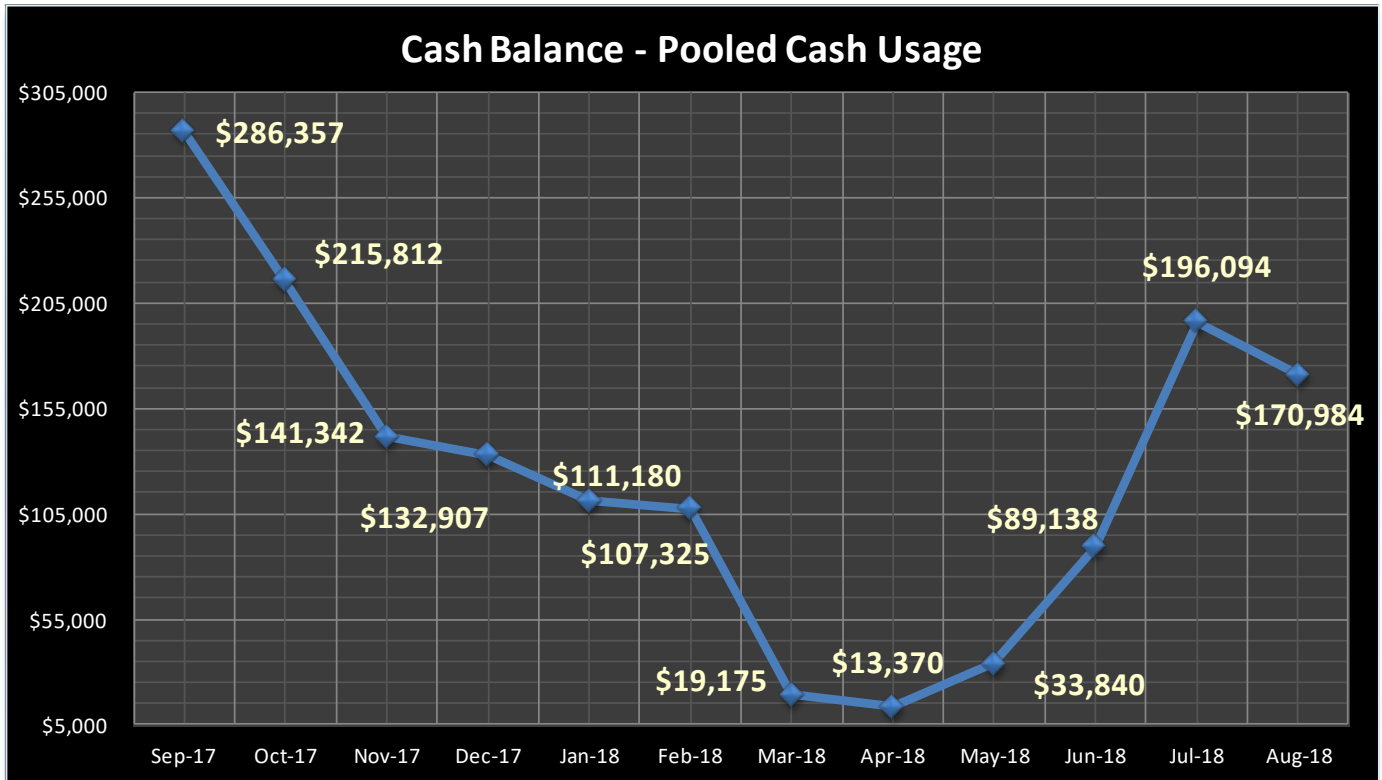
The MPO adopts an annual budget that identifies major funding sources and related anticipated expenditures. The graph below includes annual budgeted expenditures as well as actual expenditures incurred through July 31, 2018.



Expenditure Analysis –Funding Category 115 includes all the major Federal and State Grants. The more significant expenditures in July include July and August rent for the MPO’s office space and IT annual maintenance agreements. A monthly allocation of administrative costs paid to Lake County is also included in the July expenditure total. Category 116 reflects expenditures for time incurred by the MPO’s GIS staff. Expenditures in July reflect GIS/annual licensing fees paid. Funding category 117 includes primarily personal service expenditures.

Cash Management

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



Invoices for June activity for the PL-112 FHWA Planning Grant and FTA Section 5305(d) Planning Grant have been submitted and the MPO has received payment for the PL-112 FHWA Planning Grant. Payment for the FTA Section 5305(d) is anticipated within the next week. Invoices for July activity are currently being prepared and submittal is anticipated within the next two weeks. The cash balance as of September 19, 2018, the date this report was prepared, is \$144,306. While an improvement from the August 31 cash balance reflected above, this cash amount is still higher than expected. Some of the factors affecting the cash balance include:

1. June invoices for the PL-112 FHWA Planning Grant and FTA Section 5305(d) Planning Grant were submitted. Payment for the PL-112 grant (\$56,587) is reflected within the State FLAIR system but not yet reflected in the MPO's cash balance. The final invoiced amount for the 5305(d) grant of \$7,087 has not been approved for payment as of the date of this report. Approval and receipt are anticipated shortly.
2. Several of the S&L grants are now required to be submitted with the PL-112 grant. Thus, professional services for May/June incurred for the US 27 Complete Street grant (\$18,301), the Planning Assistance Grant (\$16,230) and the East Avenue/Grand Highway Grant (\$25,440) were invoiced. Payment for the US 27 Complete Street and Planning Assistance Grants have been received. Payment for the East Avenue/Grand Highway Grant (\$25,440) is also showing on the FLAIR but not yet reflected in the MPO cash balance.

3. Total impact of items 1 and 2 above would improve the cash balance by \$89,114, making the cash utilization just over \$55,000 as of the date of this report.
4. As discussed in the August 22<sup>nd</sup> meeting, the delay for invoice submittal is more than the traditional one month time lag due to additional time needed to identify year end accrual amounts for expenditures. July invoices are being prepared currently. We anticipate returning to a one month lag with the August reimbursement requests.

## TAB 2

### ACTION ITEM

#### **Consideration to approve MPO Resolution 2018 –18. Amending the FYs 2018/19-2022/23 Transportation Improvement Program (TIP)**

Consider Approval of Amending the FYs 2018/19-2022/23 TIP. –The approved five-year TIP requires amendment for consistency with the FDOT Work Program.

Attachments: TIP Amendment Request Letters from FDOT

1. US441-Landscape Grant Project –Delete project from TIP
2. Highland Street Sidewalk Project – Delete project form TIP
3. Lake Wekiva Trail Design – Delete project from TIP
4. CR 42 In-house Design Phase - add \$10,000 in funding to current project

Also in the resolution is the inclusion of the new five-year road programs of each county. The Lake County Board of County Commissioners adopted their FY 2018/19 Transportation Construction Program September 11, 2018; and the Sumter County Board of County Commissioners is expected to adopt their FY 2018/19 Capital Improvement Plan September 22, 2018. Both county programs are effective October 1.

#### **COMMITTEE RESULTS:**

TAC: Recommended Approval

**REQUESTED ACTION:** Staff recommends approval of Resolution 2018-19  
TIP Amendment – Roll Call Vote

**ATTACHMENTS:** Resolution 2018-19, TIP Amendment Request Letter from FDOT, TIP Amendment Request Letters from FDOT for US 441 – Landscape Grant, Highland Street Sidewalk Project, Lake-Wekiva Trail Design Phase, and CR 42 In-house Landscape Design Phase Project. Lake County Transportation Construction Program, Sumter County Capital Improvement Plan.

# TAB 2

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION 2018 - 19**

**RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION AMENDING THE FYs 2018/19– 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE PROJECTS IN THE FLORIDA DEPARTMENT OF TRANSPORTATION WORK PROGRAM FOR FISCAL YEARS 2018/19 THROUGH 2022/23**

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

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

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

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

**WHEREAS**, FYs 2018/19-2022/23 TIP was adopted by the MPO on May 25, 2018, based on programmed projects in the Florida Department of Transportation (FDOT) Five Year Work Program; and

**WHEREAS**, FYs 2018/19-2022/23 TIP was amended on August 22, 2018 , in order to achieve consistency and address roll-forward funds from the previous fiscal year and adjustments to the FDOT Work Program; and

**WHEREAS**, the FDOT requested on August 15, 2018, the MPO's TIP be amended to delete FM# 4371491 SR500/US441 project from Dr. Martin Luther King Blvd. to Eagles Nest Dr. in Lake County, as the City of Fruitland Park is not ready to pursue this Landscape Grant project at this time; and

**WHEREAS**, the FDOT requested on August 15, 2018, the MPO's TIP be amended to delete FM# 4369351 Highland St. Sidewalk project from South of Crane Ave. to North of East 4<sup>th</sup> Ave. in Lake County, as the Coty of Mount Dora will longer be pursuing this project at this time; and

**WHEREAS**, the FDOT requested on August 15, 2018, the MPO's TIP be amended to delete FM# 4309752 Lake-Wekiva Trail project from Tremain St. to SR 46 in Lake County. It was determined that there is significant financial risk involved with going forward with the design phase at this time for this segment of the trail project; and

**WHEREAS**, the FDOT requested on August 15, 2018, the MPO's TIP be amended to add funding in the amount of \$10,000 to FM# 441364-1 CR 42 safety project from SR44 to Marion County line; and

**WHEREAS**, on September 12, 2018, the Lake County Board of County Commissioners adopted the FY 2018/19-2022/23 Transportation Construction Program as a five-year strategic planning document of programmed transportation projects and phases, with an effective program date of October 1, 2018; and

**WHEREAS**, on September 25, 2018, the Sumter County Board of County Commissioners adopted the FY 2018/19-2022/23 Capital Improvement Plan as a five-year strategic planning document of programmed capital projects, including transportation projects and phases, with an effective program date of October 1, 2018; and

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

1. FY 2018/19–FY 2022/23 TIP is hereby amended TIP be amended to delete FM# 4371491, SR500/US441 project from Dr. Martin Luther King Blvd. to Eagles Nest Dr. in Lake County; and
2. The FY 2018/19–FY 2022/23 TIP be amended to delete FM# 4369351, Highland St. Sidewalk project from South of Crane Ave. to North of East 4<sup>th</sup> Ave. in Lake County, and
3. The FY 2018/19–FY 2022/23 TIP be amended to delete FM# 4309752, Lake-Wekiva Trail project from Tremain St. to SR 46 in Lake County, and
4. The FY 2018/19–FY 2022/23 TIP be amended to add funding in the amount of \$10,000 to FM# 441364-1, CR 42 safety project from SR44 to Marion County line; and
5. The FY 2018/19-2022/23 TIP is hereby amended to incorporate regionally significant projects from Lake County's FY 2018/19-2022/23 Transportation Construction Program, which has an effective date of October 1, 2018, and to add this document as Appendix "A" to the TIP; and
6. The FY 2018/19-2022/23 TIP is hereby amended to incorporate regionally significant projects from Sumter County's FY 2018/19-2022/23 Capital Improvement Plan, which has an effective date of October 1, 2018, and to add this document as Appendix "B" to the TIP.

7. The above amendments shall not become effective until October 1, 2018.
8. The Chair of the Lake~Sumter MPO is hereby authorized and directed to submit the amended FY 2018/19–FY 2022/23 TIP to the:
  - a. Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT);
  - b. Federal Transit Administration (FTA) through FDOT;
  - c. Federal Aviation Administration (FAA);
  - d. Bureau of Community Planning, Division of Community Development, Florida Department of Economic Opportunity (DEO); and
  - e. Members of the Florida Legislature representing the Lake~Sumter MPO.

**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

Lake~Sumter Metropolitan Planning Organization

\_\_\_\_\_  
Timothy I. Sullivan, Chair

Approved as to Form and Legality:

\_\_\_\_\_  
Melanie Marsh, MPO Attorney



*Florida Department of Transportation*

605 Suwannee Street  
Tallahassee, FL 32399-0450

**RICK SCOTT**  
GOVERNOR

**MIKE DEW**  
SECRETARY

August 15, 2018

TO: Governor's Office of Policy and Budget

FROM: L. K. Saliba, Director, Office of Work Program

SUBJECT: Notification of Proposed Work Program Amendment to the  
FY 18/19-22/23 Adopted Work Program - 2019-01

COPIES: Mike Shannon, Thomas Byron

Pursuant to Section 339.135(7), Florida Statutes, the Florida Department of Transportation is hereby providing you with the attached proposed Work Program Amendment.

CC: Chairperson, Senate Budget Subcommittee on Transportation, Tourism & Economic  
Development Appropriations  
Chairperson, Senate Committee on Transportation  
Chairperson, Senate Committee on Appropriations  
Chairperson, House Transportation & Highway Safety Subcommittee  
Chairperson, House Economic Affairs Committee  
Chairperson, House Transportation & Economic Development Appropriations  
Subcommittee  
Chairperson, House Appropriations Committee  
Executive Director of the Florida Transportation Commission  
Local Government



### **Work Program Amendment Summary**

Attached are proposed amendments to the Adopted Work Program.

**Package Number:** 2019-01  
2019-30-001, 2019-30-002, 2019-30-003, 2019-05-  
**Amendment Numbers:** 001, 2019-05-002, 2019-05-003, 2019-05-005, 2019-05-  
006, 2019-05-007

---

The Proposed Amendment(s) have been approved by:  
Lisa Saliba, Director of the Office of Work Program and Budget on 8/15/2018  
Florida Department of Transportation

- The Proposed Amendment(s) are:
- a) Balanced to Funds(PAR) and Budget (PBR) as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 8/3/2018  
Florida Department of Transportation
  - b) Balanced to cash flow as confirmed and approved by:  
Teresa Mast, Comptroller on 8/7/2018  
Florida Department of Transportation

A Budget Amendment is not required as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 8/3/2018  
Florida Department of Transportation

---



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

MIKE DEW  
SECRETARY

*Office of Comptroller*

*(850) 414-4440*

**MEMORANDUM**

DATE: January 12, 2018

TO: Teresa A. Mast, WPII and Florida PALM Analyst  
David L. Williams, WPII and Florida PALM Analyst

FROM: Lisa L. Evans, CPA, Deputy Comptroller

COPY: Robin M. Naitove, CPA

SUBJECT: Delegation of Authority

---

During my absence from the office January 16, 2018 through December 31, 2018, you are delegated signature and approval authority. This authority will be in your name "for the Deputy Comptroller".

Please ensure that I receive a reading file copy of all correspondence you sign for me.



**Florida Department of Transportation  
Proposal Form  
for EOG Work Program Amendment**

Work Program Form - 07/2012

Florida Department of Transportation **\*\* Work Program Amendment \*\*** As of: **7/9/2018**  
 To: Governor's Office of Planning and Budgeting Amendment: **2019 05 003**  
 From: O.W.P. Subject: Proposed Amendment to the Adopted Work Program

Proposed By:  **District or Assistant Secretary Signature**

**Rachel Rodriguez (386) 943-5053**  
 Contact Person (please print)

Proposed Action:  Add  Advance  Defer  Delete

Reason: **DELETE 4371491 STATE ROAD 500/US 441 FROM NORTH OF DR MARTIN LUTHER KING BOULEVARD TO EAGELS NEST DRIVE IN LAKE COUNTY. THE CITY OF FRUITLAND PARK IS NOT READY TO PURSUE THIS LANDSCAPE GRANT PROJECT AT THIS TIME. BUDGET TO 4081951.**

Consistency requirements for TIP and STIP: (applies to Federal Funds only)

District (Central Office if Statewide Program) proposed amendment is:

Consistent with MPO's Transportation Improvement Program (TIP)  
 TIP Amendment Required  
 Anticipate Approval by: \_\_\_ / \_\_\_ / \_\_\_  
 Not applicable

Consistent with State Transportation Improvement Program  
 STIP Amendment Required  
 Not applicable

TIP/STIP consistency, or need for TIP and/or STIP amendment confirmed by:

 **7 / 9 / 2018**  
 (contact person signature) (date)

Amendment: **2019 05 003**

Proposed Work Program Amendment  
Amendment: **2019 05 003**

Item Number: **4371491**

Contract Class: **EXTERN MNGD(NOT LAP)**

County: **LAKE**

District: **05**

Description: **SR 500 (US 441) FROM N OF DR MARTIN LUTHER KING BLVD TO EAGLES NEST DR**

Trans. System: **INTRASTATE STATE HIGHWAY**

Work Mix: **LANDSCAPING**

Phase: **58 CONSTRUCTION OTHER AGENCY**

Action: **DELETE**

<u>Fund</u>	<u>Budgeted?</u>	<u>Bud Dist</u>	<u>Budget Category</u>	<u>Fiscal Year</u>	<u>Adopted Fund Amount</u>	<u>Proposed Fund Amount</u>
<b>State 100%</b>	<b>Yes</b>	<b>05</b>	<b>088716 INTRASTATE HIGHWAY CONSTR</b>	<b>2019</b>	<b>237,350</b>	
<b>Total:</b>					<b>237,350</b>	

## Smith, Steve

---

**From:** Smith, Steve  
**Sent:** Wednesday, May 02, 2018 10:27 AM  
**To:** dbogle@fruitlandpark.org  
**Cc:** D5-JPA Admin; Maggio, Philip; Schanker, Emily; Artuz, Raul; LoPiccolo, Victor; D5-Construction Special Projects; Maynard, Geneva  
**Subject:** FW: STATUS INQUIRY: Landscape JPA with the City of Fruitland Park and FDOT, FM# 437149-1-58-01

Dale,

I'm sending this email to officially notify the City the Department has cancelled the landscape grant FM# 437149-1-58-01 for landscaping on SR 500 (US441) in the amount of \$237,350.

This is based on no action taken by the City to execute a landscape agreement with the Department since our first attempt and contact with the City back in February 2016.

Future consideration of landscape grant for this project will require a new application.

Feel free to call me if you have any questions or concerns.

Thanks

**Steve Smith**  
District Program Services Manager  
District Five  
Florida Department of Transportation  
386.943.5451  
[steve.smith@dot.state.fl.us](mailto:steve.smith@dot.state.fl.us)

---

**From:** Smith, Steve  
**Sent:** Wednesday, April 04, 2018 1:34 PM  
**To:** dbogle@fruitlandpark.org  
**Cc:** D5-JPA Admin <D5-JPAAdmin@dot.state.fl.us>  
**Subject:** RE: STATUS INQUIRY: Landscape JPA with the City of Fruitland Park and FDOT, FM#437149-1-58-01

Dale,

I'm writing to find out if the City is pursuing executing an agreement with the Department for the SR 500 (US 441) landscape grant in the amount of \$237,350 by the June 30, 2018 deadline. After this date a new application will be required to fund this project.

Please advise.

Thanks

**Steve Smith**  
District Program Services Manager  
District Five



Florida Department of Transportation  
386.943.5451  
[steve.smith@dot.state.fl.us](mailto:steve.smith@dot.state.fl.us)

---

**From:** Smith, Steve  
**Sent:** Thursday, February 15, 2018 1:52 PM  
**To:** [dbogle@fruitlandpark.org](mailto:dbogle@fruitlandpark.org)  
**Cc:** Hutson, Teresa <[Teresa.Hutson@dot.state.fl.us](mailto:Teresa.Hutson@dot.state.fl.us)>  
**Subject:** FW: STATUS INQUIRY: Landscape JPA with the City of Fruitland Park and FDOT, FM#437149-1-58-01

Dale,

Pleasure speaking with you yesterday.

As we discussed yesterday the City has until June 30, 2018 to execute an agreement for this landscaping project. A new application for the grant will be required after that date.

I understand this may not be the right time for the City to pursue this project and if that is the case I would like to offer the City re-apply for the grant funding at such time you are ready to proceed.

Please feel free to contact me at any time to discuss.

Sincerely,

**Steve Smith**  
District Program Services Manager  
District Five  
Florida Department of Transportation  
386.943.5451  
[steve.smith@dot.state.fl.us](mailto:steve.smith@dot.state.fl.us)

---

**From:** Hutson, Teresa  
**Sent:** Thursday, January 18, 2018 11:17 AM  
**To:** Dale Bogle <[dboglefruitlandpark@comcast.net](mailto:dboglefruitlandpark@comcast.net)>  
**Cc:** D5-JPA Admin <[D5-JPAAdmin@dot.state.fl.us](mailto:D5-JPAAdmin@dot.state.fl.us)>; Smith, Steve <[Steve.Smith@dot.state.fl.us](mailto:Steve.Smith@dot.state.fl.us)>; Maggio, Philip <[Philip.Maggio@dot.state.fl.us](mailto:Philip.Maggio@dot.state.fl.us)>; Schanker, Emily <[Emily.Schanker@dot.state.fl.us](mailto:Emily.Schanker@dot.state.fl.us)>; Artuz, Raul <[Raul.Artuz@dot.state.fl.us](mailto:Raul.Artuz@dot.state.fl.us)>; LoPiccolo, Victor <[Victor.LoPiccolo@dot.state.fl.us](mailto:Victor.LoPiccolo@dot.state.fl.us)>; D5-Construction Special Projects <[D5-ConstructionSpecialProjects@dot.state.fl.us](mailto:D5-ConstructionSpecialProjects@dot.state.fl.us)>; Maynard, Geneva <[Geneva.Maynard@dot.state.fl.us](mailto:Geneva.Maynard@dot.state.fl.us)>  
**Subject:** STATUS INQUIRY: Landscape JPA with the City of Fruitland Park and FDOT, FM#437149-1-58-01  
**Importance:** High

Good Morning Dale,

Happy New Year! I am checking to see if the City intends to move forward with the Landscaping Joint Participation Agreement (JPA). I have attached a slightly revised Agreement since we are now in 2018. Please let me know as soon as reasonably possible if the City will be moving forward with this Project. As always, if you have any questions please feel free to contact me.

Thank you!

**Teresa R. Hutson, FCCM**  
District 5- Program Coordinator

Florida Department of Transportation- Local Government Agreements  
719 S. Woodland Blvd., M.S. 4-520  
Deland, FL 32720  
386-943-5486  
[teresa.hutson@dot.state.fl.us](mailto:teresa.hutson@dot.state.fl.us)

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---

**From:** Peek, Dianne  
**Sent:** Tuesday, October 24, 2017 7:47 AM  
**To:** Dale Bogle <[dboglefruitlandpark@comcast.net](mailto:dboglefruitlandpark@comcast.net)>  
**Cc:** D5-JPA Admin <[D5-JPAAdmin@dot.state.fl.us](mailto:D5-JPAAdmin@dot.state.fl.us)>; Smith, Steve <[Steve.Smith@dot.state.fl.us](mailto:Steve.Smith@dot.state.fl.us)>; Maggio, Philip <[Philip.Maggio@dot.state.fl.us](mailto:Philip.Maggio@dot.state.fl.us)>; Schanker, Emily <[Emily.Schanker@dot.state.fl.us](mailto:Emily.Schanker@dot.state.fl.us)>; Artuz, Raul <[Raul.Artuz@dot.state.fl.us](mailto:Raul.Artuz@dot.state.fl.us)>; LoPiccolo, Victor <[Victor.LoPiccolo@dot.state.fl.us](mailto:Victor.LoPiccolo@dot.state.fl.us)>; D5-Construction Special Projects <[D5-ConstructionSpecialProjects@dot.state.fl.us](mailto:D5-ConstructionSpecialProjects@dot.state.fl.us)>  
**Subject:** FW: STATUS INQUIRY: Landscape JPA with the City of Fruitland Park and FDOT, FM#437149-1-58-01

Good morning, Dale:

It was good talking to you this morning. As you requested, I am re-forwarding the updated landscaping agreement and resolution. Due to the fact that the City has been trying to get the last of the hurricane cleanup finished, and is now in the process of hiring additional personnel in your department and a new Mayor for the City this Fall, I will hold off contacting you until early January to confirm that the City intends to move forward with this project. Let me know if you have any questions, and have a great day!

Dianne Peek, FCCM  
Local Program Coordinator  
Department of Transportation  
719 S. Woodland Boulevard, MS - 4-520  
DeLand, Florida 32720  
386-943-5400  
[Dianne.peek@dot.state.fl.us](mailto:Dianne.peek@dot.state.fl.us)

"The two most important days in your life are  
the day you are born,  
and the day you find out why."

- Mark Twain

Normal working hours: M-F 7 am – 3:30 pm

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---

**From:** Peek, Dianne  
**Sent:** Monday, August 21, 2017 10:27 AM  
**To:** Dale Bogle  
**Cc:** D5-JPA Admin; Smith, Steve; Maggio, Philip; Grooms, Richard; Melendez, Miguel; LoPiccolo, Victor  
**Subject:** RE: STATUS INQUIRY: Landscape JPA with the City of Fruitland Park and FDOT, FM#437149-1-58-01

Good morning, Dale:

It was nice talking to you this morning. As we discussed, I have updated the landscaping agreement for current year information, and have attached it for the City's review. I am forwarding Teresa's email (below), so you'll have the information needed in the review, approval and submittal process of this agreement. Please feel free to contact me with any questions you may have regarding this. Thank you, and have a great Solar Eclipse day!

Dianne Peek, FCCM  
Local Program Coordinator  
Department of Transportation  
719 S. Woodland Boulevard, MS - 4-520  
DeLand, Florida 32720  
386-943-5400  
[Dianne.peek@dot.state.fl.us](mailto:Dianne.peek@dot.state.fl.us)

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---

**From:** Hutson, Teresa  
**Sent:** Monday, February 15, 2016 8:38 AM  
**To:** 'dboglefruitlandpark@comcast.net'  
**Cc:** D5-JPA Admin; D5-Construction Special Projects; Grooms, Richard; Melendez, Miguel  
**Subject:** FOR YOUR REVIEW: Landscape JPA with the City of Fruitland Park and FDOT, FM#437149-1-58-01

Good Morning,

I have been working with Rick Grooms, FDOT Project Manager, on a Joint Participation Agreement (JPA) between the City of Fruitland Park and the Florida Department of Transportation (FDOT) on a project described as "Landscaping Improvements on State Road 500 (US 441) from North of Dr. Martin Luther King Boulevard to Eagles Nest Drive", Financial Management Number (FM#) 437149-1-58-01.

I have attached the draft JPA for your review and comment. Please also ask that your Legal Department review and comment, if this is your procedure. Please combine any questions or requests for changes from your office and your attorney's office and forward to me at the email address below.

I will also need an estimated project schedule (Exhibit "C") and the name of the person authorized to sign the Amendment adding the approved plans referenced in Exhibit "A".

**Please note that the funds for this project cannot be used before the Agreement is executed by both the City and FDOT. Any work performed before the execution of the Agreement will not be reimbursed by FDOT.**

**The funding under this Agreement provides for the costs for purchase of plant materials, mulch, and the cost for labor associated with the installation of the plantings. The City is responsible for all other costs for the Project.**

After the draft Agreement with any revisions has been approved by both parties, I will email the finalized Agreement to you to be printed out for Council approval and signatures. FDOT requires one (1) original signed Agreement. I will also



need a copy of a Resolution from the Council meeting in which the Agreement is approved. After FDOT has executed the Agreement, I will return an original executed Agreement to your attention.

Thank you, and please let me know if you have any questions regarding the execution process or the draft Agreement.

**Teresa R. Hutson**  
**District 5- Program Coordinator**  
**Local Government Agreements**  
**719 S. Woodland Blvd., M.S. 4-520**  
**Deland, FL 32720**  
**386-943-5486**  
[Teresa.hutson@dot.state.fl.us](mailto:Teresa.hutson@dot.state.fl.us)

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---

**From:** Zornan, Dennisse  
**Sent:** Thursday, December 18, 2014 8:17 AM  
**To:** [dboglefruitlandpark@comcast.net](mailto:dboglefruitlandpark@comcast.net)  
**Cc:** Smith, Steve; Zornan, Dennisse; Grooms, Richard; Maggio, Philip; Lopenski, Holly; Buscher, Lisa; Artuz, Raul  
**Subject:** City of Fruitland Park: SR 500/US 441 Landscape Islands (FM 437149-1) - JPA Grant Application  
**Importance:** High

Good Morning Dale.

We received **approval** to provide landscape funds in the amount of **\$237,350 to the City of Fruitland Park for the “SR 500/US 441 Landscape Islands” from the intersection of Dixie Avenue (South) to the intersection of Eagles Nest (North).**

**Funding for the project will be programmed in the Department’s Five Year Work Program in Fiscal Year 2016, which begins on 7/1/15.**

**Condition of the Approval:**

1. The City agrees to design the project using “Bold Landscaping”, where possible. The definition of “Bold Landscaping” is, using many large trees, and few if any shrubs to produce the highest visual impact, which will instantly create a welcoming and enjoyable experience. See definition below. FDOT plan reviews will look to see if bold landscaping is being incorporated. This requirement will be incorporated into the agreement with the City.

The City and the Florida Department of Transportation will need to work toward a landscape joint participation agreement (JPA), to be executed after 7/1/15 (FY 2016). Our JPA Coordinators are **Dianne Peek, 386-943-5400** and **Holly Lopenski, 386-943-5520**. They will provide assistance in establishing the JPA.

The FDOT Project Manager assigned to the project is **Raul Artuz, 386-943-5377**. He will be responsible for all aspects of this project and can answer any questions you may have. Please contact him if you have any questions.

The City will be responsible for the design, construction and for the long term maintenance of the project, as we have previously discussed. The FDOT will reimburse the City for the construction cost as set forth in the agreement. Raul will coordinate with you in the review of the landscape plans to ensure they comply with FDOT standards as spelled out in the JPA agreement.

The Department looks forward to working with the City on this project.

**PLEASE NOTE:**

All of our funding is based on the Governor approving our budget each year. These funds are susceptible to change or cancellation each year.

Definition of **FDOT's "Bold Landscape" Initiative:**

**BOLD** is a Department initiative, led by the Secretary to adapt to current landscape market conditions, and to instantly create roadside landscapes that can help attract and grow business in Florida. The Secretary has directed the Districts and Central Office to work with the District Landscape Architects and State Transportation Landscape Architect to implement the **BOLD** vision described below.

**BOLD** is more emphasis on trees and less on shrubs. Typically, more large trees and fewer shrubs can instantly increase curb appeal as described by the Secretary, and can cost much less to maintain than extensive masses of ornamental shrubs.

**BOLD** may cost less to construct.

**BOLD** does not prohibit shrubs. Shrubs can be used when and where they are part of the best design solution.

**BOLD** landscapes with many large trees and few if any shrubs can be maintained more affordably, either by the local government or by the Department.

Thank you.

*Dennisse R. Zornan*

*Production GEC Project Manager*

*Florida Department of Transportation - District 5  
719 South Woodland Boulevard  
Deland, Florida 32720  
Ph.: (386) 943-5184  
DOTNet: 855-5184*



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*Florida Department of Transportation*

605 Suwannee Street  
Tallahassee, FL 32399-0450

**RICK SCOTT**  
GOVERNOR

**MIKE DEW**  
SECRETARY

August 15, 2018

TO: Governor's Office of Policy and Budget

FROM: L. K. Saliba, Director, Office of Work Program

SUBJECT: Notification of Proposed Work Program Amendment to the  
FY 18/19-22/23 Adopted Work Program - 2019-01

COPIES: Mike Shannon, Thomas Byron

Pursuant to Section 339.135(7), Florida Statutes, the Florida Department of Transportation is hereby providing you with the attached proposed Work Program Amendment.

CC: Chairperson, Senate Budget Subcommittee on Transportation, Tourism & Economic  
Development Appropriations  
Chairperson, Senate Committee on Transportation  
Chairperson, Senate Committee on Appropriations  
Chairperson, House Transportation & Highway Safety Subcommittee  
Chairperson, House Economic Affairs Committee  
Chairperson, House Transportation & Economic Development Appropriations  
Subcommittee  
Chairperson, House Appropriations Committee  
Executive Director of the Florida Transportation Commission  
Local Government

### **Work Program Amendment Summary**

Attached are proposed amendments to the Adopted Work Program.

**Package Number:** 2019-01  
2019-30-001, 2019-30-002, 2019-30-003, 2019-05-  
**Amendment Numbers:** 001, 2019-05-002, 2019-05-003, 2019-05-005, 2019-05-  
006, 2019-05-007

---

The Proposed Amendment(s) have been approved by:  
Lisa Saliba, Director of the Office of Work Program and Budget on 8/15/2018  
Florida Department of Transportation

- The Proposed Amendment(s) are:
- a) Balanced to Funds(PAR) and Budget (PBR) as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 8/3/2018  
Florida Department of Transportation
  - b) Balanced to cash flow as confirmed and approved by:  
Teresa Mast, Comptroller on 8/7/2018  
Florida Department of Transportation

A Budget Amendment is not required as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 8/3/2018  
Florida Department of Transportation

---



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

MIKE DEW  
SECRETARY

*Office of Comptroller*

*(850) 414-4440*

**MEMORANDUM**

DATE: January 12, 2018

TO: Teresa A. Mast, WPII and Florida PALM Analyst  
David L. Williams, WPII and Florida PALM Analyst

FROM: Lisa L. Evans, CPA, Deputy Comptroller

COPY: Robin M. Naitove, CPA

SUBJECT: Delegation of Authority

---

During my absence from the office January 16, 2018 through December 31, 2018, you are delegated signature and approval authority. This authority will be in your name "for the Deputy Comptroller".

Please ensure that I receive a reading file copy of all correspondence you sign for me.





**Florida Department of Transportation  
Proposal Form  
for EOG Work Program Amendment**

Work Program Form - 07/2012

Florida Department of Transportation \*\* Work Program Amendment \*\* As of: **7/9/2018**  
 To: Governor's Office of Planning and Budgeting Amendment: **2019 05 005**  
 From: O.W.P. Subject: Proposed Amendment to the Adopted Work Program

Proposed By:  **District or Assistant Secretary Signature**

**Rachel Rodriguez (386) 943-5053**  
 Contact Person (please print)

Proposed Action:  Add  Advance  Defer  Delete

Reason: **DELETE 4369351 HIGHLAND STREET SIDEWALK FROM SOUTH OF CRANE AVENUE TO NORTH OF EAST 4TH AVENUE IN LAKE COUNTY. DUE TO LACK OF RESOURCES THE CITY OF MOUNT DORA WILL NO LONGER BE PURSUING THIS PROJECT AT THIS TIME. BUDGET TO 2411423.**

Consistency requirements for TIP and STIP: (applies to Federal Funds only)

District (Central Office if Statewide Program) proposed amendment is:

Consistent with MPO's Transportation Improvement Program (TIP)  
 TIP Amendment Required  
 Anticipate Approval by: 10 / 1 / 2018  
 Not applicable

Consistent with State Transportation Improvement Program  
 STIP Amendment Required  
 Not applicable

TIP/STIP consistency, or need for TIP and/or STIP amendment confirmed by:

 7 / 9 / 2018  
 (contact person signature) (date)

Amendment: **2019 05 005**

Proposed Work Program Amendment  
Amendment: **2019 05 005**

Item Number: **4369351** Contract Class: **LOCAL AGCY PGM (LAP)**  
 County: **LAKE** District: **05**  
 Description: **HIGHLAND ST SIDEWALK, FROM S. OF CRANE AVENUE TO N. OF EAST 4TH AVE**  
 Trans. System: **NON-INTRASTATE OFF STATE HIWAY** Work Mix: **SIDEWALK**  
 Phase: **58 CONSTRUCTION OTHER AGENCY** Action: **DELETE**

<u>Fund</u>	<u>Budgeted?</u>	<u>Bud Dist</u>	<u>Budget Category</u>	<u>Fiscal Year</u>	<u>Adopted Fund Amount</u>	<u>Proposed Fund Amount</u>
Federal	Yes	05	088717 ARTERIAL HIGHWAY CONSTR	2019	1,058,984	
<b>Total:</b>					<b>1,058,984</b>	

Phase: **68 CONSTRUCTION SUPPORT OTHER AGENCY** Action: **DELETE**

<u>Fund</u>	<u>Budgeted?</u>	<u>Bud Dist</u>	<u>Budget Category</u>	<u>Fiscal Year</u>	<u>Adopted Fund Amount</u>	<u>Proposed Fund Amount</u>
Federal	Yes	05	088718 CONSTRUCT INSPECT CONSULT	2019	85,000	
<b>Total:</b>					<b>85,000</b>	

## Rodriguez, Rachel

---

**From:** Latchum, Dawn  
**Sent:** Thursday, March 08, 2018 9:56 AM  
**To:** Hamilton, Kayleen  
**Cc:** Wyche, Vickie; Brule, Eric  
**Subject:** FW: 436935-1-58-01 Highland St Sidewalk from Crane Ave to Shirley Ave

**Follow Up Flag:** Follow up  
**Due By:** Monday, June 25, 2018 4:00 PM  
**Flag Status:** Flagged

Hi Kayleen,

The City of Mount Dora will not be pursuing this Highland St Sidewalk project (436935-1-58-01) that was scheduled for construction in FY 19.

Would you please prepare the appropriate Work Program form and contact the MPO to make them aware?

Please let me know if you need any additional information.

Thank you,  
Dawn Latchum

**Dawn Latchum, EI**

AECOM, Consultant for:  
Florida Department of Transportation – District 5  
719 S. Woodland Blvd.  
DeLand, Florida 32720  
386-943-5308  
[Dawn.Latchum@dot.state.fl.us](mailto:Dawn.Latchum@dot.state.fl.us)

---

**From:** Latchum, Dawn  
**Sent:** Thursday, March 8, 2018 9:50 AM  
**To:** 'Lahr, Paul' <LahrP@ci.mount-dora.fl.us>  
**Cc:** Sandersfeld, Vince <sandersfeldv@ci.mount-dora.fl.us>; Buscher, Lisa <Lisa.Buscher@dot.state.fl.us>; Sumner, Adam <sumnera@ci.mount-dora.fl.us>; Revell, Charles <revellc@ci.mount-dora.fl.us>; Wyche, Vickie <Vickie.Wyche@dot.state.fl.us>; Hamilton, Kayleen <Kayleen.Hamilton@dot.state.fl.us>; Asgarinik, Amir <Amir.Asgarinik@dot.state.fl.us>  
**Subject:** RE: 436935-1-58-01 Highland St Sidewalk from Crane Ave to Shirley Ave

Paul,  
I'm sorry to hear that.  
Should you have any questions or if there is anything we can provide assistance to the City on in the future, please let us know.

It was nice to meet you!

Thank you,  
Dawn Latchum

**Dawn Latchum, EI**



AECOM, Consultant for:  
Florida Department of Transportation – District 5  
719 S. Woodland Blvd.  
DeLand, Florida 32720  
386-943-5308  
[Dawn.Latchum@dot.state.fl.us](mailto:Dawn.Latchum@dot.state.fl.us)

---

**From:** Lahr, Paul [<mailto:LahrP@ci.mount-dora.fl.us>]  
**Sent:** Thursday, March 8, 2018 7:48 AM  
**To:** Latchum, Dawn <[Dawn.Latchum@dot.state.fl.us](mailto:Dawn.Latchum@dot.state.fl.us)>  
**Cc:** Sandersfeld, Vince <[sandersfeldv@ci.mount-dora.fl.us](mailto:sandersfeldv@ci.mount-dora.fl.us)>; Buscher, Lisa <[Lisa.Buscher@dot.state.fl.us](mailto:Lisa.Buscher@dot.state.fl.us)>; Sumner, Adam <[sumnera@ci.mount-dora.fl.us](mailto:sumnera@ci.mount-dora.fl.us)>; Revell, Charles <[revellc@ci.mount-dora.fl.us](mailto:revellc@ci.mount-dora.fl.us)>; Wyche, Vickie <[Vickie.Wyche@dot.state.fl.us](mailto:Vickie.Wyche@dot.state.fl.us)>  
**Subject:** RE: 436935-1-58-01 Highland St Sidewalk from Crane Ave to Shirley Ave

The City does not have the staff or budget to take on such a challenging document. We will not be pursuing this project any further at this time.

---

**From:** Latchum, Dawn [<mailto:Dawn.Latchum@dot.state.fl.us>]  
**Sent:** Wednesday, March 7, 2018 3:46 PM  
**To:** Lahr, Paul <[LahrP@ci.mount-dora.fl.us](mailto:LahrP@ci.mount-dora.fl.us)>  
**Cc:** D5-LAP Admin <[D5-LAPAdmin@dot.state.fl.us](mailto:D5-LAPAdmin@dot.state.fl.us)>; Brule, Eric <[Eric.Brule@dot.state.fl.us](mailto:Eric.Brule@dot.state.fl.us)>; Asgarinik, Amir <[Amir.Asgarinik@dot.state.fl.us](mailto:Amir.Asgarinik@dot.state.fl.us)>; Peters, John <[PetersJ@ci.mount-dora.fl.us](mailto:PetersJ@ci.mount-dora.fl.us)>; Hamilton, Kayleen <[Kayleen.Hamilton@dot.state.fl.us](mailto:Kayleen.Hamilton@dot.state.fl.us)>; Wyche, Vickie <[Vickie.Wyche@dot.state.fl.us](mailto:Vickie.Wyche@dot.state.fl.us)>; Buscher, Lisa <[Lisa.Buscher@dot.state.fl.us](mailto:Lisa.Buscher@dot.state.fl.us)>; Sumner, Adam <[sumnera@ci.mount-dora.fl.us](mailto:sumnera@ci.mount-dora.fl.us)>  
**Subject:** RE: 436935-1-58-01 Highland St Sidewalk from Crane Ave to Shirley Ave

Good afternoon Paul,

It has been a couple weeks and I have not heard back from you; so I just wanted to touch base.

Have you started on the Public Interest Finding?

Thanks,  
Dawn

**Dawn Latchum, EI**

AECOM, Consultant for:  
Florida Department of Transportation – District 5  
719 S. Woodland Blvd.  
DeLand, Florida 32720  
386-943-5308  
[Dawn.Latchum@dot.state.fl.us](mailto:Dawn.Latchum@dot.state.fl.us)

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**From:** Latchum, Dawn  
**Sent:** Wednesday, February 21, 2018 5:25 PM  
**To:** Lahr, Paul <[LahrP@ci.mount-dora.fl.us](mailto:LahrP@ci.mount-dora.fl.us)>; [sumnera@cityofmountdora.com](mailto:sumnera@cityofmountdora.com)  
**Cc:** D5-LAP Admin <[D5-LAPAdmin@dot.state.fl.us](mailto:D5-LAPAdmin@dot.state.fl.us)>; Brule, Eric <[Eric.Brule@dot.state.fl.us](mailto:Eric.Brule@dot.state.fl.us)>; Asgarinik, Amir <[Amir.Asgarinik@dot.state.fl.us](mailto:Amir.Asgarinik@dot.state.fl.us)>; [petersj@cityofmountdora.com](mailto:petersj@cityofmountdora.com); Hamilton, Kayleen <[Kayleen.Hamilton@dot.state.fl.us](mailto:Kayleen.Hamilton@dot.state.fl.us)>; Wyche, Vickie <[Vickie.Wyche@dot.state.fl.us](mailto:Vickie.Wyche@dot.state.fl.us)>; Buscher, Lisa <[Lisa.Buscher@dot.state.fl.us](mailto:Lisa.Buscher@dot.state.fl.us)>  
**Subject:** 436935-1-58-01 Highland St Sidewalk from Crane Ave to Shirley Ave

Good afternoon, Paul & Adam:

Lorraine Moyle at the FDOT Central Office indicated that the City of Mount Dora will need to pursue a **Public Interest Finding** to be routed through FHWA for review and determination on whether federal funding may be used on this project.

Basically, the City needs to demonstrate how this project ties into the City's master plan, why the work is beneficial to the public, and how the project benefits the City's overall transportation system. The City will need to prove to FHWA that the participation in the non-eligible items (which potentially may be around 90%+ of the proposed project) is more beneficial to the public than just the participation in the eligible items (which potentially may be 10% or less of the proposed project.)

We have requested sample documentation of a Public Interest Finding to provide you, however we have not received anything yet. If we receive a sample, we will pass it along to you for reference.

In the interim, to not hold up the process and allow you to begin working on the Public Interest Finding, the best guidance we can provide you at this time is from the FHWA Core Curriculum Manual:

<https://www.fhwa.dot.gov/programadmin/contracts/cacc.pdf>

Please see page 14 (PDF page 20) and page 96 (PDF page 102). This will not be the same as a proprietary product justification, but page 96 may still provide some useful information.

Please let me know if you have any questions or if you would like to discuss this further. Please send us your Public Interest Finding for this project, and we will pass it on to FHWA for review.

Thank you,  
Dawn Latchum

**Dawn Latchum, EI**

AECOM, Consultant for:  
Florida Department of Transportation – District 5  
719 S. Woodland Blvd.  
DeLand, Florida 32720  
386-943-5308  
[Dawn.Latchum@dot.state.fl.us](mailto:Dawn.Latchum@dot.state.fl.us)

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*Florida Department of Transportation*

605 Suwannee Street  
Tallahassee, FL 32399-0450

**RICK SCOTT**  
GOVERNOR

**MIKE DEW**  
SECRETARY

August 15, 2018

TO: Governor's Office of Policy and Budget

FROM: L. K. Saliba, Director, Office of Work Program

SUBJECT: Notification of Proposed Work Program Amendment to the  
FY 18/19-22/23 Adopted Work Program - 2019-01

COPIES: Mike Shannon, Thomas Byron

Pursuant to Section 339.135(7), Florida Statutes, the Florida Department of Transportation is hereby providing you with the attached proposed Work Program Amendment.

CC: Chairperson, Senate Budget Subcommittee on Transportation, Tourism & Economic  
Development Appropriations  
Chairperson, Senate Committee on Transportation  
Chairperson, Senate Committee on Appropriations  
Chairperson, House Transportation & Highway Safety Subcommittee  
Chairperson, House Economic Affairs Committee  
Chairperson, House Transportation & Economic Development Appropriations  
Subcommittee  
Chairperson, House Appropriations Committee  
Executive Director of the Florida Transportation Commission  
Local Government

### **Work Program Amendment Summary**

Attached are proposed amendments to the Adopted Work Program.

**Package Number:** 2019-01  
2019-30-001, 2019-30-002, 2019-30-003, 2019-05-  
**Amendment Numbers:** 001, 2019-05-002, 2019-05-003, 2019-05-005, 2019-05-  
006, 2019-05-007

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The Proposed Amendment(s) have been approved by:  
Lisa Saliba, Director of the Office of Work Program and Budget on 8/15/2018  
Florida Department of Transportation

- The Proposed Amendment(s) are:
- a) Balanced to Funds(PAR) and Budget (PBR) as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 8/3/2018  
Florida Department of Transportation
  - b) Balanced to cash flow as confirmed and approved by:  
Teresa Mast, Comptroller on 8/7/2018  
Florida Department of Transportation

A Budget Amendment is not required as confirmed and approved by:  
Kendra Sheffield, Work Program Manager on 8/3/2018  
Florida Department of Transportation

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*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

MIKE DEW  
SECRETARY

*Office of Comptroller*

*(850) 414-4440*

**MEMORANDUM**

DATE: January 12, 2018

TO: Teresa A. Mast, WPII and Florida PALM Analyst  
David L. Williams, WPII and Florida PALM Analyst

FROM: Lisa L. Evans, CPA, Deputy Comptroller

COPY: Robin M. Naitove, CPA

SUBJECT: Delegation of Authority

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During my absence from the office January 16, 2018 through December 31, 2018, you are delegated signature and approval authority. This authority will be in your name "for the Deputy Comptroller".

Please ensure that I receive a reading file copy of all correspondence you sign for me.






# Florida Department of Transportation Proposal Form for EOG Work Program Amendment

Work Program Form - 07/2012  
As of: **7/11/2018**

Florida Department of Transportation      \*\* Work Program Amendment \*\*  
To: Governor's Office of Planning and Budgeting      Amendment: **2019 05 006**  
From: O.W.P.      Subject: Proposed Amendment to the Adopted Work Program

Proposed By:  **District or Assistant Secretary Signature**

**Rachel Rodriguez (386) 943-5053**  
Contact Person (please print)

Proposed Action:       Add       Defer  
                                  Advance       Delete

Reason: **DELETE 4309752 LAKE-WEKIVA TRAIL FROM TREMAIN STREET TO STATE ROAD 46 PER THE REQUEST OF LAKE COUNTY. IT WAS DETERMINED THAT THERE IS SIGNIFICANT FINANCIAL RISK INVOLVED WITH GOING FORWARD WITH THE DESIGN AT THIS TIME FOR THIS SEGMENT OF THE TRAIL. BUDGET TO 2410652.**

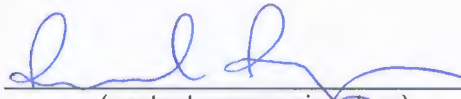
Consistency requirements for TIP and STIP: (applies to Federal Funds only)

District (Central Office if Statewide Program) proposed amendment is:

Consistent with MPO's Transportation Improvement Program (TIP)  
 TIP Amendment Required  
Anticipate Approval by: 10 / 1 / 2018  
 Not applicable

Consistent with State Transportation Improvement Program  
 STIP Amendment Required  
 Not applicable

TIP/STIP consistency, or need for TIP and/or STIP amendment confirmed by:

  
(contact person signature)

7 / 11 / 2018  
(date)

Amendment: **2019 05 006**

Proposed Work Program Amendment  
Amendment: **2019 05 006**

Item Number: **4309752**

Contract Class: **LOCAL AGCY PGM (LAP)**

County: **LAKE**

District: **05**

Description: **LAKE-WEKIVA TRAIL FROM TREMAIN STREET TO SR 46**

Trans. System: **OFF STATE HWY SYS/OFF FED SYS**

Work Mix: **BIKE PATH/TRAIL**

Phase: **38 PRELIMINARY ENGINEERING OTHER AGENCY**

Action: **DELETE**

<u>Fund</u>	<u>Budgeted?</u>	<u>Bud Dist</u>	<u>Budget Category</u>	<u>Fiscal Year</u>	<u>Adopted Fund Amount</u>	<u>Proposed Fund Amount</u>
<b>Federal</b>	<b>Yes</b>	<b>05</b>	<b>088849 PRELIMINARY ENGR CONSULT</b>	<b>2019</b>	<b>341,460</b>	
<b>Total:</b>					<b>341,460</b>	

## Rodriguez, Rachel

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**From:** Schoelzel, Mary  
**Sent:** Friday, June 29, 2018 10:09 AM  
**To:** Calais, Daniel  
**Cc:** Kersey, Jamie; Hamilton, Kayleen  
**Subject:** 430975-2 Lake Wekiva Trail Work Program Amendment  
**Attachments:** Re: FM#430975-2, Lake-Wekiva Trail

Hi Dan please see below the justification from Lake County for the Work Program Amendment on the Lake-Wekiva Trail Project (FM#430975-2-38-01) that is being deleted from Work Program. I have also attached above the concurrence from the Lake-Sumter MPO.

*Mary Schoelzel  
Principal Planner  
HNTB Corporation, FDOT- In-House Consultant  
719 South Woodland Boulevard  
DeLand, Florida 32720  
386-943-5798  
"Have a Blessed Day"*

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**From:** Schneider, Fred [mailto:FSchneider@lakecountyfl.gov]  
**Sent:** Friday, June 29, 2018 9:52 AM  
**To:** Schoelzel, Mary <Mary.Schoelzel@dot.state.fl.us>  
**Subject:** Wekiva Trail

Mary: The Lake Sumter MPO performed the PD&E study and requested the design funding to be programmed. Lake County signed the agreement for design of Segment 1 and as we started working in the details it was determined that there is significant risk involved with going forward with the design at this time for this segment of the trail. Segment 1 is an active railroad used primarily for staging and storage by Florida Central Railroad. The county does have a lease buyout agreement with FCRR for \$2 million. However the timing associated with the lease buyout, approval from the Surface Transportation Board for abandonment, and purchase of the railroad corridor from CSX does not work for available funding needed. The FDOT District Five staff advised that if the railroad purchase did not go forward, then Lake County would have to pay back the \$2.1 million in design funds. Therefore the county has determined that the risk of the railroad deal was too great for the county to bear.

However, segment 2 if the Wekiva Trail is moving forward. The design will be completed in September 2018. The segment 2 Wekiva Trail will connect to the Trail segment currently under construction by FDOT with the Wekiva Parkway project. Segment 2 is the priority for Lake County as it will connect the communities of Sorrento and Mt Plymouth, an elementary school, and the East Lake Regional Park to the Wekiva Trail under construction. This trail also is being constructed into Seminole County and south into Orange County. Therefore Lake County respectfully requests that the segment 1 design funds be rolled into Segment 2 right of way acquisition funding.

Thank you,  
Fred Schneider  
County Engineer  
Lake County Dept of Public Works

Sent from my iPhone



## Rodriguez, Rachel

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**From:** Michael Woods  
**Sent:** Friday, June 29, 2018 9:03 AM  
**To:** Schoelzel, Mary  
**Cc:** Kersey, Jamie; Hamilton, Kayleen  
**Subject:** Re: FM#430975-2, Lake-Wekiva Trail

Yes the MPO concurs with the termination of the LAP agreement for the Lake-Wekiva Trail project.

----- Original message -----

From: "Schoelzel, Mary" <Mary.Schoelzel@dot.state.fl.us>  
Date: 6/29/18 8:59 AM (GMT-05:00)  
To: "Woods, Michael" <mwoods@lakesumtermo.com>  
Cc: "Kersey, Jamie" <Jamie.Kersey@dot.state.fl.us>, "Hamilton, Kayleen" <Kayleen.Hamilton@dot.state.fl.us>  
Subject: FM#430975-2, Lake-Wekiva Trail

Hi Mike, The Department is processing a Work Program Amendment due to Lake County and the Department terminating a LAP Agreement for the Lake-Wekiva Trail Project from Tremain Street to State Road 46. Mike via this e-mail could you reply back and give the concurrence of the MPO so that we can process this Work Program Amendment to delete this project from Fiscal Year 2018. Thanks Mike

*Mary Schoelzel*  
*Principal Planner*  
*HNTB Corporation, FDOT- In-House Consultant*  
*719 South Woodland Boulevard*  
*DeLand, Florida 32720*  
*386-943-5798*  
*"Have a Blessed Day"*

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The Florida Department of Transportation requests the following changes to be made to the Lake-Sumter MPO Metropolitan Planning Organization (MPO) Adopted Fiscal Years 2018/2019 – 2022/2023 Transportation Improvement Program (TIP) in coordination with the corresponding changes to the Department’s Adopted Work Program. Please make sure that you put the amendment date on your cover page of the TIP document and the page of the TIP that the project is listed on.

**LAKE COUNTY**

---

**FM#441364-1: County Road 42, From State Road 44 to Marion County Line - Safety Project - Project Sponsor: Florida Department of Transportation**

**Current TIP Status:**

Project is currently not in the TIP for Fiscal Years 2018/2019 – 2022/2023.

**Current TIP:**

Phase	Original Funding Type	Original Amount	Fiscal Year
31 (Design In-House Charges)	NA	\$0.00	2019
	<b>TOTAL</b>	<b>\$0.00</b>	

**Proposed Amendment:** This TIP adds the adding federal funding to the planning phase for the MPO’s UPWP.

Phase	Amended Funding Type	Amended Amount	Fiscal Year
31 (Design In-House Charges)	ACSS (Federal)	\$10,000.00	2019
	<b>TOTAL</b>	<b>\$10,000.00</b>	

**Difference: \$10,000.00**

**Explanation:** Project phase added to support and identify use of staff direct charges and resources according to management objectives. This is an in-house support phase to charge for timesheets.

## Tab 3

### ACTION ITEM

#### **Central Florida Metropolitan Planning Organization Alliance – Regional Priority Projects List.**

CFMPOA FY 2018/19 Regional List of Priority Projects (LOPP) and Prioritization Process.

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) has been active as a six-MPO forum for more than a decade, meeting quarterly to address regional transportation issues and legislative items. The group has been successful in building consensus on regional transportation issues by working together to complete a variety of regional planning studies and by adopting policies that promote regional transportation decision-making. In 2013, the Alliance adopted a transportation project prioritization process to provide clear support to the Florida Department of Transportation regarding the collective priorities for the region. This process is used to create a Regional List of Project Priorities (LOPP) that respects the independent decision-making of each member-MPO while working through the CFMPOA to collectively benefit from a regional prioritization process. By working as an Alliance to prioritize appropriate regional projects, each MPO will individually benefit while also benefitting the Central Florida Region. Through a unified approach, additional funding resources can be leveraged by working as an Alliance with the Florida Department of Transportation (FDOT).

The staff directors have been meeting over the summer to update the priority process and produce a draft regional LOPP for approval by each of the region's six MPOs. Attached are the draft CFMPOA FY 2018/19 Regional List of Priority projects and the updated Priority Projects Process for you review and approval.

#### **COMMITTEE RESULTS:**

TAC: Recommended Approval

**REQUESTED ACTION:** Staff recommends approval of Attached Draft CFMPOA FY 2018/19 Regional List of Priority Projects and the Updated Priority Projects Process.

**ATTACHMENTS:** CFMPOA 2018 Regional Lists of Priority Projects Final Draft 8-31-18 Clean version, CFMPOA 2018 Regional Lists of Priority Projects Final Draft 8-31-18 Mark-Up, CFMPOA Priority Process – Final Draft (Draft 8-29-18) – Clean Version, CFMPOA Priority Process – Final Draft (Draft 8-29-18) – Mark Up

# TAB 3

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



FY 2018-2019 SIS HIGHWAY PROJECTS

Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	4269054	Ellis Rd Widening	I-95 (John Rhodes Blvd)	Wickham Rd.	2.00	Extend/Widening 2 to 4 Lanes	PE underway ROW 2020-2023	CST	TBD	Space Coast TPO
2	435209-1	I-75 Interchange	@ NW 49th Street		--	Construct New Interchange	PD&E (FY 2017/18) PE (FY 2021/22)	CST only	TBD	Ocala/Marion TPO
3	2424848& 4314561	I-4*	W of CR 532 (Polk/Osceola Line)	W of SR 528/Beachline Expy.	16.45	Beyond the Ultimate Configuration for General Use & Managed Lanes	ROW 2017/18-2021/22	CST	\$1,731,919,000	MetroPlan
4a	2425924	I-4*	E of SR 434	Seminole/Volusia Co. Line	10.30	Beyond the Ultimate Configuration for General Use & Managed Lanes	Partial ROW 2021/22	ROW/CST	\$472,061,000	MetroPlan
4b	4084642	I-4*	Volusia/Seminole Co. Line	SR 472	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$667,608,000	River to Sea TPO
4c	2012103	I-4*	W of US 27	W of CR 532 (Polk/Osceola Line)	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$63,227,000	Polk TPO
5	4371811 4074023 4074024	SR 528 (Turnpike) SR 528 SR 528	SR 520 SR 524 (Industry) SR 3	SR 524 (Industry) East of SR 3 Port Canaveral Interchange	13.60 3.70 5.10	Widen 2 Lanes to 4 Lanes to include a Multiuse Trail	PD&E Design Design	DES/ROW/CST ROW/CST ROW/CST	TBD \$421,924,750 \$269,405,898	Space Coast TPO
6	4289471	SR 40	Williamson Blvd.	Breakaway Trail	---	Widen 4 to 6 lanes	PD&E complete PE FY 2022/23	ROW/CST	\$33,260,000	River to Sea TPO
7	2408371	SR 40	Cone Rd.	SR 11	---	Widen 2 to 4 lanes	PE/ENV 2015/16 ROW FY 2022/23	CST	\$58,148,130	River to Sea TPO
8	N/A	SR 25/US 27	CR 561 (west)	Florida's Turnpike (northern ramps)	2.14	Widen to 6 lanes	---	PD&E/PE/ ROW/CST	\$82,251,000	Lake~Sumter MPO
9	2408361	SR 40	SR 11	SR 15	---	Widen 2 to 4 lanes	PE 2013/14, ENV 2014/15, ROW 2022/23	CST	\$54,731,640	River to Sea TPO
10	4336521	I-75 Interchange Impr. at SR 40	SW 40th Avenue	SW 27 <sup>th</sup> Avenue	1.25	Operations and capacity improvements	Design underway; ROW (FY 2020/21 – 2022/23)	CST	\$15,000,000	Ocala/Marion TPO

**DRAFT**

**FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**



Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
11a	410674-3	SR 40	CR 314	CR 314A	6.1	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PE underway	ROW/CST	\$93,000,000	Ocala/Marion TPO
11b	410674-4	SR 40	CR 314A	Levy Hammock Road	2.8	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PD&E	PE/ROW/CST	\$35,000,000	Ocala/Marion TPO
12	4270561	SR 50	Crittenden Road	Villa City	1.0	Realign Road and add multi-use trail (South Lake Trail, Phase 3)	PD&E / PE (FY 2014/15)	ROW/CST	\$24,400,000	Lake~Sumter MPO
13	4354761	I-75 Interchange	@ CR 514		--	New Interchange	PD&E (FY 2015/16)	ROW/CST	TBD	Lake~Sumter MPO
14	4358592	West SR 50	US 98 (Hernando Co.)	CR 33 (Lake Co.)	20	Widen to 4 lanes (Project segmented: -2/-3/-4/-5/-6)	Study (FY 2015/16) PE (FY 2018/19)	ROW/CST	TBD	Lake~Sumter MPO
15	4404241	SR 405 Bridge Replacement (NASA Causeway)	----	----	---	Bridge Replacement	PD&E Underway PE (NASA)	CST	TBD	Space Coast TPO
16	#	SR 401 Bridge Replacement	SR 401 Interchange	Cape Canaveral Air Force Station	---	Bridge Replacement	----	PD&E	TBD	Space Coast TPO
17	#	SR100	Old Kings Road	Belle Terre Pkwy		Widen to 6 lanes	PE	ROW/CST	\$34,870,000	River to Sea TPO

\*I-4 Ultimate Configuration is noted as a PPP project.

**DRAFT**

**FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

CENTRAL FLORIDA MPO ALLIANCE <b>SIS</b> HIGHWAY PROJECTS FOR PRIORIZATION <b>FUNDED FOR CONSTRUCTION</b>										
Priority #	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
5	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40	---	Widen to 2 Lanes to 4 Lanes	ROW 2016/17 to 2020/21 CST 2020/21 \$50,186,043	Fully Funded	NA	River to Sea TPO
3a	2424847	I-4*	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	CST 2019/20	Fully Funded		MetroPlan
3a	4269053	I-95/Ellis Road Interchange	---	---		New Interchange	CST 2016/17	Fully Funded	---	Space Coast TPO
10	4106742	SR 40	SR 35	CR 314	4.5	Widen 2 to 4 lanes	CST 2019/2020	Fully Funded	---	Ocala/Marion TPO

NOTE: Although funded for construction, projects will continue to be shown until construction starts.

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION							
Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
Seminole Volusia Gap Spring to Spring Trail	436434-2	Old DeLand Road @ US 17/92	@ Lake Monroe Park	0.8	Heart of Florida: Coast to Coast	PE underway	River to Sea TPO
South Lake Trail Phase 3B	422570-3	SR 33 (Crittenden St.)	Silver Eagle Road	2.1	Heart of Florida: Coast to Coast	Update of PD&E Study and Design underway - ROW 2017-19, CST 2020	Lake~Sumter MPO
Clarcona-Ocoee Trail		West Orange Trail	Clarcona-Ocoee Road	0.2	Heart of Florida; Coast-to-Coast	ROW programmed for 2018; Construction programmed for 2020	MetroPlan Orlando
Silver Springs Gap	435486-1	SE 64th Ave Trailhead	Silver Springs State Park	6.0	Heart of Florida	In Design, Construction - FY 2020	Ocala/Marion TPO
South Lake Trail Phase 4	435893-1	Van Fleet Trail	CR 565A (Villa City Rd.)	8.4	Heart of Florida; Coast-to-Coast	Design Phase underway; ROW 2018-21, CST 2022	Lake~Sumter MPO
Pruitt Gap & SR 200 Trail Underpass	435484-1	Bridge Rd.	SR 200	9.5	Heart of Florida	In Design, Construction - FY 2022 (Trail underpass may be programmed separately)	Ocala/Marion TPO
East Central FL Rail Trail	4154348	Guise Road	Gobblers Lodge	3.5	Coast to Coast; St. Johns River to Sea Loop	CST totaling \$5,003,500 has been advanced to FY 2017/18 (design build underway)	River to Sea TPO
Halifax River Greenway - Beach Street	4361391	Wilder Blvd	Shady Place	0.5	East Coast Greenway	CST FY 2017/18 \$525,517	River to Sea TPO
Space Coast Trail	426187-1 436187-2	Canaveral Avenue	W. Max Brewer Bridge	1.9	St. Johns River to Sea; Coast- to-Coast; East Coast Greenway	Downtown connector/ ECFRRT to MINWR; Construction FY 2020/21 \$1,707,000; City of Titusville will build with local \$ in FY 2016/17; Indian River Ave to West of Max Brewer Bridge 0.2 miles Fully Funded Design FY 17/18 (\$810,000); Construction FY 21/22 (\$2,161,095)	Space Coast TPO
Space Coast Trail	436187-3	Max Brewer Bridge East end	Merritt Island National Wildlife Refuge Entrance	1.9	St. Johns River to Sea; Coast- to-Coast	CST in FY 2018/19 \$400,492	Space Coast TPO
Shingle Creek Trail 3C		Taft Vineland Road	Town Loop Blvd.	2.8	Regional Trail	Fully Funded for CST	MetroPlan Orlando
Shingle Creek Trail 3B	430225-2	Town Loop Blvd.	Orange/Osceola Co. Line	2.0	Regional Trail	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	MetroPlan Orlando
Halifax River Greenway	439868-1	Bellevue Ave.	Marina Point Drive	0.23	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO



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**FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

**REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION**

Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
Halifax River Greenway	439869-1	Marina Point Drive	Orange Ave.	0.51	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO
Halifax River Greenway	439871-1	Sickler Drive	2nd Street	0.57	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	River to Sea TPO
Halifax River Greenway	439870-1	Ballough Road Bridge	Ballough Road Bridge	0.06	St. Johns River to Sea, East Coast Greenway	CST in FY 2017/18	River to Sea TPO
Spring to Spring Trail, Seg. 3b	439039-3	Benson Junction Road	W. Highbanks Road	5.0	Heart of Florida; St. Johns River to Sea	CST in FY 2018/19	River to Sea TPO
Spring to Spring Trail, Segs 5 & 6	439874-1	Lake Beresford Park	Grand Ave.	3.60	Heart of Florida; St. Johns River-to-Sea	\$750,000 PD&E FY 2017/18 CST funded in FY 2022/23	River to Sea TPO
Oak Hill to Edgewater Trail	439862-1	US 1/Kennedy Parkway	Dale Ave.	11.6	St. Johns River to Sea, East Coast Greenway	PD&E Study funded in FY 2017/18 CST funded in FY 2022/23	River to Sea TPO
Spring to Spring Trail	439875-1	Grand Ave./Baxter Street	US 17	1.3	Heart of Florida; St. Johns River-to-Sea	Design \$251,000/ROW \$400,000 funded in FY 2017/18 CST funded in FY2019/20	River to Sea TPO
<b>Total Mileage of Priorities Programmed</b>				<b>77</b>			

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



REGIONAL TRAILS RANKED PRIORITIES SUNrail TIER ONE COAST TO COAST TRAIL - REMAINING UNFUNDED PHASES										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
T1-1	Space Coast Trail	437093-1	Playalinda Rd. West End/ Merritt Island NWR Entrance	Playalinda Rd. East End/Atlantic Ocean	10.5	St. Johns River to Sea; Coast- to-Coast	PD&E \$1,400,000 FY 15/16; Design funded for FY 22/23 (\$4,799,360.00)	ROW, CST	\$7,043,036	Space Coast TPO
			Playalinda Road	US 1 (Volusia Co. Line)	12.9					
T1-2	Clarcona-Ocoee Trail	436435-1	Pine Hills Trail	Hiawasse Road	1.5	Heart of Florida; Coast-to-Coast	CST partially funded (FY 2020/21)	CST	\$4,371,600	MetroPlan Orlando
T1-3	Pine Hills Trail Phase 3	436433-1	Clarcona-Ocoee Rd.	Seminole County Line	3.0	Heart of Florida; Coast-to-Coast	PD&E Complete	PE, ROW, CST		MetroPlan Orlando
T1-4	South Sumter Connector	435471-1	Withlacoochee Trail	Van Fleet Trail	19.5	Heart of Florida; Coast-to-Coast	PD&E programmed for 2017, Design 2019, ROW 2021	CST	\$9,000,000	Lake-Sumter MPO
T1-5	South Lake Trail Phase 3C	427056-1	CR 565A (Villa City Rd.)	SR 33 (Crittenden St.)	1.1	Heart of Florida; Coast-to-Coast	Design Complete, ROW FY 2018/19	CST (part of SR 50 realignment)	\$2,500,000	Lake-Sumter MPO
Total Mileage of Tier One					49	Total Estimated Remaining Costs for Tier One			\$22,914,636	

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**FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

SUNTrail <b>Tier Two</b> (St. Johns River to Sea Loop) Projects Ready for Design, ROW & Construction										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
Unranked	10th Street to SR 44/Lytle Ave. Trail	439864-1	10th Street	SR 44/Lytle Ave.	1.6	St. Johns River to Sea, East Coast Greenway	PD&E Funded in FY 2017/18 Design/Permitting funded in FY 2018/19	ROW, Construction	\$1,950,000	River-to-Sea TPO
Unranked	SR 44/Lytle Ave. to Beville Rd Trail	439865-1	SR 44/Lytle Av	Beville Road	12.5	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2018/19	ROW, Construction	TBD	River to Sea TPO
Projects Under Study										
Unranked	SR 40 Trail	439872-1	Cassen Park	SR A1A	1.1	St. Johns River to Sea	Feasibility Study funded in FY 2016/17	Design, ROW, Construction	TBD	River-to-Sea TPO
Unranked	Flagler Beach Trail	439873-1	South 26th Street	North 9th Street	2.9	St. Johns River to Sea, East Coast Greenway	Feasibility Study/PD&E Study funded in FY 2016/17 Design Funded in FY 2020/21	ROW, Construction	\$2,500,000	River-to-Sea TPO
Unranked	US 17 Trail	439876-1	SR 40	Putnam County line	14.0	St. Johns River-to-Sea	Feasibility Study/PD&E Study funded in FY 2017/18, PE funded FY 2020/21	ROW, CST	\$1,500,000	River-to-Sea TPO
<b>Total Mileage for Tier Two</b>					<b>32</b>	<b>Total Estimated Remaining Costs for Tier Two</b>			<b>\$5,950,000</b>	

FY 2018/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



SUNTrail Tier Three & Transportation Alternatives Eligible

Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO	
T3-1	Wekiva Trail	430975-3	CR 437	Red Tail Blvd	9.8	Mt. Dora Bikeway	PD&E Completed Design Funded FY 2015/16 \$2,636,810	ROW \$7,000,000 / CST \$7,658,566	\$14,658,566	Lake~Sumter MPO	
		430975-2	Tremain St.	CR 437				Mt. Dora Bikeway			PD&E Completed
T3-2	Silver Springs to Mount Dora		SE 64th Ave Trailhead	CR 42	16.6	Heart of Florida; Mt. Dora Bikeway	Trail in Marion County will be on existing public lands.	Design and construction	\$7,300,000	Ocala/Marion TPO	
T3-3	East Coast Greenway/SR 528	407402-3 407402-4	US 1	Port Canaveral	8.8	East Coast Greenway	Design funded FY 2016/17; part of two widening/reconstruction projects	CST phase needed in same FY as road widening/reconstruction of roadway	\$8,810,000	Space Coast TPO	
T3-4	Black Bear Scenic Trail	4363601 4106742	Levy Hammock Road	US 17	27.7	Heart of Florida	Study Underway in FY 2018 PD&E Funded in FY2020	Design, ROW & CST Phases needed (a portion of the trail will be included w/ road widening project #4106742)	\$25,481,630	Lake~Sumter MPO, River to Sea TPO, Ocala Marion TPO	
T3-5	Shingle Creek Trail 4	430225-1 430225-7 4302259 4398781	Orange/Osceola Co. Line	Kissimmee Lakefront Park	11.8	Shingle Creek Regional Trail	Yates Connector – PE FY16/17 Osceola Pkwy – PE FY16/17 Bridge over Osceola Pkwy – PE FY16/17	CST	\$7,782, 168 \$8,000,000 \$10,599,768	MetroPlan Orlando	
T3-6	Space Coast Trail/US 1	#	SR 50	Grace Street	3.1	East Coast Greenway	Feasibility Study complete	Design, CST Phases needed	\$3,700,000	Space Coast TPO	
T3-7	Pine Hills Trail Phase 2	#	Silver Star Road	Clarcona-Ocoee Road	2.30	Shingle Creek Regional Trail	PD&E	Design, ROW & CST Phases needed	\$1,591,942	MetroPlan Orlando	
T3-8	West Orange Trail Phase 5a	#	Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando	
T3-9	Tav-Dora Trail	#	Tremain St	Wooton Park	8.3	Mt. Dora Bikeway	Trails MasterPlan Complete	PD&E, Design, ROW & CST Phases needed	\$4,500,000	Lake~Sumter MPO	
T3-10	West Orange Trail Phase 5b	#	Rock Springs Road	Wekiva Springs SP entrance	2.8	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$5,200,000	MetroPlan Orlando	
T3-11	West Orange Trail Phase 5a	#	Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando	
T3-12	West Orange Trail Phase 4	#	Kelly Park	CR 435 in Orange Co.	3.7	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$1,300,000	MetroPlan Orlando	
T3-13	North Lake Trail	#	CR 450	SR 40	19.5		Study Underway FY 2018	PD&E, Design, ROW & CST needed	\$24,857,000	Lake~Sumter MPO	
T3-14	Santos to Baseline Trail	#	Baseline Trailhead	Santos Trailhead	4.5	Heart of Florida	Design is 60% complete	Design (remaining portion only), CST	\$1,500,000	Ocala/Marion TPO	
Total Mileage of Tier One Priorities			49	Total Estimated Remaining Costs for Tier Three and TA			\$ 157,881,074				
Total Mileage of Tier Two Priorities			32	Total Mileage of Tier Three & TA Priorities			127	Total Estimated Remaining Costs of Ranked Priorities (all Tiers)		\$186,745,710	

<b>CFMPOA Regional Transit Priorities</b>
<b>Transit Projects Programmed/Under Construction</b>
<ul style="list-style-type: none"><li>Brightline (West Palm Beach – Orlando) – Private Sector</li></ul>
<b>Prospective Transit Projects Currently Being Pursued</b>
<ul style="list-style-type: none"><li>SunRail – Phase II North (DeBary – DeLand)</li><li>SunRail – Phase III (Meadow Wood Station to OIA)</li><li>OIA Refresh Alternatives Analysis</li><li>US 192 Bus Rapid Transit</li><li>SR 50 Bus Rapid Transit</li><li>Lymmo Expansion (North/South)</li><li>SR 436 – LYNX Premium Transit Service</li><li>Prospective Brightline Brevard Station Study</li></ul>
<b>Privately Funded Transit Projects Being Pursued</b>
<ul style="list-style-type: none"><li>Brightline/Hyperloop (Orlando – Tampa )</li></ul>
<b>Future Transit Projects that will be studied</b>
<ul style="list-style-type: none"><li>East Central Florida Corridor Task Force Transit Study</li></ul>

FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS



FY 20187-20198 SIS HIGHWAY PROJECTS

Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
1	4269054	Ellis Rd Widening	I-95 (John Rhodes Blvd)	Wickham Rd.	2.00	Extend/Widening 2 to 4 Lanes	PE underway ROW 2020-2023	CST	\$10,000,000TBD	Space Coast TPO
2	435209-1	I-75 Interchange	@ NW 49th Street		--	Construct New Interchange	PD&E (FY 2017/18) PE (FY 2021/22)	CST only	TBD	Ocala/Marion TPO
2	4336521	I-75 Interchange Impr- at SR 40	SW 40th Avenue	SW 27th Avenue	1.25	Operations and capacity improvements	Design underway- ROW 2017/18-2018/19	CST	\$15,000,000	Ocala/Marion TPO
3a	2424847	I-4*	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	CST 2019/20			MetroPlan
3b	2424848 & 4314561	I-4*	W of CR 532 (Polk/Osceola Line)	W of SR 528/Beachline Expy.	16.45	Beyond the Ultimate Configuration for General Use & Managed Lanes	ROW 2017/18-2021/22	CST	\$1,731,919,000	MetroPlan
4a	2425924	I-4*	E of SR 434	Seminole/Volusia Co. Line	10.30	Beyond the Ultimate Configuration for General Use & Managed Lanes	Partial ROW 2021/22	ROW/CST	\$472,061,000	MetroPlan
4b	4084642	I-4*	Volusia/Seminole Co. Line	SR 472	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 2016/17	ROW/CST	\$469,736,67,608,000	River to Sea TPO
4c	2012103	I-4*	W of US 27	W of CR 532 (Polk/Osceola Line)	---	Beyond the Ultimate Configuration for General Use & Managed Lanes	PE 20165/176	ROW/CST	\$63,227,000	Polk TPO
5	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40	---	Widen to 2 Lanes to 4 Lanes	ROW 2016/17 to- 2020/21 CST 2020/21 \$50,186,043	Fully Funded	NA	River to Sea TPO
65	4371811 4074023 4074024	SR 528 (Turnpike) SR 528 SR 528	SR 520 SR 524 (Industry) SR 3	SR 524 (Industry) East of SR 3 Port Canaveral Interchange	13.60 3.70 5.10	Widen 2 Lanes to 4 General Use & Managed Lanes to include a Multiuse Trail	PD&E Design Design	DES/ROW/CST ROW/CST ROW/CST	TBD \$421,924,750 \$269,405,898	Space Coast TPO
76	4289471	SR 40	Williamson Blvd.	Breakaway Trail	---	Widen 4 to 6 lanes	PD&E complete PE FY 2022/23	PE/ROW/CST	\$33,260,000	River to Sea TPO
87	2408371	SR 40	Cone Rd.	SR 11	---	Widen 2 to 4 lanes	PE/ENV 2015/16 ROW FY 2022/23	ROW/CST	\$50,360,0058,148,130	River to Sea TPO
98	N/A	SR 25/US 27	CR 561 (west)	Florida's Turnpike (northern ramps)	2.14	Widen to 6 lanes	---	PD&E/PE/ ROW/CST	\$25,000,000 \$82,251,000	Lake~Sumter MPO

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**FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

<del>109</del>	2408361	SR 40	SR 11	SR 15	---	Widen 2 to 4 lanes	PE 2013/14, ENV 2014/15, ROW 2021/22	CST	<del>\$48,500,000</del> \$4,731,640	River to Sea TPO
<del>110</del>	<u>4336521</u>	<u>I-75 Interchange Impr. at SR 40</u>	<u>SW 40th Avenue</u>	<u>SW 27<sup>th</sup> Avenue</u>	<u>1.25</u>	<u>Operations and capacity improvements</u>	<u>Design underway; ROW (FY 2020/21 - 2022/23)</u>	<u>CST</u>	<u>\$15,000,000</u>	<u>Ocala/Marion TPO</u>

Priority	FDOT Financial Management Number	Project Name	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
<u>11a</u>	410674-3	SR 40	CR 314	CR 314A	6.1	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PE underway	ROW/CST	\$93,000,000	Ocala/Marion TPO
<u>11b</u>	410674-4	SR 40	CR 314A	Levy Hammock Road	2.8	Widen to 4 lanes w/ multi-use trail (Black Bear Scenic Trail)	PD&E	PE/ROW/CST	\$35,000,000	Ocala/Marion TPO
<u>12</u>	<u>4270561</u>	<u>SR 50</u>	<u>Crittenden Road</u>	<u>Villa City</u>	<u>1.0</u>	<u>Realign Road and add multi-use trail (South Lake Trail, Phase 3)</u>	<u>PD&amp;E / PE (FY 2014/15)</u>	<u>ROW/CST</u>	<u>\$24,400,000</u>	<u>Lake~Sumter MPO</u>
<u>13</u>	<u>4354761</u>	<u>I-75 Interchange</u>	<u>@ CR 514</u>		--	<u>New Interchange</u>	<u>PD&amp;E (FY 2015/16)</u>	<u>ROW/CST</u>	<u>TBD</u>	<u>Lake~Sumter MPO</u>
<u>14</u>	<u>4358592</u>	<u>West SR 50</u>	<u>US 98 (Hernando Co.)</u>	<u>CR 33 (Lake Co.)</u>	<u>20</u>	<u>Widen to 4 lanes (Project segmented: -2/-3/-4/-5/-6)</u>	<u>Study (FY 2015/16) PE (FY 2018/19)</u>	<u>ROW/CST</u>	<u>TBD</u>	<u>Lake~Sumter MPO</u>
<u>15</u>	<u>4404241</u>	<u>SR 405 Bridge Replacement (NASA Causeway)</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>Bridge Replacement</u>	<u>PD&amp;E Underway PE (NASA)</u>	<u>CST</u>	<u>TBD</u>	<u>Space Coast TPO</u>
<u>16</u>	<u>#</u>	<u>SR 401 Bridge Replacement</u>	<u>SR 401 Interchange</u>	<u>Cape Canaveral Air Force Station</u>	<u>---</u>	<u>Bridge Replacement</u>	<u>---</u>	<u>PD&amp;E</u>	<u>TBD</u>	<u>Space Coast TPO</u>
<u>17</u>	<u>#</u>	<u>SR100</u>	<u>Old Kings Road</u>	<u>Belle Terre Pkwy</u>		<u>Widen to 6 lanes</u>	<u>PE</u>	<u>ROW/CST</u>	<u>\$34,870,000</u>	<u>River to Sea TPO</u>

\*I-4 Ultimate Configuration is noted as a PPP project.

CENTRAL FLORIDA MPO ALLIANCE SIS HIGHWAY PROJECTS FOR PRIORIZATION FUNDED FOR CONSTRUCTION										
Priority #	FDOT Financial Management Number	Project Name or Designation	From	To	Length (Miles)	Work Description	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)	MPO/TPO
5	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40	---	Widen to 2 Lanes to 4 Lanes	ROW 2016/17 to 2020/21 CST 2020/21 \$50,186,043	Fully Funded	NA	River to Sea TPO
3a	2424847	I-4*	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	CST 2019/20	Fully Funded		MetroPlan
4	2427152	I-95/I-4 Systems Interchange	---	---		Interchange upgrade	CST 2014/15	---	---	River to Sea TPO
3a	4269053	I-95/Ellis Road Interchange	---	---		New Interchange	CST 2016/17	Fully Funded	---	Space Coast TPO
10	4106742	SR 40	SR 35	CR 314	4.5	Widen 2 to 4 lanes	CST 2019/2020	Fully Funded	---	Ocala/Marion TPO

NOTE: Although funded for construction, projects will continue to be shown until construction starts.



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**FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION							
Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
<u>Seminole Volusia Gap Spring to Spring Trail</u>	<u>436434-12</u>	<del>Wayside Park (Seminole County)</del> <u>Old DeLand Road @ US 17/92</u>	<del>Spring to Spring Trail (Volusia County) @ Lake Monroe Park</del>	0.8	Heart of Florida: Coast to Coast	<del>CST \$1,379,067 in FY 2017/18 PE underway</del>	<u>River to Sea TPO/MetroPlan Orlando</u>
South Lake Trail Phase 3B	422570-3	SR 33 (Crittenden St.)	Silver Eagle Road	2.1	Heart of Florida: Coast to Coast	Update of PD&E Study and Design underway - ROW 2017-19, CST 2020	Lake~Sumter MPO
Clarcona-Ocoee Trail		West Orange Trail	Clarcona-Ocoee Road	0.2	Heart of Florida; Coast-to-Coast	ROW programmed for 2018; Construction programmed for 2020	MetroPlan Orlando
Silver Springs Gap	435486-1	SE 64th Ave Trailhead	Silver Springs State Park	6.0	Heart of Florida	In Design, Construction - FY 2020	Ocala/Marion TPO
<del>East Central FL Rail Trail</del>	<del>424040-4</del>	<del>Kingman Road</del>	<del>Volusia County Line</del>	<del>12.8</del>	<del>St. Johns River to Sea; Coast-to-Coast</del>	<del>Under Construction</del>	<del>Space Coast TPO</del>
South Lake Trail Phase 4	435893-1	Van Fleet Trail	CR 565A (Villa City Rd.)	8.4	Heart of Florida; Coast-to-Coast	Design Phase underway; ROW 2018-21, CST 2022	Lake~Sumter MPO
<u>Pruitt Gap &amp; SR 200 Trail Underpass</u>	435484-1	Bridge Rd.	SR 200	9.5	Heart of Florida	In Design, Construction - FY 2022 <u>(Trail underpass may be programmed separately)</u>	Ocala/Marion TPO
East Central FL Rail Trail	4154348	Guise Road	Gobblers Lodge	3.5	Coast to Coast; St. Johns River to Sea Loop	CST totaling \$5,003,500 has been advanced to FY 2017/18 <u>(design build underway)</u>	River to Sea TPO
Halifax River Greenway - Beach Street	4361391	Wilder Blvd	Shady Place	0.5	East Coast Greenway	<del>CST has been advanced to</del> FY 2017/18 \$525,517	River to Sea TPO
<del>Halifax River Greenway - Donnelly Place</del>	<del>438983-1</del>	<del>Shady Place</del>	<del>Bellevue Ave.</del>	<del>0.3</del>	<del>East Coast Greenway</del>	<del>Construction funded in FY 2017/18 \$215,512</del>	<del>River to Sea TPO</del>
Space Coast Trail	426187-1 436187-2	Canaveral Avenue	W. Max Brewer Bridge	1.9	St. Johns River to Sea; Coast- to-Coast; East Coast Greenway	Downtown connector/ ECFRRT to MINWR; Construction FY 2020/21 \$1,707,000; <del>but City of Titusville will build with local \$ in FY 2016/17; Fully funded through construction by City of Titusville</del> Indian River Ave to West of Max Brewer Bridge 0.2 miles Fully Funded Design FY 17/18 (\$810,000); Construction FY 21/22 (\$2,161,095)	Space Coast TPO
<u>Space Coast Trail</u>	<u>436187-3</u>	<u>Max Brewer Bridge East end</u>	<u>Merritt Island National Wildlife Refuge Entrance</u>	<u>1.9</u>	<u>St. Johns River to Sea; Coast- to-Coast</u>	<u>CST in FY 2018/19 \$400,492</u>	<u>Space Coast TPO</u>
<u>Shingle Creek Trail 3C</u>		<u>Taft Vineland Road</u>	<u>Town Loop Blvd.</u>	<u>2.8</u>	<u>Regional Trail</u>	<u>Fully Funded for CST</u>	<u>MetroPlan Orlando</u>

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**FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

<a href="#"><u>Shingle Creek Trail 3B</u></a>	<a href="#"><u>430225-2</u></a>	<a href="#"><u>Town Loop Blvd.</u></a>	<a href="#"><u>Orange/Osceola Co. Line</u></a>	<a href="#"><u>2.0</u></a>	<a href="#"><u>Regional Trail</u></a>	<a href="#"><u>Design/Permitting funded in FY 2016/17</u></a> <a href="#"><u>CST in FY 2017/18</u></a>	<a href="#"><u>MetroPlan Orlando</u></a>
<a href="#"><u>Halifax River Greenway</u></a>	<a href="#"><u>439868-1</u></a>	<a href="#"><u>Bellevue Ave.</u></a>	<a href="#"><u>Marina Point Drive</u></a>	<a href="#"><u>0.23</u></a>	<a href="#"><u>St. Johns River to Sea, East Coast Greenway</u></a>	<a href="#"><u>Design/Permitting funded in FY 2016/17</u></a> <a href="#"><u>CST in FY 2017/18</u></a>	<a href="#"><u>River to Sea TPO</u></a>

**REGIONAL TRAIL PRIORITIES FUNDED THROUGH CONSTRUCTION**

Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega Trail	Latest Project Phase Funded	MPO
<a href="#"><u>Halifax River Greenway</u></a>	<a href="#"><u>439869-1</u></a>	<a href="#"><u>Marina Point Drive</u></a>	<a href="#"><u>Orange Ave.</u></a>	<a href="#"><u>0.51</u></a>	<a href="#"><u>St. Johns River to Sea, East Coast Greenway</u></a>	<a href="#"><u>Design/Permitting funded in FY 2016/17</u></a> <a href="#"><u>CST in FY 2017/18</u></a>	<a href="#"><u>River to Sea TPO</u></a>
<a href="#"><u>Halifax River Greenway</u></a>	<a href="#"><u>439871-1</u></a>	<a href="#"><u>Sickler Drive</u></a>	<a href="#"><u>2nd Street</u></a>	<a href="#"><u>0.57</u></a>	<a href="#"><u>St. Johns River to Sea, East Coast Greenway</u></a>	<a href="#"><u>Design/Permitting funded in FY 2016/17</u></a> <a href="#"><u>CST in FY 2017/18</u></a>	<a href="#"><u>River to Sea TPO</u></a>
<a href="#"><u>Halifax River Greenway</u></a>	<a href="#"><u>439870-1</u></a>	<a href="#"><u>Ballough Road Bridge</u></a>	<a href="#"><u>Ballough Road Bridge</u></a>	<a href="#"><u>0.06</u></a>	<a href="#"><u>St. Johns River to Sea, East Coast Greenway</u></a>	<a href="#"><u>CST in FY 2017/18</u></a>	<a href="#"><u>River to Sea TPO</u></a>
<a href="#"><u>Spring to Spring Trail, Seg. 3b</u></a>	<a href="#"><u>439039-3</u></a>	<a href="#"><u>Benson Junction Road</u></a>	<a href="#"><u>W. Highbanks Road</u></a>	<a href="#"><u>5.0</u></a>	<a href="#"><u>Heart of Florida; St. Johns River to Sea</u></a>	<a href="#"><u>CST in FY 2018/19</u></a>	<a href="#"><u>River to Sea TPO</u></a>
<a href="#"><u>Spring to Spring Trail, Segs 5 &amp; 6</u></a>	<a href="#"><u>439874-1</u></a>	<a href="#"><u>Lake Beresford Park</u></a>	<a href="#"><u>Grand Ave.</u></a>	<a href="#"><u>3.60</u></a>	<a href="#"><u>Heart of Florida; St. Johns River-to-Sea</u></a>	<a href="#"><u>\$750,000 PD&amp;E FY 2017/18</u></a> <a href="#"><u>CST funded in FY 2022/23</u></a>	<a href="#"><u>River to Sea TPO</u></a>
<a href="#"><u>Oak Hill to Edgewater Trail</u></a>	<a href="#"><u>439862-1</u></a>	<a href="#"><u>US 1/Kennedy Parkway</u></a>	<a href="#"><u>Dale Ave.</u></a>	<a href="#"><u>11.6</u></a>	<a href="#"><u>St. Johns River to Sea, East Coast Greenway</u></a>	<a href="#"><u>PD&amp;E Study funded in FY 2017/18</u></a> <a href="#"><u>CST funded in FY 2022/23</u></a>	<a href="#"><u>River to Sea TPO</u></a>
<a href="#"><u>Spring to Spring Trail</u></a>	<a href="#"><u>439875-1</u></a>	<a href="#"><u>Grand Ave./Baxter Street</u></a>	<a href="#"><u>US 17</u></a>	<a href="#"><u>1.3</u></a>	<a href="#"><u>Heart of Florida; St. Johns River-to-Sea</u></a>	<a href="#"><u>Design \$251,000/ROW \$400,000 funded in FY 2017/18</u></a> <a href="#"><u>CST funded in FY2019/20</u></a>	<a href="#"><u>River to Sea TPO</u></a>
<b>Total Mileage of Priorities Programmed</b>				<b><a href="#"><u>62.177</u></a></b>			

REGIONAL TRAILS RANKED PRIORITIES SUNTrail TIER ONE COAST TO COAST TRAIL - REMAINING UNFUNDED PHASES										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
<del>T1-1</del>	<del>Space Coast Trail</del>	<del>436187-3</del>	<del>Max Brewer Bridge East end</del>	<del>Merritt Island National Wildlife Refuge Entrance</del>	<del>1.9</del>	<del>St. Johns River to Sea; Coast to Coast</del>	<del>Downtown connector/ ECFRRT to MINWR; Feasibility Study FY 2014/15 \$160,124; Design FY 17/18; Construction funded FY 2018/19</del>	<del>Fully Funded through CST in FY 2018/19 \$400,492</del>	<del>NA</del>	<del>Space Coast TPO</del>
<del>T1-12</del>	<del>Space Coast Trail</del>	<del>437093-1</del>	<del>Playalinda Rd. West End/ Merritt Island NWR Entrance</del>	<del>Playalinda Rd. East End / Atlantic Ocean</del>	<del>10.5</del>	<del>St. Johns River to Sea; Coast to Coast</del>	<del>PD&amp;E \$1,400,000 FY 15/16; Design funded for FY 22/23/22 (\$4,799,360.00)</del>	<del>ROW, CST</del>	<del>\$7,043,036</del>	<del>Space Coast TPO</del>
			<del>Playalinda Road</del>	<del>US 1 (Volusia Co. Line)</del>	<del>12.9</del>					
<del>T1-23</del>	<del>Clarcona-Ocoee Trail</del>	<del>436435-1</del>	<del>Pine Hills Trail</del>	<del>Hiawassee Road</del>	<del>1.5</del>	<del>Heart of Florida; Coast-to-Coast</del>	<del>PD&amp;E Complete CST partially funded (FY 2020/21)</del>	<del>DESIGN, ROW, CST</del>	<del>\$6,100,04,371,600</del>	<del>MetroPlan Orlando</del>
<del>T1-34</del>	<del>Pine Hills Trail Phase 3</del>	<del>436433-1</del>	<del>Clarcona-Ocoee Rd.</del>	<del>Seminole County Line</del>	<del>3.09</del>	<del>Heart of Florida; Coast-to-Coast</del>	<del>PD&amp;E Complete</del>	<del>PE, ROW, CST</del>		<del>MetroPlan Orlando</del>
<del>T1-45</del>	<del>South Sumter Connector</del>	<del>435471-1</del>	<del>Withlacoochee Trail</del>	<del>Van Fleet Trail</del>	<del>19.5</del>	<del>Heart of Florida; Coast-to-Coast</del>	<del>PD&amp;E programmed for 2017, Design 2019, ROW 2021</del>	<del>CST 2023</del>	<del>\$9,000,00016,705,923</del>	<del>Lake-Sumter MPO</del>
<del>T1-56</del>	<del>South Lake Trail Phase 3C</del>	<del>427056-1</del>	<del>CR 565A (Villa City Rd.)</del>	<del>SR 33 (Crittenden St.)</del>	<del>1.1</del>	<del>Heart of Florida; Coast-to-Coast</del>	<del>Design Complete, ROW FY 2018/19</del>	<del>ROW, CST (part of SR 50 realignment)</del>	<del>\$2,500,000</del>	<del>Lake-Sumter MPO</del>
<b>Total Mileage of Tier One</b>					<b>49.8</b>	<b>Total Estimated Remaining Costs for Tier One</b>			<b>\$32,348,95922,914,636</b>	

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**FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

SUNTrail <b>Tier Two</b> (St. Johns River to Sea Loop) Projects Ready for Design, ROW & Construction										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
Unranked	Dale Ave. to 10th Street Trail	439863-1	Dale Ave.	10th Street	1.2	St. Johns River to Sea, East Coast Greenway	Design/Permitting/CST Funded in FY 2016/17	Fully Funded	NA	River-to-Sea TPO
Unranked	US 17 Trail (Pierson)	439877-1	Washington Ave.	Palmetto Ave.	1.1	St. Johns River to Sea	Design/Permitting/CST Funded in FY 2016/17	Fully Funded	NA	River-to-Sea TPO
Unranked	Halifax River Greenway	439868-1	Bellevue Ave.	Marina Point Drive	0.23	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	Fully Funded	NA	River-to-Sea TPO
Unranked	Halifax River Greenway	439869-1	Marina Point Drive	Orange Ave.	0.51	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	Fully Funded	NA	River-to-Sea TPO
Unranked	Halifax River Greenway	439871-1	Sickler Drive	2nd Street	0.57	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2017/18 CST \$100,000 FY 2017/18	Fully Funded	NA	River-to-Sea TPO
Unranked	Halifax River Greenway	439870-1	Ballough Road Bridge	Ballough Road Bridge	0.06	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2016/17 CST in FY 2017/18	Fully Funded	NA	River-to-Sea TPO
Unranked	Spring to Spring Trail, Seg. 3a	439039-1	Detroit Terrace	US 17/92	6.0	Heart of Florida; St. Johns River to Sea	Design in FY 2017/18 - \$396,000	ROW, Construction	\$6,500,000	River-to-Sea TPO
Unranked	10th Street to SR 44/Lytle Ave. Canal Street Trail	439864-1	10th Street	SR 44/Lytle Ave. Canal Street	1.6	St. Johns River to Sea, East Coast Greenway	PD&E Funded in FY 2017/18 Design/Permitting funded in FY 2018/19	ROW, Construction	\$1,950,000	River-to-Sea TPO
Unranked	SR 44/Lytle Ave. to Beville Rd Trail	439865-1	SR 44/Lytle Av	Beville Road	12.5	St. Johns River to Sea, East Coast Greenway	Design/Permitting funded in FY 2018/19	ROW, Construction	TBD	River to Sea TPO
Unranked	Spring to Spring Trail	439875-1	Grand Ave./Baxter Street	US 17	1.3	Heart of Florida; St. Johns River to Sea	Design \$251,000/ROW \$400,000 funded in FY 2017/18, \$4,500,000 CST FY2019/20	Fully Funded	NA	River-to-Sea TPO
Projects <b>Requiring Under Study</b>										
Unranked	Spring to Spring Trail, Segs 5 & 6	439874-1	Lake Beresford Park	Grand Ave.	3.60	Heart of Florida; St. Johns River to Sea	\$750,000 PD&E FY 2017/18; Design/Permitting funded in FY 2019/20	ROW & CST Phases needed	\$2,000,000	River-to-Sea TPO
Unranked	SR 40 Trail	439872-1	Cassen Park	SR A1A	1.1	St. Johns River to Sea	Feasibility Study funded in FY 2016/17	Design, ROW, Construction	TBD	River-to-Sea TPO
Unranked	Flagler Beach Trail	439873-1	South 26th Street	North 9th Street	2.9	St. Johns River to Sea, East Coast Greenway	Feasibility Study/PD&E Study funded in FY 2016/17 Design Funded in FY 2020/21/18/19	Design, ROW, Construction	\$2,500,000	River-to-Sea TPO

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**FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

SUNTrail Tier Two (St. Johns River to Sea Loop) Projects Ready for Design, ROW & Construction										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
<del>Unranked</del>	<del>Oak Hill to Edgewater Trail</del>	<del>439862-1</del>	<del>US 1/Kennedy Parkway</del>	<del>Dale Ave.</del>	<del>11.6</del>	<del>St. Johns River to Sea, East Coast Greenway</del>	<del>PD&amp;E Study funded in FY 2017/18</del>	<del>ROW, Construction</del>	<del>TBD</del>	<del>River to Sea TPO</del>
Unranked	US 17 Trail	439876-1	SR 40	Putnam County line	14.0	St. Johns River-to-Sea	Feasibility Study/PD&E Study funded in FY 2017/18, <u>PE funded FY 2020/21</u>	Design, ROW, CST	\$1,500,000	River-to-Sea TPO
Total Mileage for Tier Two					<del>58.7732</del>	Total Estimated Remaining Costs for Tier Two			<del>\$175,950,000</del>	

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SUNTrail Tier Three & Transportation Alternatives Eligible

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FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS

Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
T3-1	Wekiva Trail	430975-43	<del>CR 437</del>	<del>Hojin Street</del> Red Tail Blvd	9.8	Mt. Dora Bikeway	PD&E Completed Design Funded FY 2015/16 \$2,636,810	ROW \$107,000,000 / CST \$7,658,566	\$147,658,566	Lake~Sumter MPO
		430975-2	Tremain St.	CR 437			PD&E Completed	Design \$2,636,810 ROW \$10,000,000 / CST		
<del>T3-2</del>	<del>Shingle Creek Trail 3C</del>		<del>Taft Vineland Road</del>	<del>Town Loop Blvd.</del>	<del>2.8</del>	<del>Shingle Creek Regional Trail</del>	<del>PD&amp;E</del>	<del>Design, ROW &amp; CST</del>	<del>\$6,376,000</del>	<del>MetroPlan Orlando</del>
<del>T3-23</del>	Silver Springs to Mount Dora		SE 64th Ave Trailhead	CR 42	16.6	Heart of Florida; Mt. Dora Bikeway	Trail in Marion County will be on existing public lands.	Design and construction	\$7,300,000	Ocala/Marion TPO
<del>T3-34</del>	East Coast Greenway/SR 528	407402-3 407402-4	US 1	Port Canaveral	8.8	East Coast Greenway	Design funded FY 2016/17; part of two widening/reconstruction projects	CST phase needed in same FY as road widening/reconstruction of roadway	\$8,810,000	Space Coast TPO
<del>T3-45</del>	Black Bear Scenic Trail	<del>#4363601 4106742</del>	Levy Hammock Road	US 17	27.7	Heart of Florida	Study <del>Underway</del> Funded in FY 2018 PD&E Funded in FY2020	Design, ROW & CST Phases needed <u>(a portion of the trail will be included w/ road widening project #4106742)</u>	\$25,481,630	Lake~Sumter MPO, River to Sea TPO, Ocala Marion TPO
<del>T3-56</del>	Shingle Creek Trail 4	430225-1 430225-7 4302259 4398781	Orange/Osceola Co. Line	Kissimmee Lakefront Park	11.8	Shingle Creek Regional Trail	<del>Yates Connector – PE FY16/17 Osceola Pkwy – PE FY16/17 Bridge over Osceola Pkwy – PE FY16/17 Some segments completed, some Programmed. 4398781 programmed for CST 2017; 4302259 programmed for CST 2019</del>	<del>CST ROW &amp; CST</del>	<del>\$24,952,116 \$7,782,168 \$8,000,000 \$10,599,768</del>	MetroPlan Orlando
<del>T3-68</del>	Space Coast Trail/US 1	#	SR 50	Grace Street	3.1	East Coast Greenway	Feasibility Study complete	Design, CST Phases needed	\$3,700,000	Space Coast TPO
<del>T3-9</del>	<del>Tav-lee Trail Phase 2</del>	#	<del>Lakes Blvd.</del>	<del>Sleepy Hollow</del>	<del>3.9</del>	<del>Mt. Dora Bikeway</del>	<del>PD&amp;E Complete</del>	<del>Design, ROW &amp; CST Phases needed</del>	<del>\$2,902,000</del>	<del>Lake~Sumter MPO</del>
<del>T3-10</del>	<del>Shingle Creek Trail 3B</del>	<del>430225-2</del>	<del>Town Loop Blvd.</del>	<del>Orange/Osceola Co. Line</del>	<del>2.0</del>	<del>Shingle Creek Regional Trail</del>	<del>PD&amp;E</del>	<del>Design, ROW &amp; CST</del>	<del>\$4,000,000</del>	<del>MetroPlan Orlando</del>
<del>T3-11</del>	<del>Lake Yale Loop Trail/Sabal Bluff Connector</del>	#	<del>Tav-lee Trail</del>	<del>Marion County Line</del>	<del>12.2</del>	<del>Mt. Dora Bikeway</del>	<del>Trail Master Plan Complete</del>	<del>PD&amp;E, Design, ROW &amp; CST Phases needed</del>	<del>\$9,157,000</del>	<del>Lake~Sumter MPO</del>
<del>T3-7</del>	<del>Pine Hills Trail Phase 2</del>	#	<del>Silver Star Road</del>	<del>Clarcona-Ocoee Road</del>	<del>2.30</del>	<del>Shingle Creek Regional Trail</del>	<del>PD&amp;E</del>	<del>Design, ROW &amp; CST Phases needed</del>	<del>\$1,591,942</del>	<del>MetroPlan Orlando</del>
<del>T3-8</del> <del>T3-12</del>	West Orange Trail Phase 5a	#	Lester Road	Kelly Park	4.2	Heart of Florida; Mt. Dora Bikeway	ROW and design needed		\$7,800,000	MetroPlan Orlando
<del>T3-913</del>	Tav-Dora Trail	#	Tremain St	Wooton Park	8.3	Mt. Dora Bikeway	Trails Master Plan Complete	<del>Study, PD&amp;E, Design, ROW &amp; CST Phases needed</del>	\$4,500,000	Lake~Sumter MPO
<del>T3-104</del>	West Orange Trail Phase 5b	#	Rock Springs Road	Wekiva Springs SP entrance	2.8	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$5,200,000	MetroPlan Orlando
<del>T3-11</del>	<del>West Orange Trail Phase 5a</del>	#	<del>Lester Road</del>	<del>Kelly Park</del>	<del>4.2</del>	<del>Heart of Florida; Mt. Dora Bikeway</del>	<del>ROW and design needed</del>		<del>\$7,800,000</del>	<del>MetroPlan Orlando</del>

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**FY 2017/18/19 CENTRAL FLORIDA MPO ALLIANCE - LIST OF PRIORITY PROJECTS**

SUNTrail Tier <b>Three &amp; Transportation Alternatives</b> Eligible										
Priority	Trail Name	FM Number	Limits A	Limits B	Length (Miles)	Mega-Trails	Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present Day)	MPO
<del>T3-15</del>	<del>Pine Hills Trail Phase 2</del>	#	<del>Silver Star Road</del>	<del>Clarcona-Ocoee Road</del>	<del>2.30</del>	<del>Shingle-Creek Regional Trail</del>	<del>PD&amp;E</del>	<del>Design, ROW &amp; CST Phases needed</del>	<del>\$1,591,942</del>	<del>MetroPlan Orlando</del>
T3-126	Neighborhood Lakes Trail West Orange Trail Phase 4	#	Kelly Park	CR 435 in Orange Co.	3.7	Heart of Florida; Mt. Dora Bikeway	PD&E	Design, ROW & CST Phases needed	\$1,300,000	MetroPlan Orlando
<del>T3-17</del>	<del>N. Merritt Island Heritage Trail</del>	#	<del>SR 528</del>	<del>Federal Lands</del>	<del>12.5</del>	<del>East Coast Greenway</del>		<del>Feasibility (\$125,000), PD&amp;E, ROW, Design, &amp; CST</del>	<del>TBD</del>	<del>Space Coast TPO</del>
<del>T3-138</del>	<del>North Lake Trail</del>	#	<del>CR 450</del>	<del>SR 40</del>	<del>19.5</del>		<del>Study Underway Funded FY 2018</del>	<del>PD&amp;E, Design, ROW &amp; CST needed</del>	<del>\$24,857,000</del>	<del>Lake~Sumter MPO</del>
T3-14	Santos to Baseline Trail	#	Baseline Trailhead	Santos Trailhead	4.5	Heart of Florida	Design is 60% complete	Design (remaining portion only), CST	\$1,500,000	Ocala/Marion TPO
Total Mileage of Tier One Priorities			49.8	Total Estimated Remaining Costs for Tier Three and TA			\$152,586,254 157,881,074			
Total Mileage of Tier Two Priorities			3258.8	Total Mileage of Tier Three & TA Priorities			127	Total Estimated Remaining Costs of Ranked Priorities (all Tiers)		\$186,745,710



<b>CFMPOA Regional Transit Priorities</b>
<b>Transit Projects <u>Programmed/Under Construction</u><del>Currently Underway</del></b>
<ul style="list-style-type: none"> <li>• <u>SunRail – Phase II South (Sand Lake Road to Poinciana)</u><u>Brightline (West Palm Beach – Orlando) – Private Sector</u></li> </ul>
<b>Prospective Transit Projects Currently Being <u>Pursued</u> <del>Studied or in Development</del></b>
<ul style="list-style-type: none"> <li>• <u>SunRail – Phase II North (DeBary – DeLand)</u></li> <li>• SunRail – Phase III (Meadow Wood Station to OIA)</li> <li>• OIA Refresh Alternatives Analysis</li> <li>• US 192 Bus Rapid Transit</li> <li>• SR 50 Bus Rapid Transit</li> <li>• Lymmo Expansion (North/South)</li> <li>• <u>SR 436 – LYNX Premium Transit Service</u></li> <li>• Prospective Brightline Brevard Station Study</li> </ul>
<b>Privately Funded Transit Projects <u>Being Pursued</u></b>
<ul style="list-style-type: none"> <li>• <u>Brightline/Hyperloop</u> (Orlando – <u>Tampa</u>)<u>West Palm Beach/ Ft. Lauderdale/ Miami</u></li> </ul>
<b>Future Transit Projects that will be studied</b>
<ul style="list-style-type: none"> <li>• East Central Florida Corridor Task Force Transit Study</li> </ul>
<b>Table Revised June 2017</b>



**CENTRAL FLORIDA**  
**MPO**  
**ALLIANCE**

**Regional Prioritization Priorities and Process**

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**October 2018**



**Regional Prioritization Initiative**  
**Adopted April 2013**  
Revised October 2018

**Background**

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) has been active as a six-MPO forum for more than a decade, meeting quarterly to address regional transportation issues and legislative items. The group has been successful in building consensus on regional transportation issues by working together to complete a variety of regional planning studies and by adopting policies that promote regional transportation decision-making. In 2013, the Alliance adopted a transportation project prioritization process to provide clear support to the Florida Department of Transportation regarding the collective priorities for the region. This process is used to create a Regional List of Project Priorities (LOPP) that respects the independent decision-making of each member-MPO while working through the CFMPOA to collectively benefit from a regional prioritization process. By working as an Alliance to prioritize appropriate regional projects, each MPO will individually benefit while also benefitting the Central Florida Region. Through a unified approach, additional funding resources can be leveraged by working as an Alliance with the Florida Department of Transportation (FDOT).

**The Project Categories**

Not all transportation projects and funding categories are appropriate for a regional approach. However, three categories have emerged through the consensus-building process. Strategic Intermodal System (SIS) projects are of regional and statewide importance. Therefore SIS projects, both interstate and non-interstate projects, would be addressed by the Alliance in order to potentially leverage increased transportation resources for the region. This category would not include US highways and state roads that are funded through the FDOT's Other Arterials program.

As a result of the "Close the Gaps" initiative that began in Central Florida in 2012, and the Florida Shared-Use Non-motorized (SUNTrails) program established in 2015, Regional Trails comprise the second category of transportation projects to be prioritized by the Alliance. Through this regional approach, greater resources are leveraged by prioritizing among the five MPOs within FDOT District 5 the trail projects that can most quickly lead to completed systems of trails that connect populations

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The CFMPOA is currently evaluating options to integrate Transportation Systems Management and Operations (TSMO) projects and Transportation Planning projects as additional categories in the future. See "Proposed Future Categories" below.

## **The Process**

Each MPO adheres to an annual prioritization process to establish funding needs within individual MPO Areas. That annual process typically begins near the start of the calendar year and usually concludes in June or July of each year. September-November, the FDOT begins the process of gaming, which results in new projects entering into the FDOT's Tentative Work Program or programmed projects being advanced in the Tentative Work Program. The five District 5 MPOs working on a unified priority list will empower the FDOT to incorporate the actions of the Alliance into the new Work Program.

The process will respect each MPO's order of projects within the three aforementioned categories. The CFMPOA prioritization process will follow the order within each MPO's list while melding the five lists into one regional list. Costs, the scale of magnitude of projects and the cost-benefit factor of projects will be considered, as well as the urbanized population and visitor population served by projects. To achieve a sense of equity, efforts will be made to rotate, as feasible, among the five MPOs to ensure the development of a regional list that advances projects important to each MPO in the region.

## **The Timeline**

In order to meet the FDOT's deadline for release of the Tentative Work Program, each MPO will individually follow its own process. Meanwhile, the CFMPOA will review and update the Regional Prioritization Priorities and Process at the April meeting. A draft list will be developed for review and comment in July. Just prior to the July meeting, the executive directors will reconvene to refine the priority list for presentation to the Alliance. Based on action by the CFMPOA, the priority list will be compared to each individual MPO's priority list to ensure consistency with individual MPO priorities. Final

action will occur in September or early-October on each individual MPO's List of Priority Projects.



Once each MPO has taken action and transmitted their LOPPs to the FDOT, the executive directors will reconvene to review actions and to make a determination if changes are needed to the CFMPOA priority list. The finalized list will be presented to the Alliance at the October meeting for ratification and the list will be formally transmitted to the FDOT. From the time of adoption of each individual MPO's LOPP until ratification by the Alliance, the executive directors will remain in communication with FDOT personnel on the pending CFMPOA priority list to ensure awareness of progress on the regional effort.

### **The Outcomes**

Once the CFMPOA ratifies the list in October, a landmark moment occurs in Florida as an unprecedented level of regional transportation coordination is formalized. For each of the three project categories, the potential outcomes are unique. For SIS priorities, the regional list affords the Central Office of FDOT an opportunity to look at the Central Florida Region in a new manner. When examining the potential funding of mega-projects, a unified list incorporating the five MPO's and nine counties of District 5, and potentially Polk County and the Polk County TPO, will enhance the process between MPOs and the FDOT of establishing priorities and programming funds. The planned outcome is the leveraging of greater resources to the region.

In light of the changes in state and federal funding opportunities for regional trail projects, a unified list of regional trail priorities is critical to meeting the goals of the "Close the Gaps" and SUNTrail program initiatives. Leveraging additional FDOT funds is the focus of the regional trail priority list. The regional trail section includes three independent lists of trail projects identified through the Tier I and Tier II SUNTrails program, as well as a master list of regional trail projects, ordered by phases so that shovel-ready projects are top priority. This list provides District 5 with an opportunity to program funds for multiple projects and supports applications from Alliance members for Tier III SUNTrail funding. The result is intended to expedite construction of multiple trail segments that will begin closing the gaps in the regional network. This approach will catalyze an eco-tourism opportunity of national and international proportions.

Regarding regional transit projects, the CFMPOA process is focused on mass transit that has regional implications beyond localized transit services. The Alliance list is intended to coalesce efforts throughout the region into a unified approach and to further the recommendations of the Regional Transit Study completed through the CFMPOA. Rail and bus-rapid- transit projects would be the focus of the CFMPOA list, while localized transit services would remain part of each individual MPO's prioritization process. This approach will aid the FDOT in developing a regional mass transit vision for Central Florida beyond the initial phases of SunRail.

## **Proposed Future Categories**

### Transportation Systems Management & Operations (TSMO)

Innovations in information and communications technologies are leading to improvements and efficiencies in transportation which provides another category of transportation projects to be prioritized by the Alliance. Transportation Systems Management and Operations (TSMO) refers to "the application of multimodal transportation strategies and technologies intended to maximize the efficiency, safety, and utility of the existing transportation network". It includes a set of projects and strategies that use technology and real-time operational procedures. When well integrated into at the state, regional and local levels, TSMO offers a cost effective, efficient platform to significantly improve safety while at the same time enhancing the movement of people and goods, all with a positive impact on individual and national economic prosperity.

In reviewing the Regional Prioritization Priorities and Process during the 2018 update, the growing influence of advanced technologies under the Transportation Systems Management and Operations (TSM&O) program was recognized. A regional consortium of industry professionals convenes regularly in FDOT District 5 to consider these evolving technologies and to work together in advancing their deployment. In addition, CFMPOA members are developing independent TSM&O programs and masterplans to effectively implement projects. Adding a TSMO project list conveys a strong message to the FDOT on the important role that information and communication technologies will play in a 21<sup>st</sup> Century transportation system. With this, and the endorsement of the Alliance, these projects will have a competitive advantage over projects that are submitted from other regions for FDOT funds targeted for projects in this category.

In the next year, CFMPOA members intend to work together, along with FDOT staff and the consortium, to develop a program that will incorporate regional TSM&O projects into the Regional List of Priority Projects. This will require defining a "regional" project, establishing a process that incorporates independent M/TPO's and outlining the funding opportunities.

## Regional Planning Studies

The CFMPOA also recognizes the opportunity to engage in various planning activities on a regional scale. Examples of this in recent years include the Regional Truck Parking Study, the Regional Transit Study and the development of a Regional Long Range Transportation Plan. These studies typically involve FDOT District 5 staff and outcomes that benefit from early involvement by stakeholders in the development of scopes of services and project schedules. In the coming year, members of the CFMPOA also intend to identify and develop a list of Planning Studies that will best advance the shared goals of the alliance.

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**Adopted**  
~~October 11, 2013~~



**CENTRAL FLORIDA**  
**MPO**  
**ALLIANCE**

**Regional Prioritization Priorities and Process**

**October 2018**



## Regional Prioritization Initiative

~~Adopted April 2013~~

Revised October 2018

### The Concept Background

The Central Florida Metropolitan Planning Organization Alliance (CFMPOA) has been active as a six-MPO forum for more than a decade, meeting quarterly to address regional transportation issues and legislative items. ~~Although the group has been successful in building consensus on regional transportation issues by working together to complete a variety of regional planning studies and by adopting policies that promote regional transportation decision-making. In 2013, the Alliance adopted does not have a formal role in the a transportation project prioritization process with to provide clear support to the Florida Department of Transportation regarding the collective priorities for the region. This process is used to create a Regional List of Project Priorities (LOPP) that respects the independent decision-making of Each member-MPO individually engages with FDOT to establish priorities for transportation funding, however, the Alliance has never acted on a regional list of priorities. An opportunity awaits for each MPO to while working through the CFMPOA to collectively benefit from a regional prioritization process. By working as an Alliance to prioritize appropriate regional projects, each MPO will individually benefit while also benefitting the Central Florida Region. Through a unified approach, additional funding resources can be leveraged by working as an Alliance with the Florida Department of Transportation (FDOT).~~

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Not all transportation projects and funding categories are appropriate for a regional approach. However, three categories have emerged through the consensus-building process. Strategic Intermodal System (SIS) projects are of regional and statewide importance. Therefore SIS projects, both interstate and non-interstate projects, would be addressed by the Alliance in order to potentially leverage increased transportation resources for the region. This category would not include US highways and state roads that are funded through the FDOT's Other Arterials program.

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Each MPO adheres to an annual prioritization process to establish funding needs within individual MPO Areas. That annual process typically begins ~~near the start of the calendar in April-May and~~ usually concludes in ~~June or July~~ of each year ~~in order to meet the Sept. 1 statutory deadline~~. September-November, the FDOT begins the process of gaming, which results in new projects entering into the FDOT's Tentative Work Program or programmed projects being advanced in the Tentative Work Program. The five District 5 MPOs working on a unified priority list will empower the FDOT to incorporate the actions of the Alliance into the new ~~w~~Work Program.

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## TAB 4

### ACTION ITEM

#### **Transportation Performance Measures and Targets:**

#### **Federal Performance Measures and FDOT's PM2 & PM3 Initial Targets for Pavement, Bridge and System Performance, Freight, Congestion Mitigation and Air Quality (CMAQ), and the LakeXpress Transit Asset Management Plan (TAM).**

On December 13, 2017 MPO Board adopted Safety Performance Measures (PM1) to meet new Federal Highway Administration (FHWA) requirements. FHWA has established an additional set of performance measures for Pavement and Bridge (PM2) and System Performance for the National Highway System (NHS) freight, and Congestion Mitigation and Air Quality (CMAQ) (PM3). Of note, the CMAQ does not apply to Florida as the entire State is in attainment for air quality standards.

The FDOT initial performance measures targets for PM2 and PM3 were released on May 20, 2018, and the information is attached. Based on the guidance from FHWA, FDOT will make risk-based decisions from a long-term assessment of the National Highway System (NHS), and other public roads included in the plan, as it relates to managing its physical assets and laying out a set of investment strategies to address the condition and system performance gaps. Each of the MPOs have until November 16, 2018, to accept the FDOT Performance Measures and Targets, or develop their own targets.

Additionally, by November 16, 2018, MPOs' Transportation Improvement Programs (TIPs) must include a narrative description of the Bridge and Pavement measures and system performance, freight, and anticipated effects the projects will have collectively on meeting these targets. Further, the Long-Range Transportation Plan (LRTP) will also need to include narratives on the performance measures, either by the next major update or when/if the current LRTP gets amended after July of 2018. The narrative description is currently being vetted by MPOs throughout the State. At their September 12, 2018 meeting, TAC members recommended the MPO Board adopt the FDOT's Initial Targets for Pavement, Bridge, System Performance and Freight.

#### **Transit Asset Management Plan**

The written provisions to address FTA's Transit Assessment Management/State of Good Repair (TAM/SGR) performance measures must be completed by October 1, 2018 (two years after the effective date of the TAM rule<sup>7</sup>). As information on transit asset conditions as reported by providers of public transportation to the National Transit Database (NTD) will not be available until October 2019, they will need to provide this information directly to their MPO. For additional TAM/SGR information, please see FTA's TAM webpage. Lake County Transit has developed their LakeXpress TAM and is scheduled to adopt the TAM on September 25, 2018 at the regular meeting Lake County Board of County Commissioners.

#### **COMMITTEE RESULTS:**

TAC: Recommended Approval

**REQUESTED ACTION:** Staff recommends adoption of the FDOT PM2 & PM3 Performance Measures and Targets and the LakeXpress TAM Performance Measures and Targets as presented.

**ATTACHMENTS: PM2 & PM3** Transportation Performance Measures and Targets, LakeXpress Transit Asset Management Performance Measures and Targets, LakeXpress Transit Asset Management Plan and the 2045 LRTP Performance Measures and Targets - Executive Summary



## Federal Performance Measures

### FDOT Initial Targets for Pavement, Bridge and System Performance

Targets for the following performance measures have to be established by May 20, 2018. The MPOs will then have 180 days to commit to support the FDOT targets OR set their own targets.

#### National Performance Management Measures to Assess Pavement Condition (23 CFR 490.307)

FDOT Performance Measure	FDOT Target	FHWA Performance Measure	2yr Target	4yr Target
% of lane miles on SHS with pavement condition rating of either Excellent or Good.	80%	% of Interstate pavements in Good condition	n/a	≥ 60%
		% of Interstate pavements in Poor condition	n/a	≤ 5%
		% of non-Interstate NHS pavements in Good condition	≥ 40%	≥ 40%
		% of non-Interstate NHS pavements in Poor condition	≤ 5%	≤ 5%

Note: Per the federal rule, no more than 5 percent of the Interstate pavement can be in Poor condition.

#### National Performance Management Measures to Assess Bridge Condition (23 CFR 490.407)

FDOT Performance Measure	FDOT Target	FHWA Performance Measure	2yr Target	4yr Target
% of bridges on SHS with condition rating of either Excellent or Good by number of bridges	90%	% of NHS bridges classified as in Good condition by deck area	≥ 50%	≥ 50%
		% of NHS bridges classified as in Poor condition by deck area	≤ 10%	≤ 10%

Note: Per the federal rule, no more than 10 percent of the total deck area of NHS bridges can be classified as Structurally Deficient (Poor).

#### National Performance Management Measures to Assess Performance of the NHS, Freight and CMAQ (23 CFR 490.507 and 490.607)

FHWA Performance Measure	2yr Target	4yr Target
% of person-miles traveled on the Interstate that are reliable	75%	70%
% of person-miles traveled on the non-Interstate NHS that are reliable	n/a	50%
Truck travel time reliability ratio (TTR) on the Interstate	1.75	2.0

Note: The Congestion Mitigation and Air Quality (CMAQ) measures do not apply to Florida as we are in attainment.

# Performance-Based Planning and Programming

Building on the performance requirements established in MAP-21, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) codified a series of National Performance Management Measures applicable to MPOs through the federal rulemaking process. In 2016, FHWA issued final rules on the National Performance Management Measures to evaluate safety, pavement and bridge conditions for the National Highway Performance Program, and system performance/freight/Congestion Mitigation Air Quality (CMAQ). The safety performance measure Final Rule went into effect on April 20, 2016. The pavement and bridge condition and system performance/freight/ CMAQ Final Rules went into effect on May 20, 2017, except for certain components of the greenhouse gas measure which went into effect on September 28, 2017 [23 CFR § 490].

PM 1 -National Performance Management Measure- Safety	
1.	No. of Fatalities
2.	Fatality Rate per 100 million VMT
3.	No. of Serious Injuries
4.	Serious Injury Rate per 100 million VMT
5.	No. of Combined Non-Motorized Fatalities and Serious Injuries
6.	No. of Fatalities

Source: 23 CFR §924, 23 CFR § 490

PM 2 -National Performance Management Measure- Infrastructure	
1.	% of Interstate System Pavement in Good Condition
2.	% of Interstate System Pavement in Poor Condition
3.	% of Non-Interstate NHS Pavement in Good Condition
4.	% of Non-Interstate NHS Pavement in Poor Condition
5.	% of NHS Bridge Deck Area in Good Condition
6.	% of NHS Bridge Deck Area in Poor Condition

Source: 23 CFR § 490

PM 3 - National Performance Management Measure- System Performance	
1.	% Person-Miles Traveled on the Interstate that are Reliable
2.	% Person-Miles Traveled on the Non-Interstate NHS that are Reliable
3.	% Change in Tailpipe CO <sub>2</sub> (greenhouse gas) Emissions on the NHS Compared to the Calendar Year 2017 Level
4.	Truck Travel Time Reliability (TTTR) Index
5.	Annual Hours of Peak Hour Excessive Delay Per Capita
6.	% Non-SOV Travel
7.	Total Emissions Reduction

Source: 23 CFR § 490

## Recommendations

- **Continue using the performance management process for the development of goals and project selection. The Lake~Sumter MPO should utilize performance measures using available data that are quantifiable.**
- **Continue to incorporate the goals, objectives, performance measures, and targets of other plans and studies into the planning process for the 2045 LRTP, including the Highway Safety Improvement Program (HSIP), State Highway Safety Plan (SHSP), the State Asset Management Plan for the National Highway System (NHS), the State Freight Plan, the Transit Asset Management Plan, and the Transit Agency Safety Plan.**
- **Coordinate with FDOT to identify and report on performance targets as required under MAP-21 and the FAST Act. The state targets should be listed and the TPO should state that they are adopting the state's targets. The 2045 LRTP should identify and report the performance achieved in meeting its performance targets in relation to previous reports and baseline data. Consider showing the history of each measure over time and progression toward meeting or achieving the targets.**
- **Incorporate identified performance targets into the project evaluation criteria for the**

*L RTP. (During project evaluation, projects that help to achieve the performance targets can be weighted higher.) Also, identify areas (locations) that fall below the targets for each performance measure and use them in developing and prioritizing projects in the L RTP. By addressing areas that fall below the target, the MPO will align investments with goals.*

- *Identify the following which can be used for comparison between future performance reports and for use in developing the Needs Plan:*
  - *Safety – locations with high rates of fatalities, serious injuries, and non-motorized fatalities and serious injuries*
  - *Infrastructure – locations of interstate, non-interstate NHS facilities, and bridges in poor condition.*
  - *System Performance – interstate and non-interstate facilities that are not reliable.*
- *Identify other system performance measures in addition to the required National Performance Management Measures early in the planning process to ensure that the data required is available and is reported out of the travel demand model. Coordinate with the Central Florida Regional Transportation Modeling Subcommittee as to the information that can be provided by the Central Florida Regional Planning Model (CFRPM) to measure system performance.*

## SECTION 4 ANNUAL PERFORMANCE TARGETS AND MEASURES

### State of Good Repair Policy

LakeXpress's SGR policy is such that a capital asset is in SGR when the following objective standards are met:

1. If the asset is in a condition sufficient to operate at a full level of performance; an individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR.
2. The asset is able to perform its manufactured design function.
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility.
4. The asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

The TAM Plan allows LakeXpress to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level. The goal of these policies is to allow LakeXpress to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are ULB and Condition.

### SGR Performance Measures and Targets

SGR performance measures combine the measures of ULB and physical condition to create performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB and condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. FTA-defined SGR performance measures include:

- Rolling Stock (Age) – The percentage of revenue vehicles (fixed-route and paratransit) within a particular asset class that have either met or exceeded their ULB.
- Equipment (Non-Revenue Service Vehicles) (Age) – Applies only to non-revenue service vehicles and does not include "other" equipment assets. The SGR performance measure for non-

revenue, support-service, and maintenance vehicle equipment is the percentage of those vehicles that have either met or exceeded their ULB.

- Facilities (Condition) – The percentage of facilities within an asset class rated below condition 3 on the FTA TERM Scale.

Table 4-1 shows the percentage of LakeXpress’s assets (by count) that have met or exceeded their ULB for each asset class in 2018 and their performance targets for the next four years. As discussed further in Section 6, the vehicle targets are based on the vehicle replacement plan from the 2019 TDP.

**Table 4-1: LakeXpress 2018 SGR Performance and Targets (2019–2022)**

Asset Class	2018 Performance	2019 Target	2020 Target	2021 Target	2022 Target
<i>Rolling Stock</i>					
Buses	31%	19%	31%	31%	0%
Cutaways	23%	6%	61%	61%	48%
Minivans	0%	0%	0%	100%	0%
Vans	60%	0%	0%	0%	40%
<i>Equipment</i>					
Non-Revenue Vehicles	43%	0%	0%	0%	0%
<i>Facilities</i>					
Administrative Office	0%	0%	0%	0%	0%

*As previously noted, FTA-defined SGR performance measure for equipment assets applies only to non-revenue service vehicles and does not include other equipment assets; therefore these other equipment assets are not included in this table.*



## *LakeXpress Transit Asset Management Plan*

# 2019-2022

**DRAFT**

*September 2018*

*Prepared for*



*Prepared by*







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## SECTION 1 INTRODUCTION

This document serves as the Lake County Transit (LakeXpress) Transit Asset Management (TAM) Plan for the FY 2019–2022 timeframe.

### Transit Asset Management Rule

On July 26, 2016, the Federal Transit Administration (FTA) published the Transit Asset Management Final Rule to help achieve and maintain a state of good repair (SGR) for the nation’s public transportation assets. The TAM Final Rule establishes minimum federal requirements for transit asset management applicable to all recipients of Chapter 53 funds that own, operate, or manage public transportation capital assets. LakeXpress, the public transit agency in Lake County, is a recipient of Chapter 53 funds and own, operates, and manages capital assets; therefore, LakeXpress must prepare a TAM Plan in compliance with FTA’s TAM Final Rule.

LakeXpress is committed to operating a public transportation system that offers reliable, accessible, and convenient service with safe vehicles and facilities. Transit asset management is an administrative process that combines the components of investment (available funding), rehabilitation and replacement actions and performance measures with the outcome of operating assets within the defined SGR parameters.

This TAM Plan provides an overview of how LakeXpress will assess, monitor, and report the physical condition of assets used in the operation of the public transportation system and will formalize LakeXpress’s approach to maintain its assets in an SGR.

### Agency Overview

The Lake County Board of County Commissioners (BCC) provides a public transportation program through the Lake County Transit Division (LakeXpress) that includes seven fixed bus routes and an advanced-reservation paratransit service (Lake County Connection) to unincorporated Lake County and the county’s 10 incorporated cities. Both fixed-route and paratransit services are contracted through a third party company, RATP DEV.

### TAM Plan Requirements

LakeXpress is a Tier II transit provider, defined as an agency that does not operate rail fixed-guideway public transportation systems and has either 100 or fewer vehicles in fixed-route revenue service during peak regular service or has 100 or fewer vehicles in general demand-response service during peak regular service hours.

As a Tier II provider this TAM Plan must, at a minimum, include:<sup>1</sup>

- An **asset inventory** of the number and type of capital assets that that LakeXpress owns.
- A **condition assessment** of the inventoried assets for which LakeXpress has direct ownership or capital responsibility.
- A description of the **analytical processes and decision-support tools** that LakeXpress uses to estimate capital investment needs over time and develop its investment prioritization.
- LakeXpress’s **prioritized list of investments**.

Table 1-1 provides a checklist to show how LakeXpress complies with the required TAM Plan elements.

**Table 1-1: FTA TAM Plan Compliance Checklist**

Required Elements	Status/TAM Section
1. Do I have a TAM Plan that covers a four-year period?	Yes, this TAM Plan includes an FY 2019–FY 2022 horizon.
2. Was the TAM plan updated within the last four years?	This is the first required TAM Plan.
3. Do I have a TAM Plan that includes all required elements:	
a. An asset inventory for all assets used in the provision of public transportation, including those owned by third parties?	Section 2
b. A condition assessment of all assets in my asset inventory for which I have direct capital responsibility?	Section 3
c. An investment prioritization that:	Section 5
• Ranks projects to improve or manage the state of good repair over the horizon period	
• Includes all capital assets for which I have direct capital responsibility, <ul style="list-style-type: none"> <li>• Is at the asset class level?</li> </ul>	
d. Did I document the analytical processes and decision-support tools used in developing my TAM Plan?	Section 5
4. Do I have documentation that I calculated performance for:	Section 4  (Infrastructure asset category is not applicable for LakeXpress)
<i>Equipment</i> (non-revenue service vehicles, support-service and maintenance vehicles equipment) –percentage of vehicles that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	
<i>Rolling Stock</i> – percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	
<i>Infrastructure</i> (rail fixed-guideway, track, signals, and systems) – percentage of track segments with performance restrictions for all assets for which I have direct capital responsibility.	
<i>Facilities</i> – percentage of facilities within an asset group rated below condition 3 on the TERM scale for all assets for which I have direct capital responsibility.	

<sup>1</sup> 49 CFR Parts 625, § 625.25

**Table 1-1: FTA TAM Plan Compliance Checklist (cont'd)**

Required Elements	Status/TAM Section
5. Do I have documentation that I set annual performance targets to project the following fiscal year for:	Section 4
• Equipment	
• Rolling Stock	
• Facilities	
6. Did I make my TAM Plan, any supporting records or documents, performance targets, investment strategies, and the annual condition assessment report available to the State and/or MPO that provides my funding?	The TAM Plan is delivered to FDOT and the MPO upon completion.

Source: Federal Transit Administration, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/55371/compliancechecklistfy2018\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/55371/compliancechecklistfy2018_0.pdf).

## TAM Plan Horizon

LakeXpress is required to complete its TAM Plan by October 1, 2018, and include a minimum four-year planning period. LakeXpress's TAM Plan covers the required four-year planning period from October 1, 2018, to September 30, 2022, but may be amended prior to this date if there is a significant change to staff, assets, and/or operations.

## Accountable Executive

Per FTA TAM requirements, each transit operator receiving FTA funding must designate an "Accountable Executive" to implement the TAM Plan. LakeXpress's Accountable Executive will be the Transit Manager, who will balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan.

The Accountable Executive will be responsible for ensuring the development and implementation of the TAM Plan, in accordance with §625.25 (*Transit Asset Management Plan Requirements*). Additionally, the Accountable Executive will be responsible for ensuring that the reporting requirements, in accordance with both §625.53 (*Recordkeeping for Transit Asset Management*) and §625.55 (*Annual Reporting for Transit Asset Management*) are completed. Furthermore, the Accountable Executive will approve the annual asset performance targets and TAM Plan document. These required approvals will be self-certified by the Accountable Executive via the annual FTA Certifications and Assurances forms in FTA's Transit Award Management System (TrAMS).

## SECTION 2 ASSET INVENTORY

This section presents LakeXpress's existing asset inventory used to provide public transportation services within its service area.

### Service Area

Lake County is located in the approximate center of the state of Florida and is surrounded by Marion County to the north, Sumter County to the west, Polk County to the south, and Volusia, Seminole, and Orange counties to the east. According to the 2010 U.S. Census, the Lake County is 1,157 square miles in total, with approximately 938 square miles of land and 219 square miles of water.

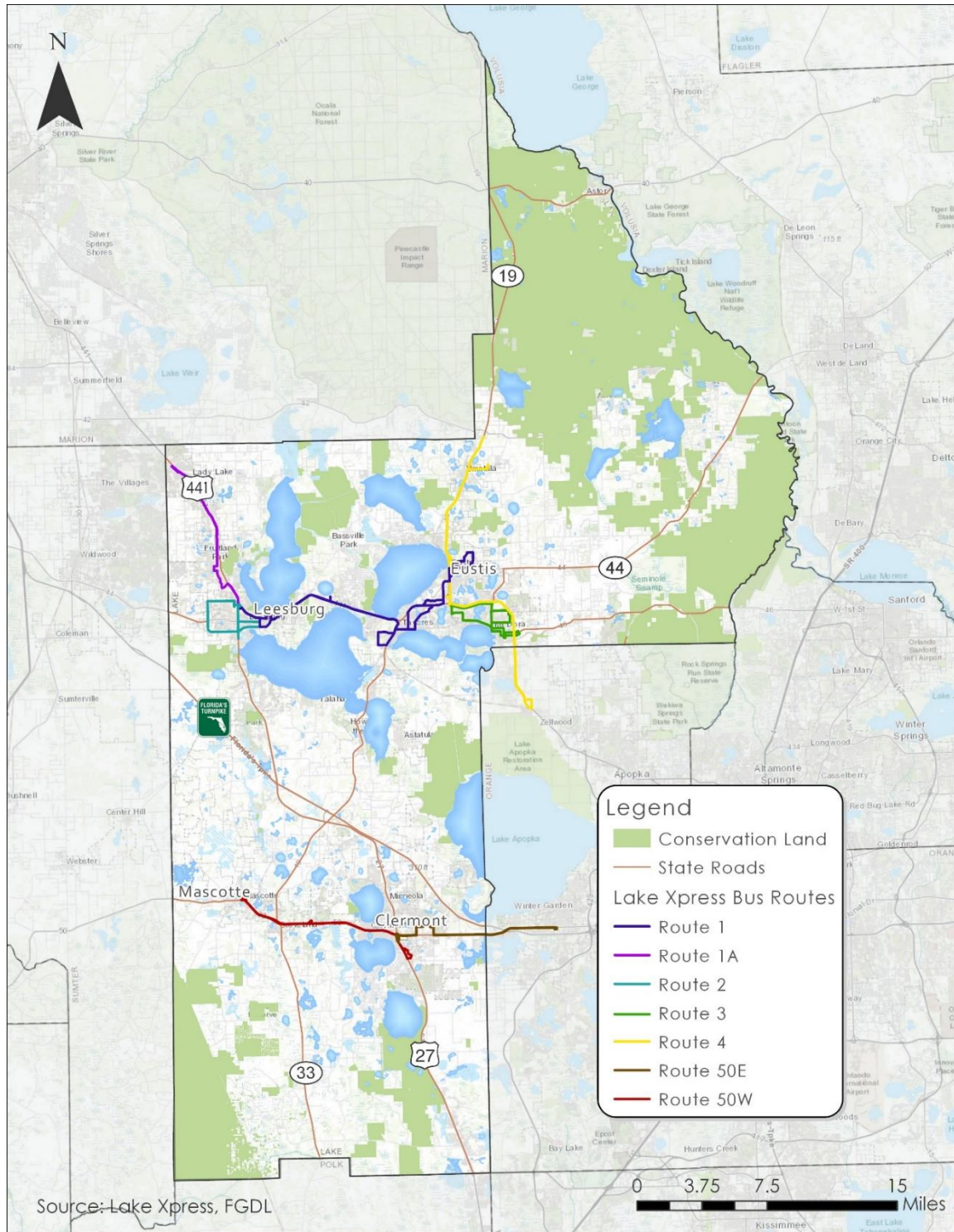
LakeXpress operates a total of seven bus routes as part of its fixed-route network, some of which connect with other transit systems in adjacent counties and others that connect with these neighboring transit systems within Lake County. LakeXpress' fixed-routes primarily serve the central areas of Lake County (i.e., within Leesburg, Lady Lake, Umatilla, and Mount Dora) and two routes that provide east-west service along SR 50.

Door-to-door advance reservation service is provided by Lake County Connection (LCC) throughout Lake County to persons who are unable to access fixed-route transit service because of a verifiable disability, age, income, environmental barrier, or distance from a route.

The bus routes operated by LakeXpress are illustrated in Figure 2-1.



**Figure 2-1: LakeXpress Service Area**



## LakeXpress Asset Categories

49 CFR Parts 625, §625.25 defines four asset categories to be considered in the TAM Plan:

- Rolling Stock – revenue vehicles used to provide transit service
- Equipment – non-revenue service vehicles that have an acquisition value of \$50,000 or more
- Infrastructure – structures (e.g., bridges, tunnels, elevated structures) or fixed-guideway infrastructure (e.g., track, exclusive bus right-of-way)
- Facilities – maintenance or administrative facilities, passenger facilities, or parking facilities (e.g., parking garages or park-and-ride lots)

Capital assets that LakeXpress owns, operates, and has a direct capital responsibility for and included in the TAM Plan inventory comprise the following asset categories:

- Rolling Stock
- Equipment
- Facilities

LakeXpress does not own or have exclusive use of any infrastructure assets; therefore, this category has not been included in the TAM Plan. Three sources were used to assemble LakeXpress's asset inventory: 1) Lake County's fixed accounting register, 2) LakeXpress's vehicle inventory, and 3) manual inventory taking. Per Lake County's Fixed Asset Management Policy, any capital asset with a value of \$1,000 or greater and has a useful life of at least one year are to be maintained in a fixed asset register. However, LakeXpress chose to follow FTA's recommendation of only including non-vehicle equipment assets with a value of \$50,000 or greater in the TAM Plan.

## Asset Base

To further define LakeXpress's inventory and calculate the current value of its asset base, the assets included in the rolling stock, Equipment, and Facilities asset categories are further broken down by asset class. Table 2-1 shows the asset classes that will be used throughout the TAM Plan for all asset categories. This table also provides the number of assets under each asset class and the associated 2018 dollar value and distribution. Rolling stock equates to 84% of LakeXpress's existing inventory value, with 56% of this asset category comprised of fixed-route buses.



**Table 2-1: LakeXpress TAM Asset Base**

Asset Category	Asset Class	Number of Assets	Total Value (2018)	Distribution of Value
Rolling Stock	Buses (Fixed-route)	16	\$5,126,202	56%
	Cutaways (Paratransit)	31	\$2,247,633	24%
	Vans (Paratransit)	5	\$278,910	3%
	Minivan (Paratransit)	1	\$49,732	1%
Equipment	Non-Revenue Vehicles	7	\$295,887	3%
	Other Equipment	2	\$1,040,847	11%
Facilities	Administrative	1	\$163,371	2%
<b>Total</b>		<b>63</b>	<b>\$9,202,582</b>	

## Existing Asset Inventory

This section discusses the rolling stock and equipment capital assets that LakeXpress owns, operates, and for which it has direct capital responsibility and that are included in the TAM Plan asset inventory.

### Rolling Stock

The rolling stock asset category includes revenue service vehicles operated and owned by LakeXpress with the primary purpose of transporting passengers. LakeXpress does not use or operate any third-party rolling stock assets.

In addition to the TAM Plan, data for rolling stock assets is maintained in an Excel-based inventory and updated on an as-needed basis by LakeXpress's Transit Program Specialist. A review of LakeXpress's rolling stock asset inventory was done and determined to be complete.

The following required data fields are maintained for each rolling stock asset:

No. of Vehicles	Amb Cap	Total Acquisition Cost
Lake County FL No.	W/C Cap	County Match
FDOT Control No.	Standing Cap	Date Placed in Service
Year	Mileage (10/01/17)	Min Useful Life Yrs/Miles
Make	Mileage (06/30/18)	Useful Life
Model	Total Annual Miles	Date Removed from Svc
Vehicle Type	ADA Accessory Lift/Ramp	Disposition Action
VIN	Fuel Type	
Vehicle Length	Acquisition Date	

LakeXpress's rolling stock inventory consists of 55 vehicles; a fleet of 16 buses for fixed-route service, and 37 vehicles for paratransit service, including 31 cutaway vehicles, 5 vans, and 1 minivan.

LakeXpress's rolling stock asset inventory is summarized in Table 2-2 for fixed-route service and Table 2-3 for paratransit service.

**Table 2-2: Fixed-Route Rolling Stock Assets**

Make	Model	County ID	Acquisition Year	Mileage	Acquisition Cost
Bluebird	Ultra LF	24793	2007	348,340	\$246,300
Bluebird	Ultra LF	24794	2007	338,084	\$246,300
Bluebird	Ultra LF	24797	2007	389,716	\$246,300
Bluebird	Ultra LF	24798	2007	374,423	\$246,300
Eldorado	EZ Rider II	25734	2008	361,309	\$242,000
Eldorado	EZ Rider II	25956	2009	300,424	\$278,279
Eldorado	EZ Rider II	25957	2009	341,612	\$278,279
Eldorado	EZ Rider II	26118	2010	352,313	\$310,006
Eldorado	EZ Rider II	26363	2010	279,163	\$312,406
Eldorado	EZ Rider II	26550	2012	262,025	\$312,406
Eldorado	EZ Rider II	27913	2013	184,534	\$312,406
Gillig	Low Floor	28618	2015	189,050	\$383,508
Gillig	Low Floor	28619	2015	196,113	\$383,508
Gillig	Low Floor	28620	2015	227,865	\$383,508
Gillig	Low Floor	29615	2018	2,958	\$472,348
Gillig	Low Floor	29616	2018	2,834	\$472,348
<b>TOTAL</b>					<b>\$5,126,202</b>

Source: LakeXpress

**Table 2-3: Paratransit Rolling Stock Assets**

Make	Model	Vehicle Type	County ID	Acquisition Year	Mileage	Acquisition Cost
Ford	Champion	Challenger	26626	2012	239,072	\$71,890
Ford	Champion	Challenger	26627	2012	201,202	\$71,890
Ford	Champion	Challenger	26628	2012	215,533	\$71,890
VPG	MV-1	Spec. Need	27943	2013	155,180	\$47,438
VPG	MV-1	Spec. Need	27944	2013	147,297	\$47,438
VPG	MV-1	Spec. Need	27945	2013	133,115	\$47,438
Ford	Champion	Challenger	28127	2013	153,156	\$71,737
Ford	Champion	Challenger	28128	2013	158,934	\$71,737
Ford	Champion	Challenger	28132	2013	160,816	\$71,737
Ford	Champion	Challenger	28133	2013	164,667	\$71,737
Ford	Champion	Challenger	28238	2014	128,076	\$68,335
Ford	Turtle Top	Odyssey	28622	2015	103,981	\$79,645
Ford	Turtle Top	Odyssey	28623	2015	115,317	\$79,645
Ford	Glaval	Universal	28628	2015	73,424	\$69,355
Ford	Glaval	Universal	28629	2015	99,219	\$69,355
Ford	Glaval	Universal	28630	2015	108,882	\$69,355
Ford	Glaval	Universal	28631	2015	97,023	\$69,355
Ford	Glaval	Universal	28632	2015	89,075	\$69,355
Ford	Glaval	Universal	28633	2015	87,100	\$69,355
Ford	Glaval	Universal	28634	2015	99,883	\$69,355
Ford	Glaval	Universal	28646	2015	97,923	\$69,355
Ford	Glaval	Universal	28647	2015	86,229	\$69,355
Ford	Glaval	Universal	28648	2015	92,508	\$69,355
Ford	Glaval	Universal	28649	2015	87,408	\$69,355
Ford	Glaval	Universal	28650	2015	87,245	\$69,355
Ford	Glaval	Universal	28651	2015	107,149	\$69,355
Ford	Glaval	Universal	28652	2015	45,020	\$69,355
Ford	Glaval	Universal	28653	2015	109,962	\$69,355
Ford	Glaval	Universal	28654	2015	83,657	\$69,355
Ford	Nations	U4X	29204	2017	13,972	\$68,298
Ford	Nations	U4X	29205	2017	17,135	\$68,298
Ford	Turtle Top	Odyssey	29228	2017	11,390	\$81,542
Ford	Turtle Top	Odyssey	29467	2017	9,222	\$81,542
Ford	Turtle Top	Odyssey	29468	2017	17,143	\$81,542
Ford	Turtle Top	Odyssey	29501	2017	12,716	\$81,542
Ford	Turtle Top	Odyssey	29502	2017	13,310	\$81,542
Dodge	Grand	Caravan	29636	2018	98	\$49,732
<b>TOTAL</b>						<b>\$2,576,275</b>

Source: LakeXpress

## Equipment

Equipment evaluated per FTA requirements in this TAM Plan includes all non-revenue service vehicles regardless of value and any relevant vehicle or other equipment with an acquisition cost of \$50,000 or more. This includes equipment that supports providing public transportation service, such as trip planning software. LakeXpress does not use or operate any third-party equipment assets, as it owns and operates all non-revenue service vehicles.

LakeXpress's inventory for the equipment asset category includes non-revenue service vehicles and equipment related to revenue vehicles.

### *Non-Revenue Vehicles*

LakeXpress owns and operates seven non-revenue service vehicles for use in its daily operations. The make and model of each vehicle are summarized in Table 2-4.

**Table 2-4: Non-Revenue Vehicle Equipment Assets**

Make	Model	Vehicle Type	County ID	Acquisition Year	Mileage	Acquisition Cost
Ford	Stretcher	Van	28087	2013	63,013	\$39,783
Ford	Stretcher	Van	28088	2013	58,215	\$39,783
Chrysler	Jeep	Liberty	23675	2006	136,260	\$15,993
Dodge	Grand	Caravan	29235	2017	13,941	\$50,082
Dodge	Grand	Caravan	29236	2017	14,987	\$50,082
Dodge	Grand	Caravan	29237	2017	3,135	\$50,082
Dodge	Grand	Caravan	29238	2017	5,695	\$50,082
<b>TOTAL</b>						<b>\$295,887</b>

Source: LakeXpress

In addition to the TAM Plan, data for non-vehicle service vehicle assets are maintained in an Excel-based inventory and updated on an as-needed basis by LakeXpress's Transit Program Specialist. A review of LakeXpress's non-revenue vehicle equipment asset inventory was completed and determined to be complete.

The following required data fields are maintained for each equipment asset:

No. of Vehicles	Amb Cap	Total Acquisition Cost
Lake County FL No.	W/C Cap	County Match
FDOT Control No.	Standing Cap	Date Placed in Service
Year	Mileage (10/01/17)	Min Useful Life Yrs/Miles
Make	Mileage (06/30/18)	Useful Life
Model	Total Annual Miles	Date Removed from Svc
Vehicle Type	ADA Accessory Lift/Ramp	Disposition Action
VIN	Fuel Type	
Vehicle Length	Acquisition Date	

### Other Equipment

FTA recommends reporting on all non-revenue service vehicle equipment assets with an acquisition value of \$50,000 or more. As shown in Table 2-5, this includes RouteMatch software for fixed-route and paratransit service.

**Table 2-5: Other Equipment Assets**

Make	Model	Equipment Description	Acquisition Year	Acquisition Cost
RouteMatch	Paratransit	Scheduling	2010	\$132,146
RouteMatch	Fixed Route	Software	2015	\$908,701
<b>TOTAL</b>				<b>\$1,040,847</b>

In addition to the TAM Plan, data for equipment assets is maintained in a separate Excel-based inventory and updated periodically by LakeXpress's Transit Program Specialist. A review of LakeXpress's vehicle-related equipment asset inventory was completed and determined to be complete.

The following required data fields are maintained for each equipment asset:

Number	Equipment Description
Lake County FL No.	Serial Number
Year	Acquisition Date
Make	Total Acquisition Cost
Model	Disposition Action

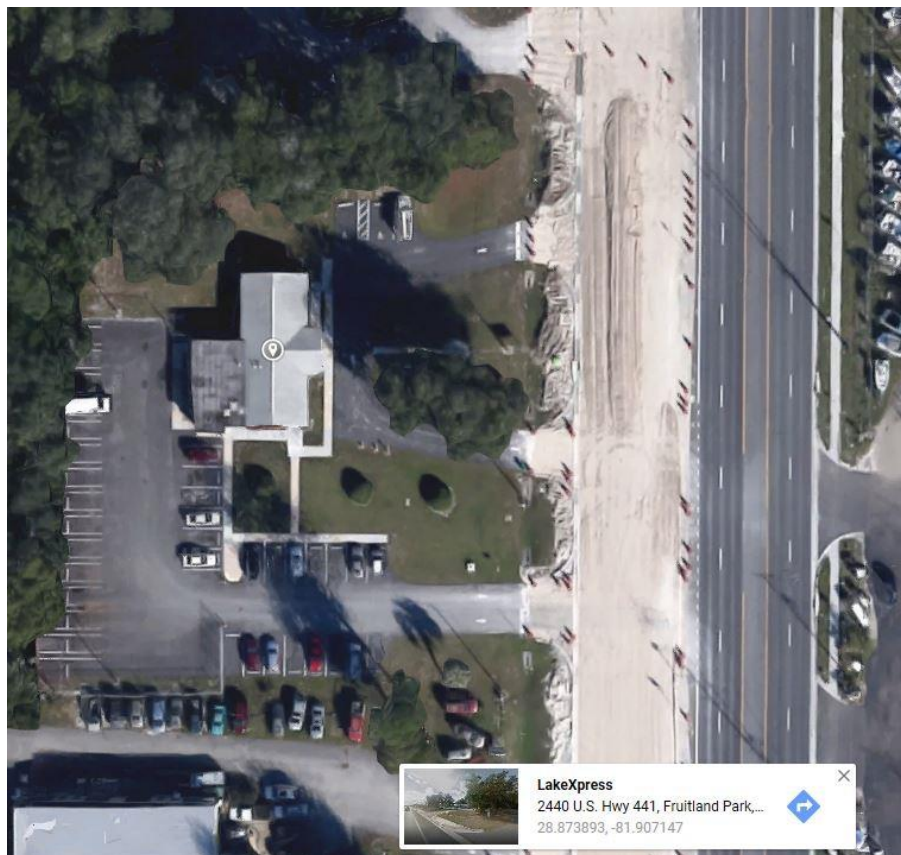
## Facilities

Facilities are any structure used in providing public transportation that LakeXpress owns and for which it has a direct capital responsibility. LakeXpress has one facility that meets this criteria, the Lake County Transportation Administrative office. LakeXpress does not capture the facility assets at the same level of detail as the rolling stock and equipment assets. Therefore, the facility assessment only captured the facility as a whole.

The administrative office is located at 2440 US 441, Fruitland Park, Florida, and is 2,651 square feet in size. The building was originally built in 1965, but LakeXpress has only been using it as their facility since 2018. The total acquisition cost for the building in 1965 was \$163,371.

Figure 2-2 provides an aerial view of the property.

**Figure 2-2: Lake County Transportation Administrative Office**



RATP DEV, Lake County's third party operations and maintenance provider, leases a facility in Tavares, where all vehicles are stored and maintained. The maintenance and operations facility is located at 560 East Burleigh Boulevard. This facility is not required to be part of the TAM Plan.

## SECTION 3 ASSET CONDITION ASSESSMENT

LakeXpress has established a procedure for measuring and evaluating the state of good repair (SGR) of its asset base. FTA defines SGR as “... *the condition in which a capital asset is able to operate at a full level of performance.*” This section describes the methodology used for measuring asset SGR and reports the current condition of LakeXpress’s rolling stock and equipment assets.

### Assessment Methodologies

The most common approaches to asset condition assessments are:

1. *Age-based* – Assets older than their Useful Life Benchmark (ULB) are considered to be not in SGR and in poor condition.
2. *Usage-based* – Analogous to age-based condition measurements, the condition determining factor is asset usage (e.g., measured in miles run)
3. *Condition-based* – Asset condition ratings are developed by assessing the condition of the assets, usually through physical assessments during routine inspection or maintenance work or a separate condition assessment effort.

For the purposes of the TAM Plan, LakeXpress’s rolling stock and equipment assets were assessed using the age-based approach, while the condition-based approach was used to assess the administrative facility. The condition assessment results are further discussed later in this section.

### Useful Life Benchmarks

FTA defines ULBs as “... *the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.*”

LakeXpress’s asset ULBs were determined using FTA ULB guidance. Table 3-1 summarizes the ULB and condition assessment method used for the rolling stock and equipment assets evaluated in the TAM Plan.

**Table 3-1: Overview of TAM Plan Asset Useful Life Benchmarks**

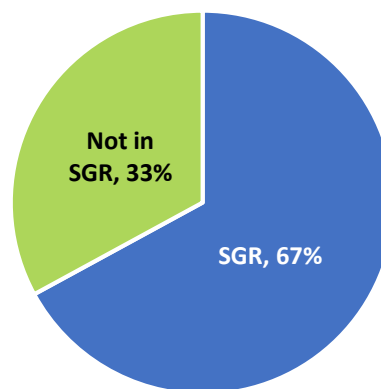
Asset Class	ULB (Yrs)
Buses	10
Cutaways	5
Vans	5
Minivan	4
Non-Revenue Vehicles	4
Other Equipment	
Software	5



## Condition Assessment

LakeXpress's TAM asset base inventory, described in Section 2, was assessed for its condition based on the age of the assets and physical condition assessment. Figure 3-1 shows that one-third of LakeXpress's assets, in terms of total asset base dollar value, are currently not in SGR.

**Figure 3-1: LakeXpress State of Good Repair Status by Asset Value, 2018**



This high percentage of assets not in SGR is because LakeXpress is currently operating five fixed-route vehicles and 10 paratransit vehicles beyond their ULB. Additionally, the two software assets included in the TAM Plan are high value items with a relatively low ULB. The SGR analysis is broken down by asset category below.

### Rolling Stock

The condition assessment methodology for rolling stock is based on the ULB and the age of the asset. The percentages of rolling stock not in SGR by asset value are shown in Table 3-2. In terms of value, 24% of the overall rolling stock assets are not in SGR.

**Table 3-2: Rolling Stock State of Good Repair, 2018**

Asset Class	Total Assets	Total Value	Assets Not in SGR by Count	% of Assets Not in SGR by Count	Assets Not in SGR by Value	% Not in SGR by value
Buses	16	\$5,126,202	5	31%	\$1,227,200	24%
Cutaways	31	\$2,247,633	7	23%	\$502,618	22%
Vans	5	\$278,910	3	60%	\$142,314	51%
Minivan	1	\$49,732	0	0%	\$0	0%
<b>Total</b>	<b>53</b>	<b>\$7,702,477</b>	<b>15</b>	<b>28%</b>	<b>\$1,872,132</b>	<b>24%</b>

## Equipment

The condition assessment methodology for equipment is based on the ULB and the age of the asset. The percentages of equipment assets in SGR by asset value are shown in Table 3-3. Overall, only 14% of equipment assets are in SGR.

**Table 3-3: Equipment State of Good Repair, 2018**

Asset Class	Total Assets	Total Value	Assets Not in SGR by Count	% of Assets Not in SGR by Count	Assets Not in SGR by Value	% Not in SGR by Value
Non-Revenue Vehicles	7	\$295,887	3	43%	\$109,566	37%
Other Equipment	2	\$1,040,847	2	100%	\$1,040,847	100%
<b>Total</b>	<b>9</b>	<b>\$1,336,734</b>	<b>5</b>	<b>56%</b>	<b>\$1,150,413</b>	<b>86%</b>

## Facilities

Agencies are required to report the overall condition of all facilities for which they have direct or shared capital responsibility. To meet this requirement, Lake County staff performed a visual condition assessment of the transit administrative building.

The administrative building was broken down into subcomponents and an aggregate condition score was calculated following FTA's "TAM Facility Performance Measure Reporting Guidebook"<sup>2</sup>. Due to the lack of sufficient data on replacement costs by subcomponent, Alternative 3 "Alternative Weighting" was applied. This strategy consists of computing a weighted average condition, weighting each level by a factor that serves as a proxy for asset value. Table 3-4 shows the weights used for each building subcomponent.

**Table 3-4: Facility Asset Structure and Weights**

Building Subcomponent	Weight
Substructure	25%
Shell	25%
Interiors	10%
Plumbing	10%
HVAC	10%
Electrical	10%
Site	10%

<sup>2</sup> <https://www.transit.dot.gov/regulations-and-guidance/asset-management/tam-facility-performance-measure-reporting-guidebook>

### TERM Scale

The Transit Economic Requirements Model (TERM) asset condition rating scale is a five-point scale used by FTA to determine SGR status. As illustrated in Table 3-5, a facility is in SGR if it scores a 3, 4, or 5 on this scale. If a facility is given a score of 1 or 2, it is considered not in SGR. Building subcomponents were given a score of 1 through 5 based on this scale.

**Table 3-5: TERM Condition Assessment Scale**

State of Good Repair	Score	Condition	Description
Yes	5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
	4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated components, but is overall functional
	3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
No	2	Marginal	Defective or deteriorated components; but has not exceeded useful life
	1	Poor	Critically damaged components or in need of immediate repair; well past useful life

### Facility Condition Assessment

Table 3-6 shows the condition score for the LakeXpress administrative building. The overall building score rounded to a 3 on the TERM scale, meaning the building is in SGR.

**Table 3-6: LakeXpress Administrative Facility Condition Assessment**

Building Subcomponent	Assets	Asset Rating	Asset Weight	Aggregate Asset Rating	Subcomponent Weight	Total Rating
<b>Substructure</b>	Foundations: Walls, columns, pilings, etc.	4	100%	4	25%	1
<b>Shell</b>	Structural frame	3	40%	3.2	25%	0.8
	Roof	3	40%			
	Exterior: Windows, doors, and all finishes	4	20%			
<b>Interiors</b>	Partitions: Walls, interior doors, fittings	3	50%	3	10%	0.3
	Finishes: materials used on walls, floors, ceilings	3	50%			
<b>Plumbing</b>	Fixtures	4	40%	3.6	10%	0.36
	Water distribution	3	40%			
	Rain water drainage	4	20%			
<b>HVAC</b>		3	100%	3	10%	0.3
<b>Fire Protection</b>	Sprinklers, etc.	N/A	N/A	N/A	N/A	N/A
<b>Electrical</b>	Electrical distribution	4	50%	3.5	10%	0.35
	Lighting & wiring	3	50%			
<b>Site</b>	Roadways/driveways	4	15%	2.81	10%	0.281
	Parking lots	4	15%			
	Pedestrian areas	4	15%			
	Fences/walls	4	20%			
	Landscaping & irrigation	3	10%			
	Site utilities	3	25%			
<b>Total Building Score</b>						<b>3.39</b>

## SECTION 4 ANNUAL PERFORMANCE TARGETS AND MEASURES

### State of Good Repair Policy

LakeXpress's SGR policy is such that a capital asset is in SGR when the following objective standards are met:

1. If the asset is in a condition sufficient to operate at a full level of performance; an individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR.
2. The asset is able to perform its manufactured design function.
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility.
4. The asset's life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

The TAM Plan allows LakeXpress to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level. The goal of these policies is to allow LakeXpress to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle while balancing prioritization of capital, operating, and expansion needs. The two foundational criteria of SGR performance measures are ULB and Condition.

### SGR Performance Measures and Targets

SGR performance measures combine the measures of ULB and physical condition to create performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB and condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. FTA-defined SGR performance measures include:

- Rolling Stock (Age) – The percentage of revenue vehicles (fixed-route and paratransit) within a particular asset class that have either met or exceeded their ULB.
- Equipment (Non-Revenue Service Vehicles) (Age) – Applies only to non-revenue service vehicles and does not include "other" equipment assets. The SGR performance measure for non-

revenue, support-service, and maintenance vehicle equipment is the percentage of those vehicles that have either met or exceeded their ULB.

- Facilities (Condition) – The percentage of facilities within an asset class rated below condition 3 on the FTA TERM Scale.

Table 4-1 shows the percentage of LakeXpress’s assets (by count) that have met or exceeded their ULB for each asset class in 2018 and their performance targets for the next four years. As discussed further in Section 6, the vehicle targets are based on the vehicle replacement plan from the 2019 TDP.

**Table 4-1: LakeXpress 2018 SGR Performance and Targets (2019–2022)**

Asset Class	2018 Performance	2019 Target	2020 Target	2021 Target	2022 Target
<i>Rolling Stock</i>					
Buses	31%	19%	31%	31%	0%
Cutaways	23%	6%	61%	61%	48%
Minivans	0%	0%	0%	100%	0%
Vans	60%	0%	0%	0%	40%
<i>Equipment</i>					
Non-Revenue Vehicles	43%	0%	0%	0%	0%
<i>Facilities</i>					
Administrative Office	0%	0%	0%	0%	0%

*As previously noted, FTA-defined SGR performance measure for equipment assets applies only to non-revenue service vehicles and does not include other equipment assets; therefore these other equipment assets are not included in this table.*

## SECTION 5 DECISION SUPPORT TOOLS AND PRIORITIZATION

### Decision Support

The documents shown in Table 5-1 are used to support investment decision-making, including project selection and prioritization processes.

**Table 5-1: Decision Support Tools**

Documents	Description
Vehicle, Equipment, Facility, and Bus Shelter Maintenance Plan	Details all policies and procedures related to the agency’s vehicles, vehicle equipment, and facilities, including inspection schedules for fixed-route and paratransit vehicles, inspection checklists, and policies regarding vehicle failures.
Lake County Fixed Asset Management Procedure	Describes the process and responsibilities required of all County departments for fixed asset management.
Vehicle Replacement Plan	LakeXpress plans to replace vehicles as they reach their established ULB within a reasonable timeframe based on when funding is anticipated to be available.
Transit Development Plan	10-year plan for transit and mobility needs, cost and revenue projects, and community transit goals, objectives, and policies; includes 10-year Implementation Plan detailing capital asset needs over the TDP planning horizon.

LakeXpress currently repairs damaged or non-functional assets on an as-needed basis and does not overhaul or rehabilitate any vehicle assets. Per the County’s Fixed Asset Management Procedure, assets are disposed of once the asset is no longer of value. The asset disposal process consists of providing the Office of Procurement Services a disposal form and coordinating with the board on a disposal method.

### Prioritization Process

LakeXpress uses a two-phased approach for the project prioritization process. Investment projects will first be selected using a set of criteria, then the selected projects will be assigned criticality scores to prioritize them for funding. The prioritization process is described in more detail below, and the resulting scores for each project can be found in Appendix A.

#### Phase 1 Project Selection

Project selection is based on the following three criteria:

1. *Age* – assets will be identified as investment projects if they have met or will meet their ULB within the four-year TAM horizon period. For example, if a service vehicle will meet or exceeded its ULB of 5 years in 2020, it will be selected as a 2020 project.



2. *Physical Condition Assessment* – if an asset has been identified as being in a poor or non-functional condition, regardless of age, it will be selected for replacement in 2019.
3. *TDP Implementation Plan* – Projects identified in the 2019 TDP Implementation Plan will be considered for prioritization based on the year identified in the plan.

## Phase 2 Criticality of Assets

Asset criticality is the relative risk of a negative impact to the safe, reliable delivery of service arising from the failure of an asset. The TAM Plan establishes and applies a method for assigning a criticality rating or score of a 1, 3, or 5 to each asset.

LakeXpress's asset criticality has two considerations:

1. **Safety** – Will the project improve the overall performance/SGR of an asset class and remove potential safety risks? For example, if a revenue vehicle is identified to be replaced in a certain year, it will score a 5 due to the assumption that an over-age vehicle has a higher probability for mechanical or other failures during service that could cause an accident or otherwise affect the safety of riders or others. A software upgrade or replacement would score a 1 due to the relatively low risk of a safety hazard occurring if the software should fail or become obsolete.

### *Safety Scores:*

- 1 point: No/minor impact
- 3 points: Moderate impact
- 5 points: Major impact

2. **Impact on Service** – Will projects directly affect service delivery and operations? For example, projects involving revenue vehicles will receive a 5, as they are the most essential assets for LakeXpress to provide service. Ensuring that LakeXpress constantly has a fully-functioning fleet is important to perform its mission and provide service the public.

### *Impact on Service Scores:*

- 1 point: No/minor impact
- 3 points: Moderate impact
- 5 points: Major impact

The scores from both criticality components are then summed, and each project is assigned a priority designation of Low, Medium, or High based on the following point scale:

- Low priority: 1–3 points
- Medium priority: 4–7 points
- High priority: 8–10 points

## Prioritized List of Assets

The ranking of investment prioritization programs and projects resulting from the criticality methodology are grouped by the year in which LakeXpress plans to carry out the project. The list of prioritized investments is shown in Table 5-2. The list indicates whether the project has been identified in the FY 2019-2028 TDP, or if it was specifically identified during the TAM Plan process or both. While bus stop assets are not included in the TAM Plan inventory because they do not meet the minimum funding threshold identified by FTA, bus stop ADA and amenity improvements identified in the TDP are included for prioritization in the TAM Plan project list. This is because these projects are all competing for a limited amount of capital funding available to LakeXpress over the next four years and TAM-designated projects should be prioritized and considered along with other capital needs identified in the TDP.

**Table 5-2: Prioritized List of LakeXpress Projects, 2019–2022**

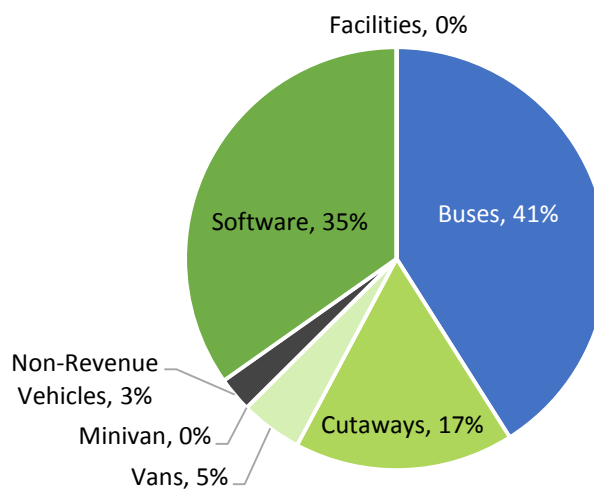
Project Year	Project Name	Asset Category	Asset Class	Cost	Priority	TDP/TAM Projects
2019	Vehicle Replacement	Rolling Stock	Buses	\$1,940,000	High	TDP/TAM
	Vehicle Replacement	Rolling Stock	Cutaways	\$437,280	High	TDP/TAM
	Vehicle Replacement	Rolling Stock	Vans	\$150,000	High	TDP/TAM
	Bus Stop/ADA Improvements	Facilities	Passenger Facilities	\$100,000	Medium	TDP
	Vehicle Replacement	Equipment	Non-Revenue Vehicle	\$315,000	Low	TDP/TAM
	Software Update	Equipment	Software	\$1,058,541	Low	TAM
2020	Vehicle Replacement	Rolling Stock	Cutaways	\$190,550	High	TDP/TAM
	Bus Stop/ADA Improvements	Facilities	Passenger Facilities	\$103,000	Medium	TDP
2021	Vehicle Replacement	Rolling Stock	Cutaways	\$196,267	High	TDP/TAM
	Bus Stop/ADA Improvements	Facilities	Passenger Facilities	\$106,090	Medium	TDP
2022	Vehicle Replacement	Rolling Stock	Buses	\$3,179,836	High	TDP/TAM
	Vehicle Replacement	Rolling Stock	Cutaways	\$202,154	High	TDP/TAM
	Bus Stop/ADA Improvements	Facilities	Passenger Facilities	\$109,273	Medium	TDP

## SECTION 6 STRATEGIC ASSET MANAGEMENT PLAN

### 2018 Investment Backlog

As mentioned in Section 3, 33% of LakeXpress’s asset base, in terms of asset value, is not in SGR. This means the 2018 investment backlog is valued at \$2,992,545. Figure 6-1 breaks down the backlog, in terms of asset value, by asset class. Fixed-route vehicles make up most of the backlog with 41% of the 2018 investment backlog.

**Figure 6-1: LakeXpress 2018 Investment Backlog by Asset Class**



### Capital Funding Plan

LakeXpress’s 10-Year TDP, adopted by the BCC on August 20, 2018, provides a year-by-year capital finance plan to maintain existing service. The first four years of this finance plan has been integrated in the TAM Plan to reflect reasonable annual performance targets for FYs 2019-2022 for each asset class.

It should be noted that the 10-year plan also includes funding for bus stop ADA improvements.

#### Vehicle Replacement and Acquisition

Table 6-1 presents LakeXpress’s FY 2019-2022 TDP vehicle replacement plan for revenue and non-revenue vehicles.

**Table 6-1: Vehicle Replacement and Acquisition Plan, FYs 2019-2022**

Year	Fixed Route Buses	Paratransit Cutaways	Paratransit Vans	Non-Revenue Vehicles
2019	4 <sup>1</sup>	3	3 <sup>2</sup>	7 <sup>1</sup>
2020	0	2	0	0
2021	0	2	0	0
2022	6	9	0	0

Source: LakeXpress 2019-2028 Transit Development Plan

<sup>1</sup>Vehicles funded with leftover grant money not included in TDP financial plan

<sup>2</sup> One vehicle funded with leftover grant money not included in TDP financial plan

As shown in Table 6-2, the TDP replacement plan does not necessarily assume the vehicles will be replaced as soon as they reach their ULB, but instead within a reasonable timeframe based on when funding is anticipated to be available. Over the first four years, the TDP assumes 10 fixed-route vehicles will be replaced, 4 vehicles in 2019 to decrease the backlog of vehicles up for replacement in 2017, and 6 vehicles to replace the buses that reached ULB between 2018 and 2022. The rolling stock performance targets in Table 4-1 are consistent with the TDP replacement plan.

**Table 6-2: Fixed-Route Bus Replacement Need vs. TDP Replacement Plan, FYs 2019-2022**

Year	Vehicles Reaching ULB	TDP Vehicle Replacement Plan
2019	2	4 <sup>1</sup>
2020	2	0
2021	0	0
2022	1	6 <sup>2</sup>

<sup>1</sup>Replaces vehicles from backlog

<sup>2</sup>Replaces vehicles up for replacement in 2018-2022

The 10-year plan assumes a base year unit cost of \$485,000 for fixed-route buses and \$92,500 for paratransit vehicles unless otherwise dictated by grant funds for specific vehicles. Unit costs are assumed to increase by 3% each year thereafter.

### Cost Feasible Plan

Table 6-3 shows which assets are funded in the FY 2019-2022 TDP. The TDP currently does not allocate any funding for “other” equipment so existing capital funding may need to be reallocated or additional capital funding sought to ensure these projects are funded and these assets remain in SGR and the investment backlog does not increase. In addition to the replacement vehicles identified in the projects list in Section 5, the TDP funds bus stop infrastructure and ADA improvements.

**Table 6-3: LakeXpress Cost Feasible Plan, FYs 2019-2022**

Funding Status/Asset Class	FY 2019	FY 2020	FY 2021	FY 2022
<i>Funded</i>				
Replacement Vehicles (grant funded) <sup>1</sup>	\$2,330,000	\$0	\$0	\$0
Replacement Vehicles	\$587,280	\$190,550	\$196,267	\$4,089,531
Bus Stop Infrastructure	\$100,000	\$103,000	\$106,090	\$109,273
<i>Unfunded</i>				
Other Equipment	\$1,040,847	\$1,058,541	\$1,076,537	\$1,094,838

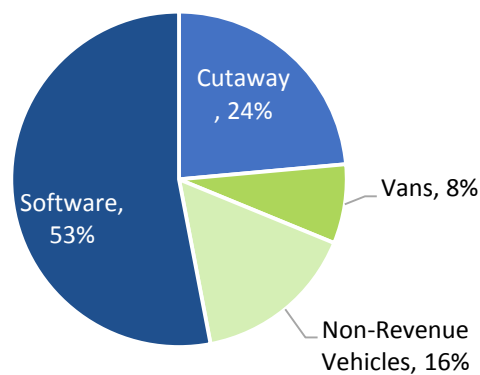
<sup>1</sup>Vehicles funded with leftover grant money not included in TDP financial plan

### Predicted 2022 TAM Backlog

If investments over the next four years follow the TDP funding schedule, the backlog will drop slightly to \$2,065,078 by 2022. As shown in Figure 6-2, this decrease is likely due to fixed-route revenue vehicles being eliminated from the backlog.

Software assets account for more than half of the 2022 backlog. Because these assets are not factored into the TDP funding, it is assumed that the assets that have reached ULB over the previous four years will not be replaced, causing the replacement cost to increase every year due to inflation.

**Figure 6-2: LakeXpress 2022 Investment Backlog by Asset Class**



### Summary

Currently, 33% of LakeXpress's assets, in terms of dollar value, are not in SGR. This high percentage of assets not in SGR is mostly the result of LakeXpress operating five vehicles beyond their ULB. By 2022, however, the vehicle replacement plan from the TDP completely eliminates fixed-route revenue vehicles from the backlog. LakeXpress's TDP financial plan mostly aligns with the projects identified in the TAM Plan. However, LakeXpress must find a way to allocate funding to software assets to maintain a high SGR status for the asset base. As previously noted, performance targets for these equipment assets are not required by FTA.

## SECTION 7 RECORDKEEPING AND NTD REPORTING

### TAM Recordkeeping

LakeXpress shall maintain all supporting TAM Plan inventories, records and documents, and will make TAM Plan records available to the FTA, the Florida Department of Transportation (FDOT), and the Lake-Sumter Metropolitan Planning Organization (MPO).

The TAM Final Rule also provides that the Lake-Sumter MPO, FDOT, and LakeXpress (as the transit provider serving the metropolitan planning area) coordinate, to the maximum extent practicable, when setting TAM performance targets. Per FTA guidance, the Lake-Sumter MPO must incorporate the performance targets set forth in this TAM Plan into its Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) amended or updated after October 1, 2018, and include a description of the anticipated effect of the TIP or LRTP toward achieving the TAM performance targets.

### Asset Management Reporting Requirements

Under the TAM Final Rule, LakeXpress is required to report the following information annually to the National Transit Database (NTD):

1. Targets must be set annually for the performance of LakeXpress's assets and submitted to the NTD as part of the annual data submission. Each asset category has its own performance measure by which to set targets.
2. Condition assessments and performance results for vehicles and facilities
3. A narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.

LakeXpress's fiscal year begins on October 1<sup>st</sup> of each year. Table 7-1 shows the NTD reporting requirements for agencies with fiscal year beginning in October.

**Table 7-1: NTD Reporting Requirements**

Reporting Requirements	Timing
<ul style="list-style-type: none"> <li>Report FY 2017 asset inventory module (AIM) data to NTD</li> <li>Submit targets for FY 2018 to NTD (optional)</li> </ul>	January 2018
<ul style="list-style-type: none"> <li>Complete compliant TAM Plan</li> <li>Share TAM Plan with planning partners</li> </ul>	October 2018
<ul style="list-style-type: none"> <li>Report FY 2018 AIM data to NTD (1st required)</li> <li>Submit targets for FY 2019 to NTD (1st required)</li> </ul>	January 2019
<ul style="list-style-type: none"> <li>Report FY 2019 AIM data to NTD</li> <li>Submit targets for FY 2020 to NTD</li> <li>Submit narrative report to NTD (1st required)</li> </ul>	January 2020
<ul style="list-style-type: none"> <li>Report FY 2020 AIM data to NTD</li> <li>Submit targets for FY 2021 to NTD</li> <li>Submit narrative report to NTD</li> </ul>	January 2021
<ul style="list-style-type: none"> <li>Report FY 2021 AIM data to NTD</li> <li>Submit targets for FY 2022 to NTD</li> <li>Submit narrative report to NTD</li> </ul>	January 2022
<ul style="list-style-type: none"> <li>Complete compliant TAM Plan</li> <li>Share TAM Plan with planning partners</li> </ul>	October 2022

Source: Federal Transit Administration



## APPENDIX A: PROJECT PRIORITIZATION SCORES

*Table A-1: Project Prioritization Scores*

Project Name	Asset Category	Asset Class	Criticality		Total Score	Priority
			Safety	Impact on Service		
Revenue Vehicle Replacement	Rolling Stock	Buses	5	5	10	High
Revenue Vehicle Replacement	Rolling Stock	Cutaways	5	5	10	High
Revenue Vehicle Replacement	Rolling Stock	Vans	5	5	10	High
Non-Revenue Vehicle Replacement	Equipment	Non-Revenue Vehicles	1	1	2	Low
Software Replacement	Equipment	Other Equipment	1	1	2	Low
ADA Improvements to Bus Stops	Facilities	Passenger Facilities	3	3	6	Medium

## **TAB 5**

### **ACTION ITEMS**

#### **Executive Director Contract**

At the August 22, 2018 MPO Governing Board meeting, the Board voted to give the MPO Attorney approval to negotiate an employment agreement with Michael F. Woods, Interim Executive Director for the Executive Director's position at the Lake~Sumter MPO. Attached please find the Employment Agreement between the Lake~Sumter Metropolitan Planning Organization and Michael F. Woods.

**Attachments: Employment Agreement between the Lake~Sumter MPO and Michael F. Woods**

# **TAB 5**

**EMPLOYMENT AGREEMENT  
BETWEEN THE  
LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION  
AND  
MICHAEL F. WOODS**

**THIS EMPLOYMENT AGREEMENT** (hereinafter, "Agreement") is made and entered into by and between the Lake-Sumter Metropolitan Planning Organization, a political subdivision of the State of Florida, hereinafter called "MPO," as party of the first part, and Michael F. Woods, hereinafter called "Executive Director," as party of the second part, both of whom agree as follows:

**WITNESSETH:**

**WHEREAS**, MPO desires to employ the services of the Executive Director as provided for in Section 339.175(6)(g), Florida Statutes; and

**WHEREAS**, it is the desire of the MPO to provide certain benefits, to establish certain conditions of employment, and to set working conditions of the Executive Director; and

**WHEREAS**, the Executive Director desires to accept employment with the MPO under the terms and conditions set forth herein.

**NOW THEREFORE**, in consideration of the mutual covenants contained herein, the parties agree as follows:

**Section 1: Employment.** The MPO hereby employs Michael F. Woods, as its MPO Executive Director, and Michael F. Woods, hereby accepts such employment upon the terms and conditions set forth in this Agreement. Employment under this Agreement shall commence September 30, 2018, and shall continue until terminated by one of the

parties as provided herein.

**Section 2: Compensation.** The MPO agrees to pay Executive Director for his services a salary of **\$110,000.00**, per year, payable in equal bi-weekly installments or on such other periodic basis as the MPO may hereafter adopt. The Executive Director shall be entitled to receive merit salary increases based upon performance evaluations, or cost of living increases, as approved by the MPO. Salary increases shall be at the sole and exclusive discretion of the MPO.

**Section 3: Performance Evaluations.** The MPO shall review and evaluate on or before October 1 of each calendar year the performance of the Executive Director, with the first evaluation to be completed by October 1, 2019. Said review and evaluation shall be in accordance with specific criteria developed jointly by the MPO and the Executive Director. Said criteria may be added to or deleted from as the MPO may from time to time determine, in consultation with the Executive Director. Further, the Chairman of the MPO shall provide the Executive Director with a written summary statement of the findings of the MPO and provide an adequate opportunity for the Executive Director to discuss his evaluation with the MPO Board.

**Section 4: Extent of Services.** Executive Director shall devote his entire working time, attention, and energies to the performance of his duties on behalf of the MPO. Executive Director shall be free to engage in other non-compensated activities provided that they do not detract from his duties on behalf of the MPO or create the perception of impropriety or conflict of interest.

**Section 5: Executive Director Benefits.** The MPO agrees that Executive Director shall receive the same benefits as all other employees of the Lake~Sumter MPO,

except as modified in this Agreement:

A. Professional Development.

1. The MPO hereby agrees to budget for and to pay for travel, subsistence and any other related expenses of Executive Director, excluding mileage, so that Executive Director may continue his professional development and adequately pursue necessary official functions for the MPO.

2. The MPO also agrees to budget for and to pay for travel, subsistence and any other related expenses of Executive Director, excluding mileage, for short courses, institutes, and seminars that are necessary for his professional development and for the good of the MPO.

B. Vehicle Allowance. Executive Director shall be paid four hundred and fifty dollars (\$450.00) per month as an allowance for use of Executive Director's personal vehicle. This allowance shall be in lieu of any other mileage reimbursement, but Executive Director shall be reimbursed by MPO for other travel expenses such as tolls and parking fees.

C. Retirement.

1. MPO shall classify Executive Director as Senior Management Service Class for purposes of participation in the Florida Retirement System (FRS).

2. In addition to the base salary paid by MPO to Executive Director, MPO shall pay Executive Director an additional six percent (6%) of base salary into a 457 account with one of the Lake County Board of County

Commissioners' established deferred compensation vendors, in equal proportionate amounts each pay period.

D. Annual Leave Accrual. Executive Director shall accrue leave at a rate of twenty (20) days per year, or one hundred and sixty (160) hours annually. Accumulation of annual leave shall be measured from the Commencement Date. The Executive Director shall be permitted to carry over up to forty-five (45) annual leave days (equivalent to 360 hours) from year to year.

**Section 6: Termination.**

A. Executive Director may terminate this agreement by providing the MPO with sixty (60) days written notice in advance. In the event Executive Director terminates his employment with the County without cause, he shall be entitled to his normal pay to the date of termination with any benefits provided as of the date of termination.

B. MPO may terminate this agreement at any time without cause by providing Executive Director written notice of the decision of the MPO taken at a public meeting. In the event the Executive Director is terminated from his employment by MPO without cause, he shall be entitled to his normal pay to the date of termination together with any benefits provided as of the date of termination. In the event the MPO terminates the Executive Director without cause, Executive Director shall, in accordance with Section 215.425(4)(a)1, Florida Statutes, also be entitled to a lump sum cash payment (hereinafter "Severance Pay") equal to twenty (20) weeks salary.

C. In the event the MPO terminates Executive Director with cause, the MPO shall have no obligation to pay the Severance Pay set forth herein. For purposes of this paragraph, termination for cause may occur only under the following circumstances:

1. The failure or refusal of Executive Director to comply with the lawful and reasonable policies, standards, and/or directives of the MPO which, from time to time, may be established by the MPO.

2. Executive Director is found guilty of unprofessional or unethical conduct by any board, institution, or organization, or professional society having legal jurisdiction to pass upon the conduct of Executive Director.

3. Executive Director violates the Drug Free Workplace requirements set forth in the applicable employment policies or procedures manual.

4. Executive Director engages in a proven act of dishonesty involving the MPO's funds or property or commits a felony or misdemeanor, which misdemeanor involves theft, embezzlement, or crime of moral turpitude.

5. Information provided by the Executive Director on the employment application and/or supplemental information such as a resume, proves to be false or untrue.

6. Committing an act of misconduct as defined in Section 443.036(29), Florida Statutes.

**Section 7: Return of Records and Equipment.** Upon termination, Executive Director shall immediately return all records, files, and equipment, which is the property of the MPO. The prompt return of such records, files, and equipment shall be a condition precedent to payment of severance pay (if any) under this Agreement.

**Section 8: Governing Law, Venue and Jurisdiction.** This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Venue and jurisdiction as to any legal action commenced by either party hereto shall be limited



to the County or Circuit Court in Lake County, and the parties hereto consent to such venue and exclusive jurisdiction of both person and subject matter.

**Section 9: Entire Agreement.** This Agreement constitutes the entire Agreement between the parties hereto with respect to the subject matter hereof and, upon its execution and approval, shall supersede all prior agreements, understandings, and arrangements, both oral and written, between the parties with respect to such subject matter. This Agreement may be amended only by approval of the MPO and Executive Director and a written document signed by both parties.

**Section 10: Notices.** Any notice required under this Agreement shall be sent by certified mail, return receipt requested, or be personally delivered to the Chairman of the MPO or Executive Director, whichever is applicable.

**IN WITNESS WHEREOF**, the Lake-Sumter MPO has caused this Agreement to be signed and executed in its behalf by its Chairman, and duly attested by its Clerk, and Michael F. Woods, has signed and executed this Agreement, both in duplicate, the day and year first above written.

**EXECUTIVE DIRECTOR**



---

Michael F. Woods

This 13th day of September, 2018.

**MPO**

LAKE-SUMTER MPO, through its  
Chairman

ATTEST:

\_\_\_\_\_  
Doris LeMay, Executive Assistant

\_\_\_\_\_  
Timothy Sullivan, Chairman

This \_\_\_\_\_ day of \_\_\_\_\_, 2018.

Approved as to form and legality:

\_\_\_\_\_  
Melanie Marsh, MPO Attorney

## TAB 6

### PRESENTATIONS

#### **A. FM# 435471-1 South Sumter Connector Trail Project Development and Environmental (PD&E) Study Presentation**

The South Sumter Connector Trail PD&E Study is being conducted to evaluate a multi-use trail that will close the 22-mile gap between the Good Neighbor Trail in Hernando County and the Van Fleet Trail in Sumter County. The South Sumter Connector Trail is part of the larger Coast to Coast Trail, which extends approximately 250 miles across the peninsula of Florida from the Gulf of Mexico in St. Petersburg to the Atlantic Ocean in the vicinity of the Canaveral National Seashore.

A PD&E study is the FDOT's process for adhering to the National Environmental Policy Act (NEPA) and related federal and state statutes. This process involves preliminary engineering to determine multi-use trail concepts; environmental evaluations to assess impacts associated with a new multi-use trail; and extensive public involvement and agency coordination.

More information about the study is available in the Frequently Asked Questions (FAQs) in the project files below. This study is building on a planning study that was completed in 2016. The final documents from this study are also available in the project files section below. Please check this website regularly.

In addition to the current Project Files, all project documents, meeting announcements and other important information will be uploaded to this page.

Please contact the FDOT Project Manager, Lorena Cucek, at 386-943-5392 or by email at [Lorena.Cucek@dot.statel.fl.us](mailto:Lorena.Cucek@dot.statel.fl.us) for more information or to be added to the project mailing list.

[South Sumter Connector Trail PD&E](#)

#### **B. ReThink your Commute – Program Update**

About reThink: At reThink Your Commute, we promote smart transportation solutions for the region's workforce. We bring together businesses and employees to explore the shared benefits of carpooling, vanpooling, transit, biking, walking and telecommuting. By connecting commuters with alternatives to driving alone, our program strengthens our area's quality of life by decreasing traffic congestion, improving air quality, conserving natural resources and helping people save money. reThink Your Commute is a Transportation Demand Management (TDM) program of the Florida Department of Transportation, serving District 5. Find out more about the program in the annual reports.

Link to website: <https://www.rethinkyourcommute.com/about-us/>

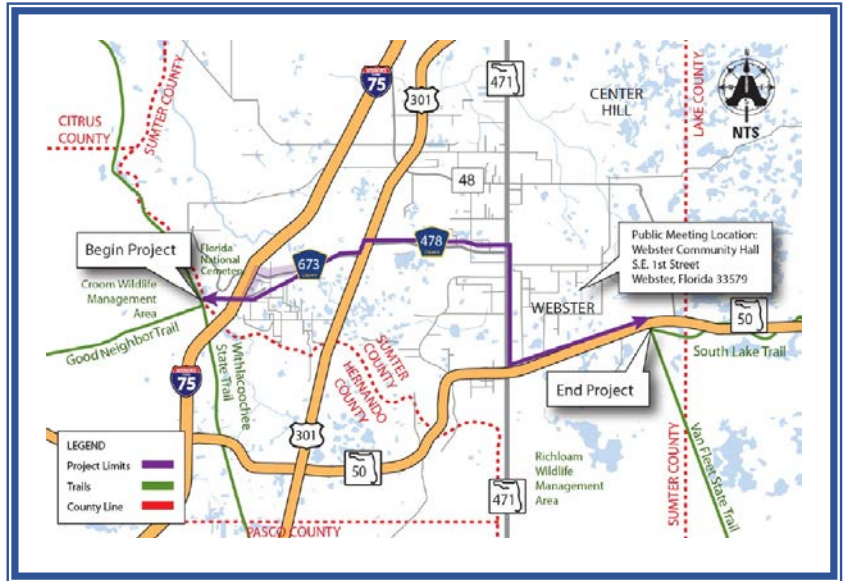
**Attachments:**

# TAB 6

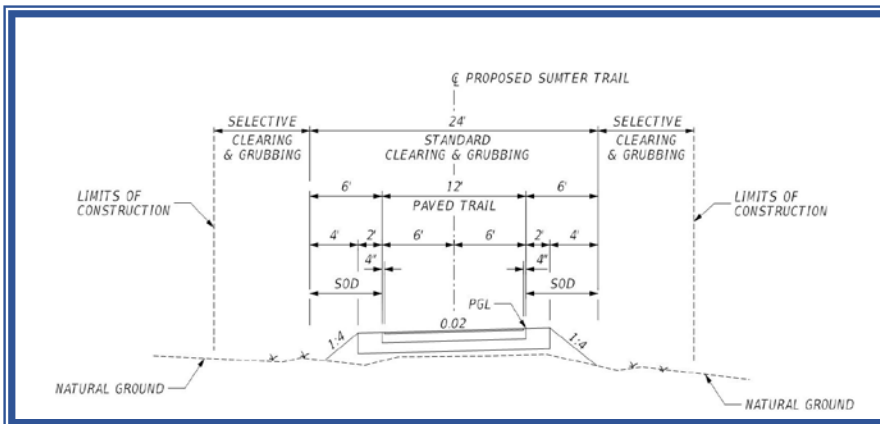
## INTRODUCTION

The FDOT is working with state and local partners to further develop the South Sumter Trail Project Development and Environment (PD&E) Study. This section of trail is part of the larger Coast to Coast Trail network, which extends nearly 250 miles from St. Petersburg to the Canaveral National Seashore in Titusville.

This trail segment would connect the Good Neighbor Trail in Hernando County to the Van Fleet Trail/South Lake Trail in Sumter County by adding a trail along County Road (C.R.) 673, US Highway (U.S.) 301, C.R. 478 and State Road (S.R.) 471 (see the area map to the right).



## PROJECT STATUS AND PUBLIC MEETING



The PD&E involves engineering and environmental evaluations, and outreach to assess options for the trail. Currently, only a portion of the final design phase is funded, while the right of way and construction phases are not. The Department is considering a typical section that includes a 12' wide paved trail, with a drainage swale located between the roadway and the trail.

### PUBLIC WORKSHOP DETAILS

**Tuesday, October 23, 2018**  
**Webster Community Hall**  
**S.E. 1<sup>st</sup> Street, Webster, Florida 33597**  
**5:30 p.m. to 7:30 p.m.**

The purpose of the upcoming public workshop is to present alternative alignments and associated impacts, based on preliminary analysis, for the multi-use trail being considered. The meeting will be an open house and attendees will have an opportunity to view a presentation, as well as project displays and other documentation throughout the evening. Members of the project team will be available to discuss the project and answer questions.

## MORE INFORMATION

More information can be found on [CFLRoads.com](http://CFLRoads.com) by searching the project number **435471-1** or by contacting the **FDOT Project Manager Lorena Cucek** by phone at 386-943-5392 or by email at [lorena.cucek@dot.state.fl.us](mailto:lorena.cucek@dot.state.fl.us).



Smart transportation solutions for Central Florida's workforce

# Program Update

## Regional Commuter Assistance Program



# Who We Are

- ▶▶▶ reThink Your Commute is a program of the Florida Department of Transportation
- ▶▶▶ We serve nine counties: Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter, and Volusia
- ▶▶▶ We promote smart transportation solutions for Central Florida's workforce
  - Carpools, vanpools, transit, biking and walking
  - Compressed work weeks and telecommuting



# What We Are

## »»» What is Transportation Demand Management (TDM)?

- Set of strategies to maximize travel choices
- “Managing demand is about providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode ... demand management is defined as providing travelers with effective choices to improve travel reliability.” – FHWA Report on TDM

### Rideshare

Carpool/Vanpool

### Transit

LakeXpress

### Active Transportation

Biking or Walking

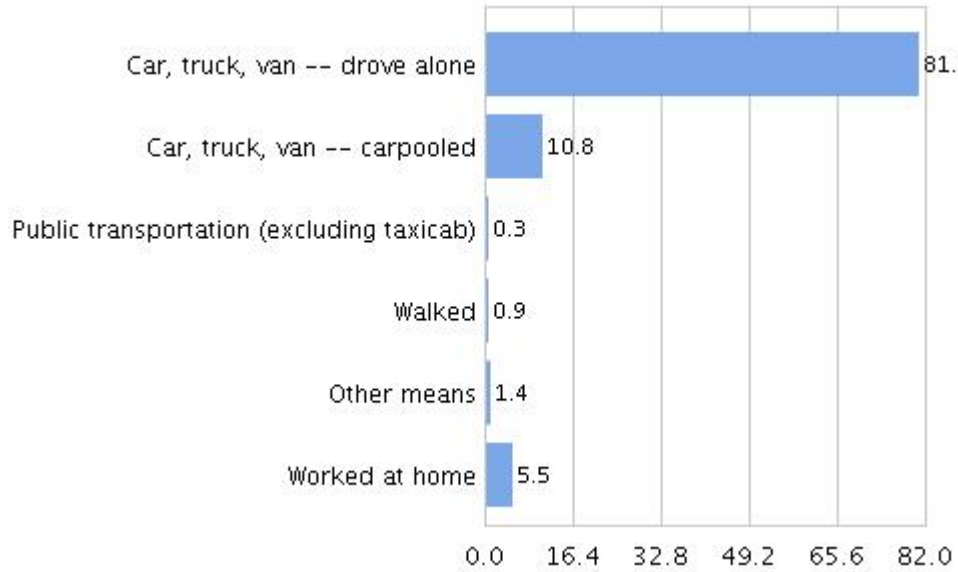
### Work Options

Telework or Compressed Work Weeks

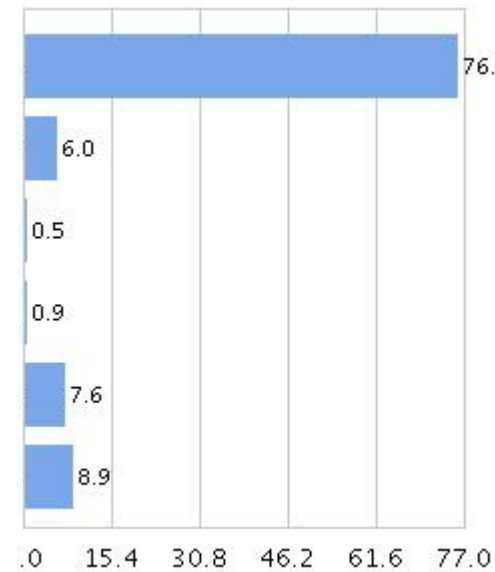


# Percent of Workers 16 and over Commuting by Mode

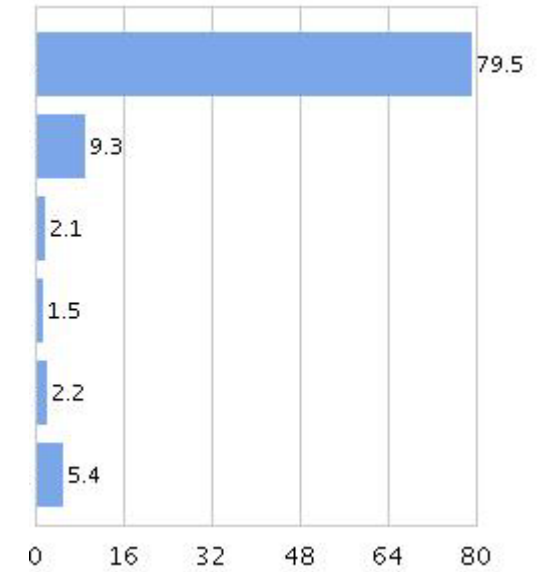
## American Community Survey 2012-2016



**LAKE COUNTY**  
Average commute time:  
28 minutes



**SUMTER COUNTY**  
Average commute time:  
25 minutes

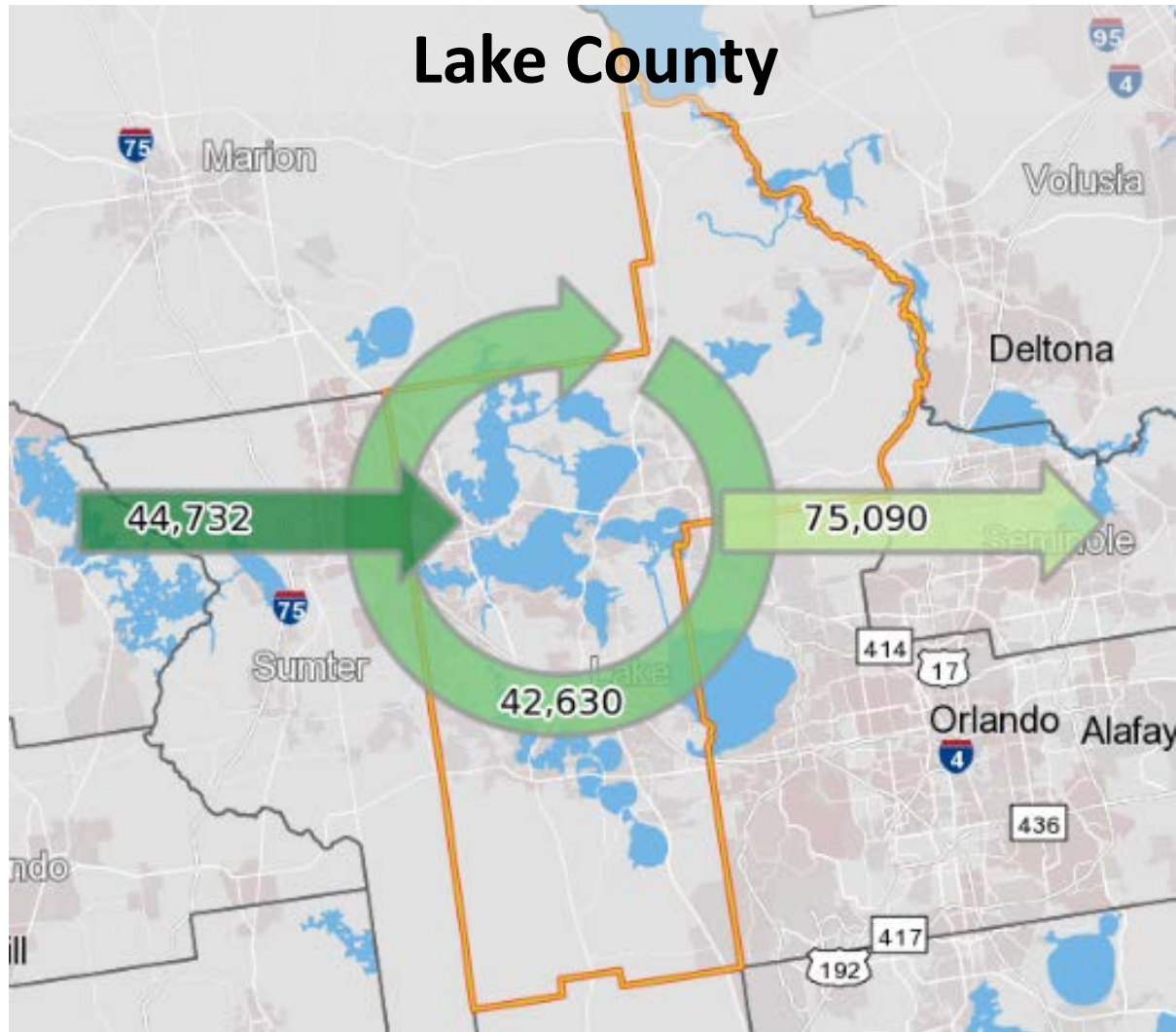


**FLORIDA**  
Average commute time:  
27 minutes

# Inflow/Outflow Analysis

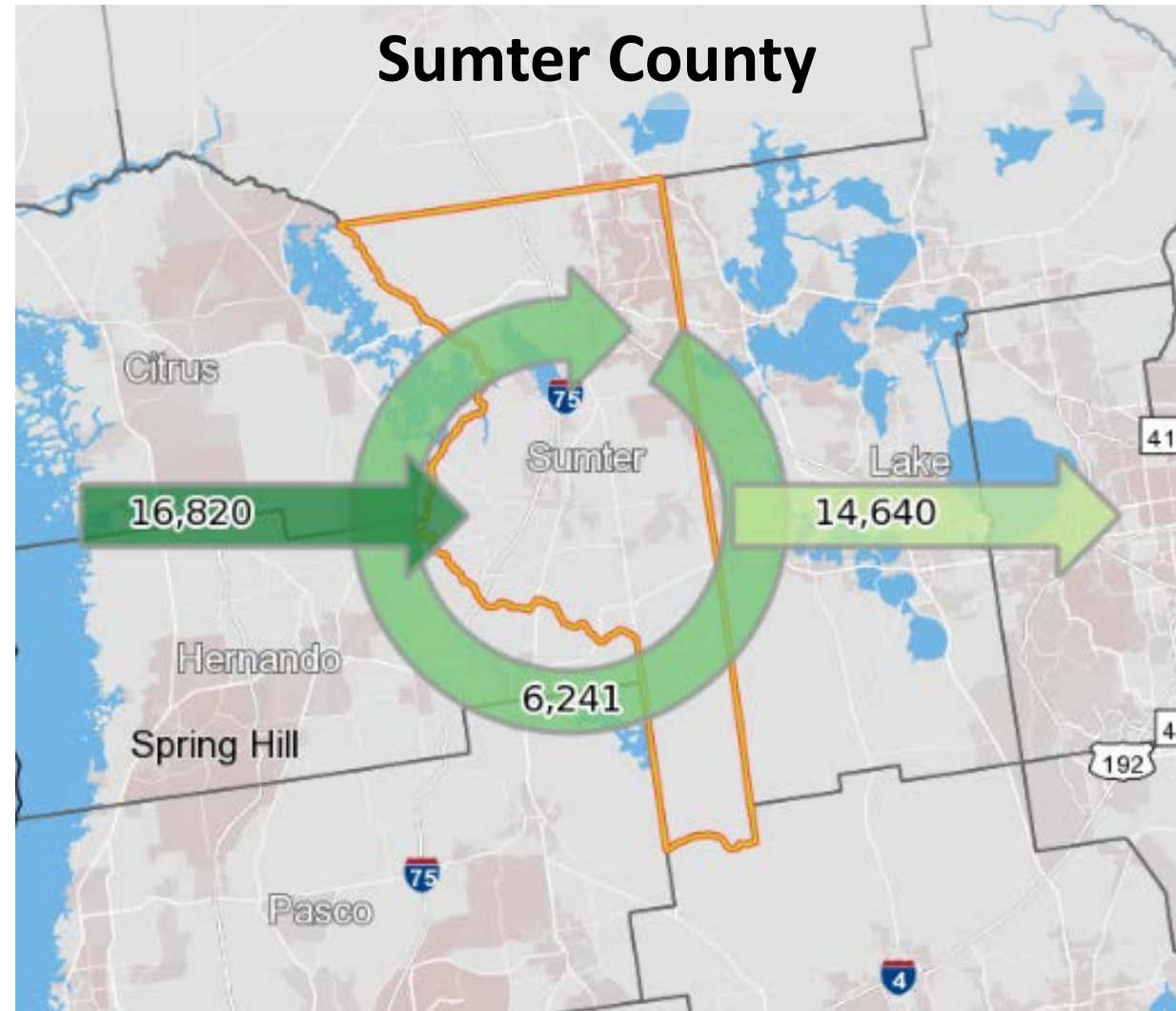
## OnTheMap 2015, Primary Jobs

### Lake County



44,732	- Employed in Selection Area, Live Outside
75,090	- Live in Selection Area, Employed Outside
42,630	- Employed and Live in Selection Area

### Sumter County



16,820	- Employed in Selection Area, Live Outside
14,640	- Live in Selection Area, Employed Outside
6,241	- Employed and Live in Selection Area

# Park & Ride Lots

## Lake County





# Work Program Goals

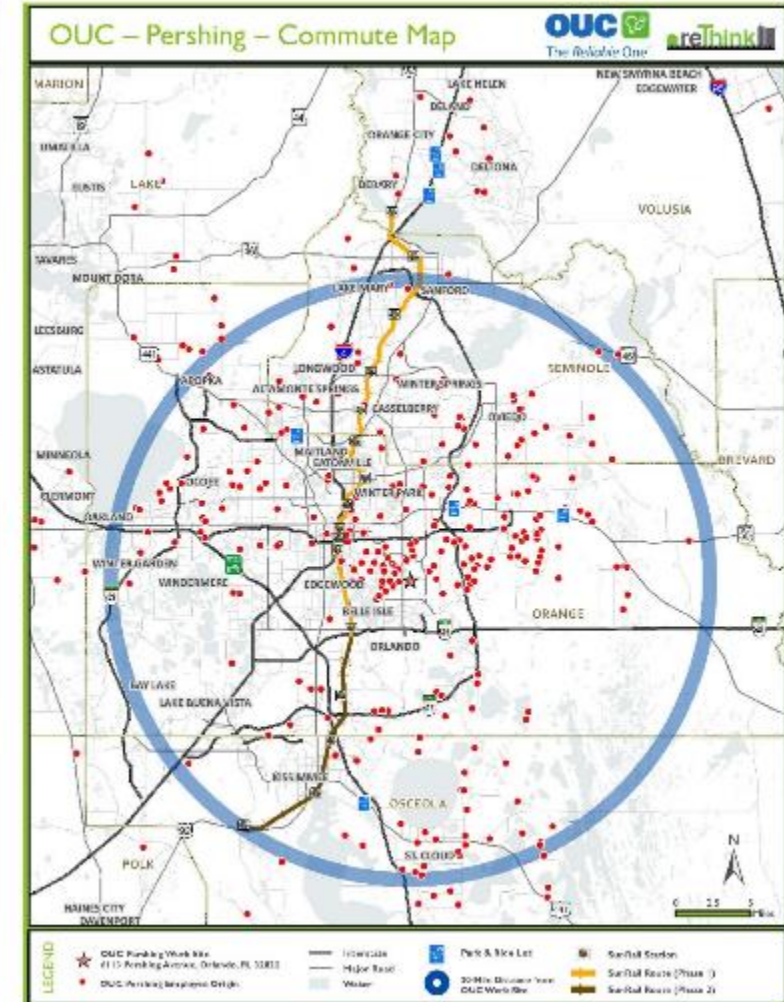
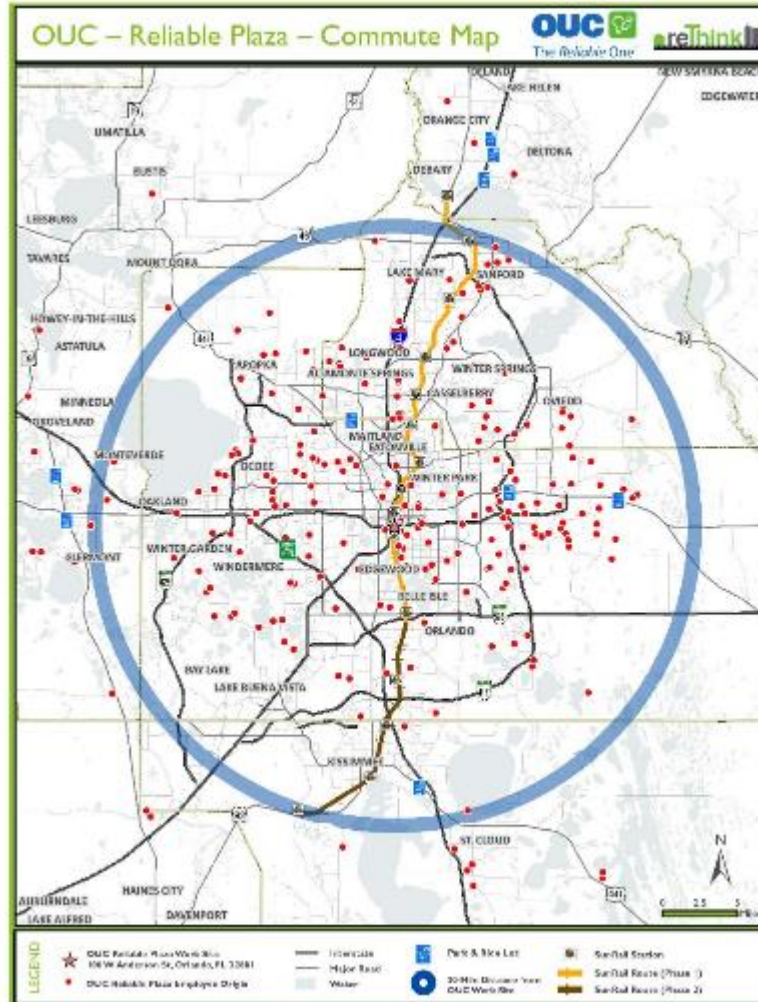
- »» **Goal 1:** Mode shift (**behavior change**) and/or maintenance by commuters
- »» **Goal 2:** Adoption and implementation of Transportation Demand Management (**TDM**) policies and programs by employers, municipalities and property managers
- »» **Goal 3:** Increase awareness of commute options and the reThink Your Commute program
- »» **Goal 4:** Regional coordination

# Employer Partnerships

Orlando Utilities Commission (OUC) • Platinum Partner, FY 16/17

## Partnership Details

- » Employee mapping
- » Worksite Ambassadors
- » Commute information online
- » Employee survey
- » Table events & presentations





# Property Manager Best Practices

Lee Vista Center • Subsidized Bus Pass Program

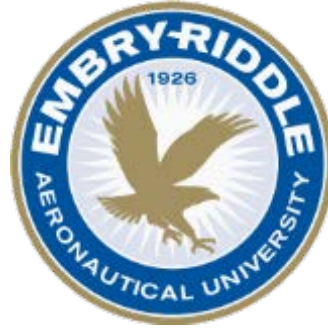
## Public-Private Partnerships

- »»» Lee Vista required to provide funding to LYNX to subsidize transit passes
- »»» Several worksites have enrolled, including hotels, engineering firms, and restaurants
- »»» All participating sites now qualify as a Best Workplace for Commuters



# Bikeshare & Carshare Technical Assistance

Bikeshare Technical Assistance • Central Florida Carshare Program



**Bikeshare Technical Assistance**



**Central Florida Carshare Program**



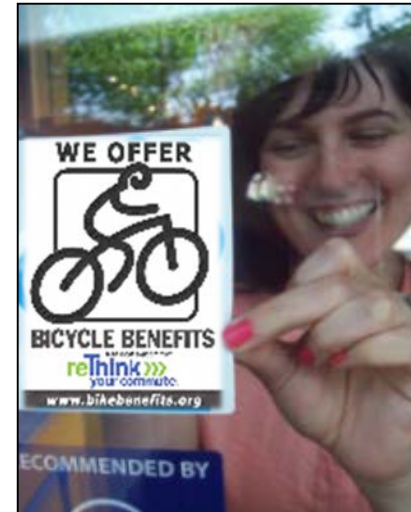


# Promoting Bike Commuting

Bicycle Benefits Program

## Teaming up with the National Program

- »»» Businesses select an offer/discount to offer, provide information at <http://bit.ly/2uBGjDG>
- »»» Businesses receive a starter kit, which includes a window decal and 2 helmet stickers
- »»» Cyclists can receive a free helmet sticker from our program or our partners
- »»» Cyclists display sticker on helmet at participating businesses to receive the offer/discount
- »»» Participants encouraged to share their experience on social media with #reThinkYourCommute





# Bike to Work Days Across District 5

Kissimmee Bike Bonanza • March 24, 2017



**KISSIMMEE  
BIKE  
BONANZA**  
MARCH 24, 2017

**JOIN US FOR THE FIRST  
BIKE TO WORK DAY  
IN DOWNTOWN KISSIMMEE!**

Enjoy a 2-mile loop through downtown and a transportation fair on Friday, March 24, 2017. Helmets strongly encouraged.

Questions?  
Contact Diana Marrero-Pinto at: 407.846.4643 or dmarreropinto@kissimmeeinmainstreet.com

Ruby Plaza, Lakefront Park | 201 Lakeview Drive  
Registration 7:30 a.m. | Ride 8:00 a.m.  
Register at: [KissimmeeMainStreet.com/BikeBonanza](http://KissimmeeMainStreet.com/BikeBonanza)



rethink your commute





# Pilot Program

## »»» Neighborhood Outreach Pilot Program

- Encourages residents of Downtown Orlando & Pine Hills to use different transportation options
- Provides people the tools to empower each other to learn about the benefits of transit, carpooling, biking and walking
- Employs a cause-marketing approach to track progress and measure outcomes



# Similar Programs



Austin, TX

Transit mode share increased **5.9%**

Total driving mode share decreased by **8.7%**



Multiple cities, Australia

Participants reduced kilometers traveled via drive-alone trips by **18%**



GARFIELD PARK

Chicago, IL

**65%** of participants of reported walking, bicycling, or taking transit more often because of the program







## Success Stories

Cristina first started walking to work thanks to a commute challenge we co-hosted with her employer in 2015. With a short one-mile commute, walking to work was a great option that she discovered thanks to our promotional efforts.

After the challenge was over, Cristina kept up with her new active commute choice. “What keeps me walking to work is the impact it has on my health and happiness,” says Cristina.

**A Program of the Florida  
Department of Transportation**

133 S. Semoran Blvd.  
Orlando, FL 32807  
866-610-RIDE (7433)

**Courtney Reynolds, Program Manager**  
Courtney@reThinkYourCommute.com

**LaNina Dobson, Outreach Specialist**  
LaNina@reThinkYourCommute.com

 reThinkYourCommute

 reThink\_CFL

reThinkYourCommute.com

**reThink** >>>  
**your commute**™

## REPORTS

Transportation Agency Reports - Included in the Agenda Package

1. Florida Department of Transportation (FDOT)
  2. Florida's Turnpike Enterprise (FTE)
  3. Central Florida Expressway Authority (CFX)
  4. Public Works Reports
  5. Transit Reports
- B. Regional Groups (WOSLTEDTF & EL-NOW Meeting of Elected Officials)
- C. Central Florida MPO Alliance (CFMPOA) & MPO Advisory Council (MPOAC)
- D. Association of MPO's (AMPO) and National Association of Regional Councils (NARC)
- E. Lake~Sumter MPO Staff & MPO Governing Board Reports (*opportunity for member comments*)
- F. Transportation Management (TMS)
- G. Project Update

### ATTACHMENTS:

1. FDOT project update
2. Sumter County Public Works Report
3. Sumter County Transit Report
4. Lake County Transit Reports
5. Notable Information

# REPORTS





**FDOT District Five - Leesburg Operations**  
**1405 Thomas Road**  
**Leesburg, Florida 34748**  
**352-315-3100**

Outside Consultant
In-House Construction
Maintenance

## Project Status Report as of September 18, 2018

LAKE						
SR 46 from west of US 441 to Round Lake Road (Wekiva Parkway Sections 3A and 3B)						
<b>FIN #</b>	238275-2-52-01, 238275-3-52-01					
<b>CONTRACT #</b>	T5589					
Conventional Construction						
<b>PROJECT DESCRIPTION:</b> The project includes an at-grade intersection of U.S. 441 and State Road (S.R.) 46, with a grade separated flyover from southbound U.S. 441 to eastbound S.R. 46. The project also includes the reconstruction of S.R. 46 into a six-lane divided controlled access roadway.						
				TIME	COST	
<b>CONTRACTOR:</b>	GLF Construction Corporation	<b>LET DATE:</b>	6/14/2017	<b>ORIGINAL:</b>	850	\$32,839,302.36
<b>FED. AID #:</b>	8886919A	<b>NTP:</b>	8/01/2017	<b>CURRENT:</b>	900	\$33,099,278.43
<b>FUND TYPE</b>	Conventional	<b>TIME BEGAN:</b>	10/30/2017	<b>ELAPSED:</b>	324	\$12,194,358.65
		<b>WORK BEGAN:</b>	10/30/2017	<b>% ORIGINAL:</b>	38.12%	37.13%
		<b>EST. COMPLETION:</b>	Summer 2020	<b>% TO DATE:</b>	36.00%	36.84%
CONTACT		PHONE		EMAIL		
<b>CEI PROJECT ADMINISTRATOR</b>		Scott Moffatt	C: 321-624-8861	<a href="mailto:smoffatt@rkk.com">smoffatt@rkk.com</a>		
<b>FDOT PROJECT MANAGER:</b>		Eric Jaggars	O: 352-326-7715 C:352-459-9751	<a href="mailto:eric.jaggars@dot.state.fl.us">eric.jaggars@dot.state.fl.us</a>		
<b>CONTRACTOR'S PROJECT MANAGER:</b>		Kevin Wishnacht	C: 407-955-1944	<a href="mailto:kwishnacht@glfusa.com">kwishnacht@glfusa.com</a>		

LAKE						
CR 46A Realignment from SR 46 to North of Arundel Way (Wekiva Parkway Section 5)						
<b>FIN #</b>	238275-8-52-01					
<b>CONTRACT #</b>	T5582					
Conventional Construction						
<b>PROJECT DESCRIPTION:</b> Design the non-tolled relocation of CR 46A out of the Seminole State Forest for 2.5 miles from north of Arundel Way to connect to State Road 429 east of Camp Challenge Road.						
				TIME	COST	
<b>CONTRACTOR:</b>	Halifax Paving, Inc	<b>LET DATE:</b>	2/22/2017	<b>ORIGINAL:</b>	650	\$9,883,549.93
<b>FED. AID #:</b>	8886602A	<b>NTP:</b>	5/09/2017	<b>CURRENT:</b>	706	\$9,890,468.19
<b>FUND TYPE</b>	Conventional	<b>TIME BEGAN:</b>	6/13/2017	<b>ELAPSED:</b>	466	\$5,643,368.73
		<b>WORK BEGAN:</b>	6/13/2017	<b>% ORIGINAL:</b>	71.69%	57.10%
		<b>EST. COMPLETION:</b>	Spring 2019	<b>% TO DATE:</b>	66.01%	57.06%
CONTACT		PHONE		EMAIL		
<b>PROJECT ADMINISTRATOR</b>		Kim Navarro	O: 407-482-7829	<a href="mailto:kim.navarro@dot.state.fl.us">kim.navarro@dot.state.fl.us</a>		
<b>CONTRACTOR'S PROJECT MANAGER:</b>		Steve Blair	O: 386-676-0200 C: 386-547-3422	<a href="mailto:hpi-steve@cf.rr.com">hpi-steve@cf.rr.com</a>		

LAKE						
US 27 Asphalt Repair from US 192 to Golden Eagle Boulevard						
<b>FIN #</b>	429157-1-72-14					
<b>CONTRACT #</b>	E5U93					
Maintenance Contract						
<b>PROJECT DESCRIPTION:</b> Mill and resurface US 27 in Clermont from US 192 to Golden Eagle Boulevard						
				TIME	COST	
<b>CONTRACTOR:</b>	Lane Construction Corporation	<b>LET DATE:</b>	6/05/2018	<b>ORIGINAL:</b>	120	\$1,454,577.56
<b>FED. AID #:</b>	N/A	<b>NTP:</b>	8/07/2018	<b>CURRENT:</b>	130	\$1,454,577.56
<b>FUND TYPE</b>	Maintenance	<b>TIME BEGAN:</b>	8/7/2018	<b>ELAPSED:</b>	41	\$1,186,303.06
		<b>WORK BEGAN:</b>	8/7/2018	<b>% ORIGINAL:</b>	34.17%	81.56%
		<b>EST. COMPLETION:</b>	Late 2018	<b>% TO DATE:</b>	31.54%	81.56%
CONTACT		PHONE		EMAIL		
<b>PROJECT ADMINISTRATOR</b>		Frank Kelch	O: 352-326-7716	<a href="mailto:frank.kelch@dot.state.fl.us">frank.kelch@dot.state.fl.us</a>		
<b>CONTRACTOR'S PROJECT MANAGER:</b>		Brandon Kowalske	C: 863-287-8096	<a href="mailto:bskowalske@laneconstruction.com">bskowalske@laneconstruction.com</a>		

## Project Status Report as of September 18, 2018

### LAKE

#### SR 25 (US 27) from CR 561 to North of O'Brien Road

**FIN #** 434407-1-52-01

**CONTRACT #** T5592

#### Conventional Construction

**PROJECT DESCRIPTION:** Milling and resurfacing, widening turn lanes, base work, shoulder treatment, drainage improvements, curb and gutter, sidewalks, signing and pavement markings, guardrail, signalization and ITS on SR 25 (US 27) from just west of CR 561 (Lake Minneola Shores/Southern Breeze Drive) to 400 feet north of O'Brien Road.

				TIME	COST	
<b>CONTRACTOR:</b>	D.A.B. Constructors, Inc.	<b>LET DATE:</b>	8/30/2017	<b>ORIGINAL:</b>	400	\$6,864,444.44
<b>FED. AID #:</b>	3612039P	<b>NTP:</b>	11/14/2017	<b>CURRENT:</b>	443	\$6,864,444.44
<b>FUND TYPE</b>	Conventional	<b>TIME BEGAN:</b>	12/14/2017	<b>ELAPSED:</b>	277	\$4,442,261.12
		<b>WORK BEGAN:</b>	12/14/2017	<b>% ORIGINAL:</b>	69.25%	64.71%
		<b>EST. COMPLETION:</b>	Spring 2019	<b>% TO DATE:</b>	62.53%	64.71%

CONTACT		PHONE	EMAIL
<b>CEI PROJECT ADMINISTRATOR</b>	Ashley Vickers	O: 352-568-7230 C: 407-463-9350	<a href="mailto:avickers@eismanrusso.com">avickers@eismanrusso.com</a>
<b>FDOT PROJECT MANAGER:</b>	Karen Madrid	O: 352-326-7736 C: 352-459-2049	<a href="mailto:karen.madrid@dot.state.fl.us">karen.madrid@dot.state.fl.us</a>
<b>CONTRACTOR'S PROJECT MANAGER:</b>	Mike Lemke	C: 352-601-8043	<a href="mailto:mikel@dabcon.com">mikel@dabcon.com</a>

### LAKE

#### SR 19 over Little Lake Harris Bridge # 110026

**FIN #** 238319-2-52-01

**CONTRACT #** E5Y62

#### Design Build

**PROJECT DESCRIPTION:** Design and construction of State Road (S.R.) 19 over Little Lake Harris Bridge # 11026 from Savage Circle to north of Hickory Points.

				TIME	COST	
<b>CONTRACTOR:</b>	Leware Construction Co. of Florida	<b>LET DATE:</b>	3/21/2017	<b>ORIGINAL:</b>	950	\$22,219,000.00
<b>FED. AID #:</b>	00B5025B	<b>NTP:</b>	6/15/2017	<b>CURRENT:</b>	986	\$22,338,735.39
<b>FUND TYPE</b>	Design Build	<b>TIME BEGAN:</b>	6/15/2017	<b>ELAPSED:</b>	431	\$12,055,922.81
		<b>WORK BEGAN:</b>	6/15/2017	<b>% ORIGINAL:</b>	45.37%	54.26%
		<b>EST. COMPLETION:</b>	Summer 2020	<b>% TO DATE:</b>	43.71%	53.97%

Information as of August cutoff

CONTACT		PHONE	EMAIL
<b>CEI PROJECT ADMINISTRATOR</b>	David Smith	O: 352-324-6472 C: 407-948-3946	<a href="mailto:dsmith@metriceng.com">dsmith@metriceng.com</a>
<b>FDOT PROJECT MANAGER:</b>	Eric Jaggars	O: 352-326-7715 C: 352-459-9751	<a href="mailto:eric.jaggars@dot.state.fl.us">eric.jaggars@dot.state.fl.us</a>
<b>CONTRACTOR'S PROJECT MANAGER:</b>	Jeremy Welch	O:352-787-1616 C:352-516-7248	<a href="mailto:jwelch@lewarecc.com">jwelch@lewarecc.com</a>

### LAKE AND SEMINOLE COUNTIES

#### SR 429/46 from west of Old McDonald Road to east of Wekiva Park Road (Wekiva Parkway Section 6)

**FIN #** 238275-7-52-01

**CONTRACT #** E5Y47

#### Design Build

**PROJECT DESCRIPTION:** Design 5.5 miles of limited access toll road largely along the existing State Road 46 corridor from west of Old MacDonald Road to east of Wekiva Park Road. The project will include designing: an additional non-tolled, service road for local travel; a new, higher-profile bridge that is aesthetically pleasing over the Wekiva River; and, three wildlife bridges to allow animals to pass safely between the Seminole State Forest, Rock Springs Run State Reserve and Lower Wekiva River Preserve.

				TIME	COST	
<b>CONTRACTOR:</b>	Superior Construction Co. Southeast	<b>LET DATE:</b>	3/22/2017	<b>ORIGINAL:</b>	1,270	\$234,544,468.00
<b>FED. AID #:</b>	3141036P	<b>NTP:</b>	6/27/2017	<b>CURRENT:</b>	1,319	\$232,375,345.09
<b>FUND TYPE</b>	Design Build	<b>TIME BEGAN:</b>	10/18/2017	<b>ELAPSED:</b>	419	\$82,367,259.90
		<b>WORK BEGAN:</b>	10/18/2017	<b>% ORIGINAL:</b>	32.99%	35.12%
		<b>EST. COMPLETION:</b>	Spring 2021	<b>% TO DATE:</b>	31.77%	35.45%

Information as of August cutoff

CONTACT		PHONE	EMAIL
<b>CEI PROJECT ADMINISTRATOR</b>	Arnaldo Larrazabal	C: 786-205-2699	<a href="mailto:arnaldo.larrazabal@rsandh.com">arnaldo.larrazabal@rsandh.com</a>
<b>FDOT PROJECT MANAGER:</b>	Rick Vallier	O: 386-943-5283 C: 386-846-4149	<a href="mailto:rick.vallier@dot.state.fl.us">rick.vallier@dot.state.fl.us</a>
<b>CONTRACTOR'S PROJECT MANAGER:</b>	Jeremy Andrews	C: 904-509-0868	<a href="mailto:jandrews@superiorfla.com">jandrews@superiorfla.com</a>

## SUMTER COUNTY TRANSIT

	MARCH	APRIL	MAY	JUNE	JULY
<b>INVOICE AMOUNT</b>	\$93,439.86	\$91,190.50	\$89,150.61	\$74,438.45	\$73,765.90
<b>COMPLETED TRIPS</b>	5,004	4,421	5,471	2,662	2,640
<b>VEHICLE MILES</b>	38,354	31,996	23,505	36,703	30,401
<b>ACCIDENTS - CONTRACT STANDARD 1.4 PER 100,000 MILES</b>	3	0	1	3	2
<b>ON TIME PERFORMANCE - CONTRACT STANDARD 92%</b>	98.67%	96.00%	99.67%	99.33%	99.67%
<b>CALL HOLD TIMES</b>	1 SECOND	1 SECOND	0 SECONDS	0 SECONDS	1 SECOND
<b>PASSENGER TRIPS PER HOUR - STANDARD 1.71</b>	2.05	1.99	2.01	1.77	1.82
<b>COST PER MILE - STANDARD \$2.70</b>	\$2.44	\$2.85	\$3.79	\$2.03	\$2.43
<b>COST PER TRIP - STANDARD \$23.22</b>	\$18.67	\$20.63	\$16.83	\$28.95	\$28.91
<b>COMPLIMENTS</b>	4	9	12	12	18
<b>COMPLAINTS</b>	0	0	0	0	0

BOCC/SUMTER COUNTY TRANSIT DID NOT RECEIVE ANY OMBUDSMAN COMPLAINTS THIS REPORTING PERIOD.





Ecolane Reports - Trips by Funding Source - Select the monthly date range - TDI, TDO, SCARC - Total Client Trips + Rider Trips

Total is obtained from Trip Sheets - Add number from each sheet for the month and that is the total for the month

Total is obtained from Trip Sheets - Add number from each sheet for the month and that is the total for the month

Total is obtained from Trip Sheets - Add number from each sheet for the month and that is the total for the month

Ecolane Reports - Trips by Funding Source - Select the monthly date range - MFCS - Total Client Trips + Rider Trips

Total is obtained from the monthly report submitted by SCARC - Total under One-Way passenger trips

Total is obtained from the SCARC & SYC Monthly & Ecolane Reports - MFCS, TDI, SCARC - Billing Summary Report - add all AM lines - Plus Escorts

Total is obtained from the Ecolane Reports - Billing Summary Report - Only the TDO AM line total - Plus Escorts

Total is obtained from the SCARC Monthly Report & Ecolane Reports - MFCS, TDI, SCARC - Billing Summary Report - add all WC lines - Do Not Add Escorts

Total is obtained from the Ecolane Reports - Billing Summary Report - Only the TDO total - Do not Add Escorts

Total is obtained from the combined Orange and Wildwood Shuttle/Service Routes trip totals

Total is obtained from the Ecolane Reports - TDI, TDO - Trips by Funding Source - Total Trips line

Total is obtained from subtracting CTD Sponsored, MFCS Contract Trips, SCARC Contract Service under Funding Sources from the Total Coordinated System Trip Count - the balance are your Public trips.

Total is obtained from the Ecolane Reports - MFCS - Trips by Funding Source - Total Trips line

Total is obtained from the SCARC Monthly Report

Total is obtained from Ecolane Agency Billing Report-Agency Trips Count Section - MFCS, SCARC, TDI, TDO - Low-income is AM plus escorts

Total is obtained from the Ecolane Agency Billing Report - Agency Trips Count Section - WC Line - , TDI, TDO, MFCS, SCARC -Shuttle Trip Sheets D & D/E Category

Total is obtained from SCARC Monthly Report

Total is obtained from Shuttle Track Trip Sheets - Elderly ONLY

Total is obtained from the Ecolane Agency Billing Report - Agency Trips Count - , MFCS, SCARC, TDI, TDO -15yrs. AM & SYC Monthly total

Total is obtained from the Ecolane Agency Billing Report - Agency Trips Count - , MFCS, SCARC, TDI, TDO -15yrs. AM - WC Line Total

Total is obtained from the Ecolane Agency Billing Report - Agency Trips Count - -15yrs. AM & TDI/TDO - WC Line Total

Total is obtained from Shuttle Track Trip Sheets - Children ONLY

Total is obtained from the Ecolane Agency Billing Report - Agency Trips Count Section - , MFCS, SCARC, TDI, TDO - 15-60yrs - AM line total

Total is obtained from the Ecolane Agency Billing Report - Agency Trips Count Section - , MFCS, SCARC, TDI, TDO 15-60 yrs - WC Line Total

Total is obtained from SCARC Monthly Report

Total is obtained from Shuttle trip sheets - Low Income ONLY

Total is obtained from the SCARC Monthly Report, Ecolane Trips by Purpose Report, and Shuttle Trip Sheets

Total is obtained from the SCARC Monthly Report, Ecolane Trips by Purpose Report, and Shuttle Trip Sheets - \*Note Daycare is part of Employment

Total is obtained from the SCARC Monthly Report, Ecolane Trips by Purpose Report, Shuttle Trip Sheets

Total is obtained from the SCARC Monthly Report, Ecolane Trips by Purpose Report, and Shuttle Trip Sheets

Total is obtained from the SCARC Monthly Report, Ecolane Trips by Purpose Report, SYC, and Shuttle Trip Sheets

Total is obtained from the SCARC Monthly Report Shopping/Community Inclusion, Ecolane Trips by Funding Source - Select Life Sustaining Total Clients, SYC total (125), and Shuttle trips - Other category

Total is obtained from the Ecolane Reports - Trips by Funding Source - Select No Shows - Total Clients

Total is obtained from the Vehicle Inventory Mileage spreadsheet

Total is obtained from the Ecolane Reports - System Productivity - Revenue Column - Actual Total

Total is obtained from the SCARC Monthly Report

Total is obtained from the SCARC Monthly Report

Total is obtained from Ecolane OTP Report - Work, Medical, Education/Training

Total is obtained from number of calls where First Vehicles has to go to the road and assist

Total is number of accidents based on Ride Right Reporting



Total is number of vehicles from Vehicles Mileage Report - Sum of all vehicles on list  
Total is obtained from phone report provided by Ride Right  
Total is usually 1 second - this may be removed from report  
Total is obtained from number of complaints received in writing and record it in its appropriate category

Total is obtained from month surveys that are received each month

**LAKE ~ SUMTER MPO  
FOR  
SEPTEMBER 26, 2018**



**Prepared by:**

**Lake County Transit Division  
2440 U.S. Highway 441/27  
Fruitland Park, FL 34731  
Phone: 352-323-5733  
Website: [RideLakeXpress.com](http://RideLakeXpress.com)**



**LAKE COUNTY**  
FLORIDA

# LAKE COUNTY CONNECTION RIDERSHIP FISCAL YEAR COMPARISON

## SEPTEMBER 26, 2018

### FY 17-18

#### Trips per Month FY 16-17

Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Total
6,611	7,049	6,971	6,879	6,663	6,307	6,409	8,341	8,152	6,383	7,326	5,067	82,158

#### Trips per Month FY 17-18

Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Total
7,235	6,786	6,530	7,005	7,023	7,809	7,748	8,272	7,758	7,948			74,114

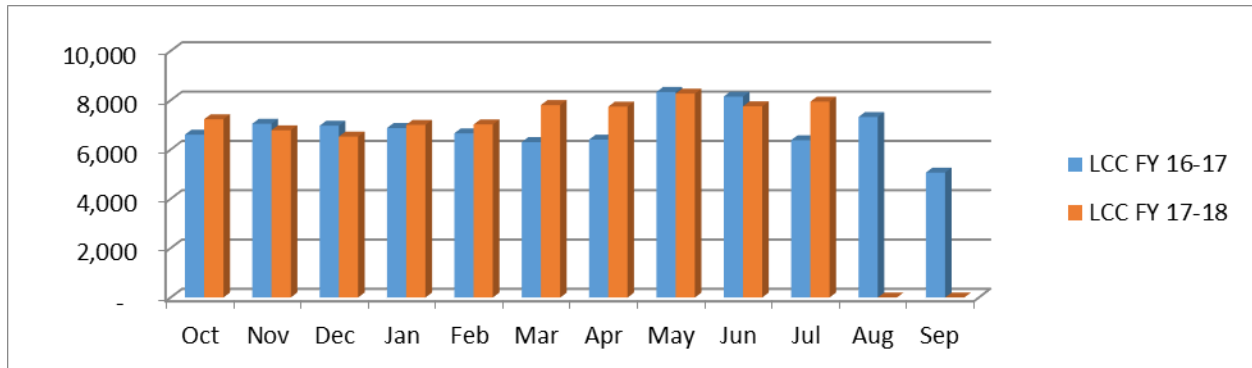
#### Increase

Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Total
624	-263	-441	126	360	1,502	1,339	-69	-394	1,565			4,349

#### Percentage Increase/Decrease

Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Total
9.44%	-3.73%	-6.33%	1.83%	5.40%	23.81%	20.89%	-0.83%	-4.83%	24.52%			70.17%

## LAKE COUNTY CONNECTION RIDERSHIP



**LAKEXPRESS RIDERSHIP FISCAL YEAR COMPARISON**  
**SEPTEMBER 26, 2018**  
**FY 17-18**

**Trips per Month FY 16-17**

Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Total
28,432	28,923	27,942	27,512	27,945	29,643	26,462	30,146	26,142	24,362	29,247	25,793	332,549

**Trips per Month FY 17-18**

Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Total
31,898	29,178	27,438	27,786	28,482	28,661	27,920	26,973	24,551	26,854			279,741

**Increase**

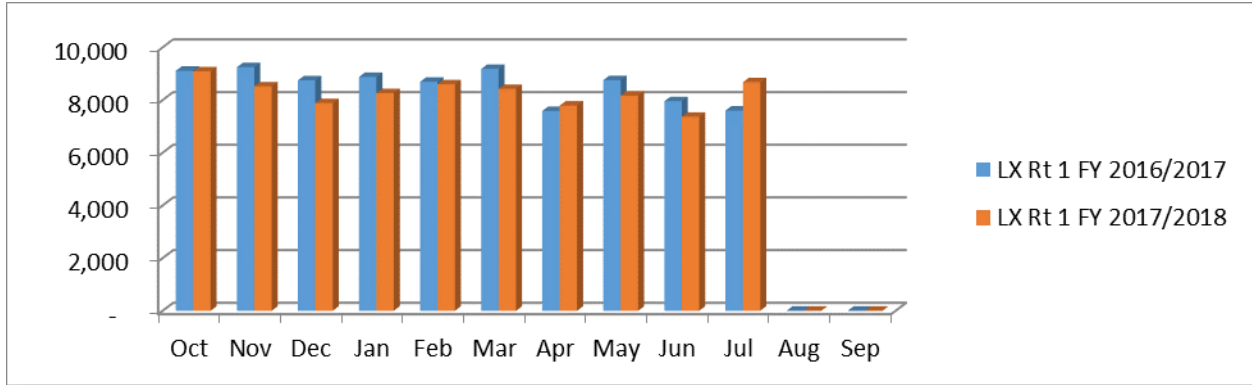
Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Total
3,466	255	-504	274	537	-982	1,458	-3,173	-1,591	2,492			2,232

**Percentage Increase**

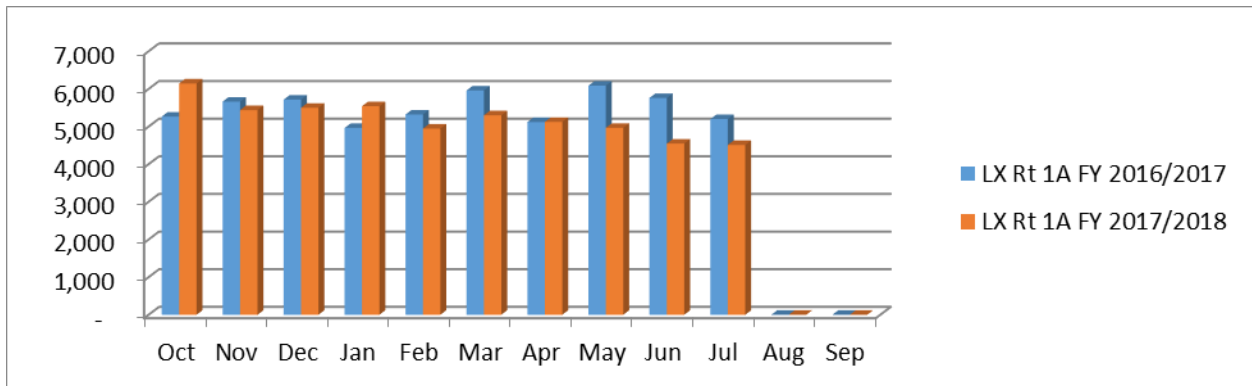
Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Total
12.19%	0.88%	-1.80%	1.00%	1.92%	-3.31%	5.51%	-10.53%	-6.09%	10.23%			10.0%

# LAKEXPRESS RIDERSHIP

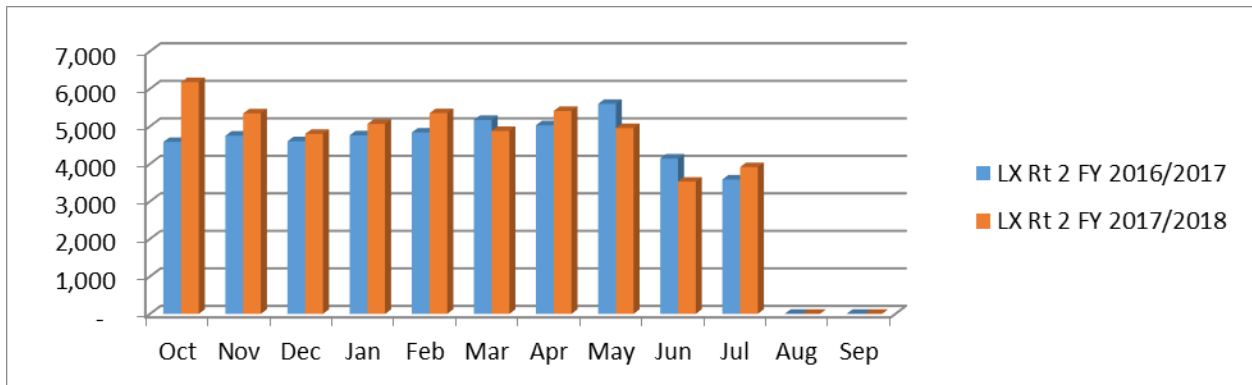
## ROUTE 1



## ROUTE 1A

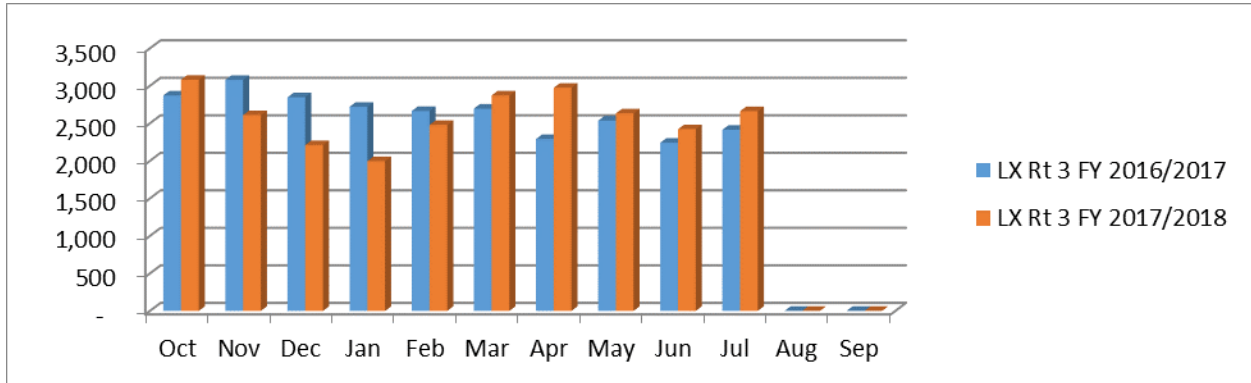


## ROUTE 2

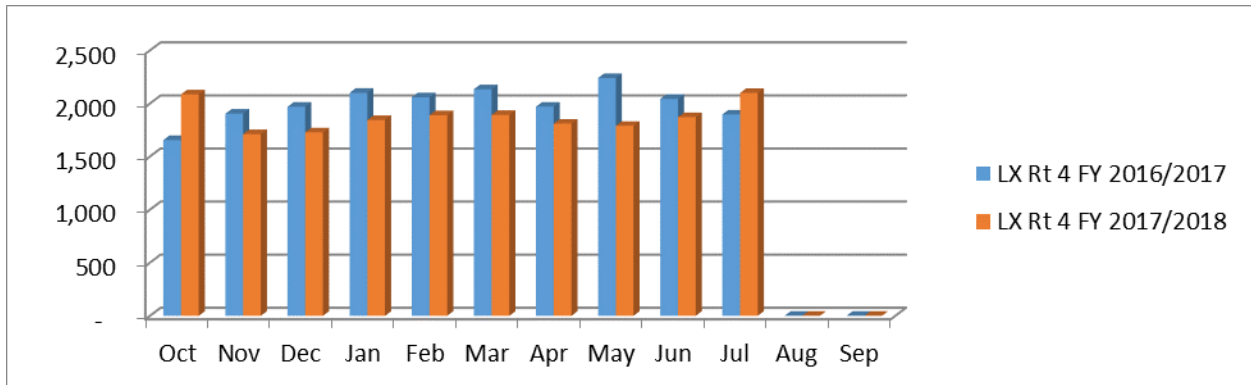


# LAKEXPRESS RIDERSHIP

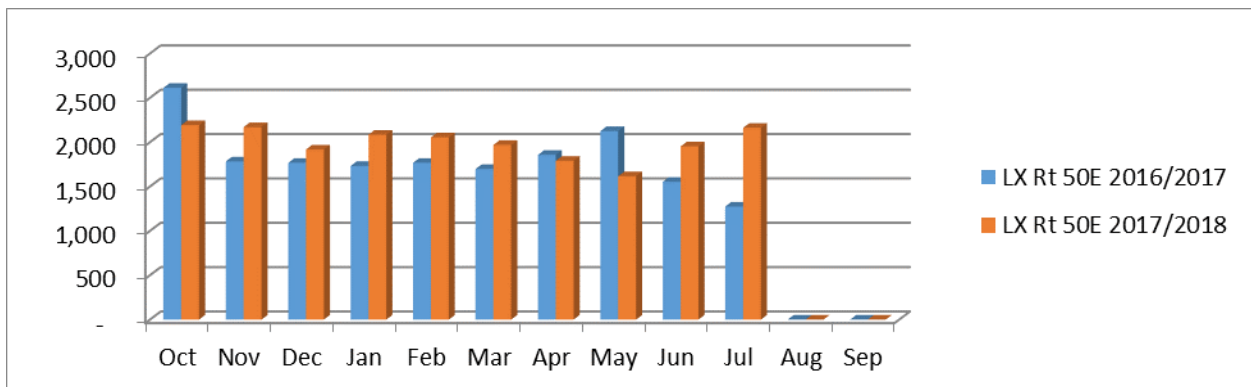
## ROUTE 3



## ROUTE 4



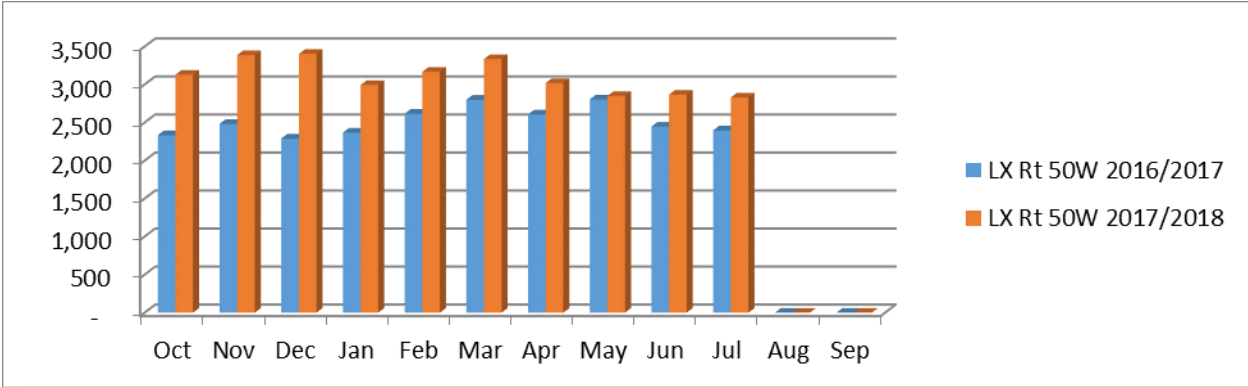
## ROUTE 50 EAST



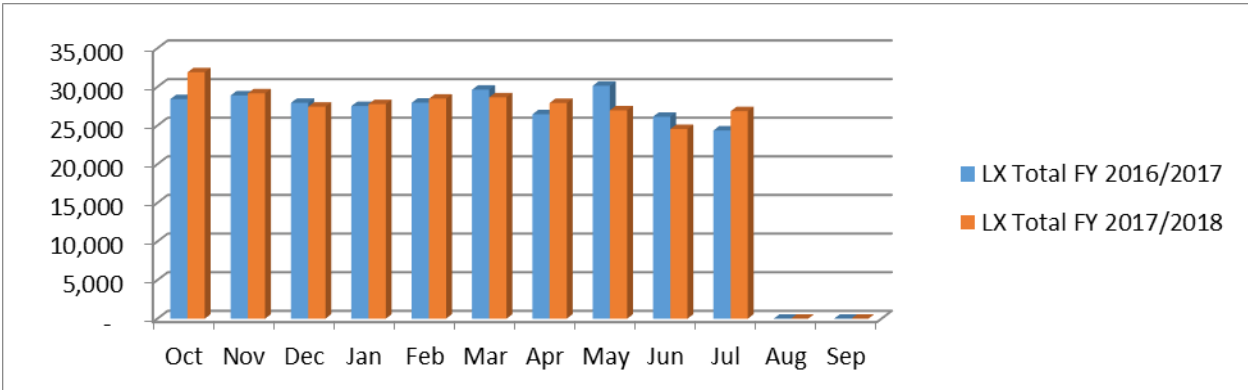


**LAKEXPRESS RIDERSHIP**

**ROUTE 50 WEST**



**TOTAL LAKEXPRESS RIDERSHIP**



**LYNX ROUTE 55 TOTAL RIDERSHIP**

Lake County Transit Division staff has not received an updated LYNX 55 Ridership Report although it has been requested.

## LAKEXPRESS BUS SHELTER PROGRAM UPDATE

<b>MUNICIPALITY</b>	<b>BUS SHELTERS</b>	<b>BUS STOP PADS</b>
<b>Eustis</b>	Ardice Ave. and Ruleme St.	SR 19 & Stevens
	Eustis Public Library	SR 19 & Golflinks
	Florida Hospital Waterman	SR 19 & Chelsey (both sides)
	Lake Tech	SR 19 & Bates
	Wall St.	
<b>Fruitland Park</b>	Fruitland Park Public Library	
	Transit Office	
<b>Leesburg</b>	Citizens Blvd. Transfer Station	US Hwy. 441/27 & Rural King
	Lake-Sumter Community College	US Hwy. 441/27 & Hill St.
	Lake St & LRMC	US Hwy. 441 across from Comcast
	Martin Luther King, JR. & Walmart	US Hwy. 441 & Wilco
	US Hwy. 441 & 3 <sup>rd</sup> St.	US Hwy. 441 & Gator Harley
	Griffin Rd. & Turtle Oaks Apt	US Hwy. 441 & 44
	CR 468 & Lisa Dare Rd.	US Hwy. 441 near the Mall
	SR 27 & Leesburg High School	US Hwy. 441 & Tavares
	Griffin Rd. & Thomas Ave.	
Hope Springs Villa on Bentley Rd.		
<b>Lady Lake</b>	Lady Lake Public Library	US Hwy. 441/27 South of Lemon
	US Hwy. 441 & Kohl's	US Hwy. 441/27 South of Lakeview
	US Hwy. 441 & W. Guava St.	US Hwy. 441/27 East of Lakeview
		US Hwy. 441/27 East of Lady Lake Blvd.
<b>Mount Dora</b>	Lincoln Ave. and Grandview St.	US Hwy. 441 & Quality Inn
	Sun Trust Bank	
	Old Hwy. 441 & Morningside	
	US Hwy. 441 & Walmart (Southbound)	
	US Hwy. 441 & Walmart (Northbound)	
	City Hall – 5 <sup>th</sup> and Baker	
<b>Tavares</b>	Lake County Administration Building	Main St. & Pulsifer
	Main St & Rockingham	US Hwy. 441 & Buzzard Beach
	Main St & Sinclair (Court House)	US Hwy. 441 & El Red
<b>Umatilla</b>	Lake County Health Department	
	North Lake Community Park	
	Umatilla Public Library	

## **LAKEXPRESS BUS STOP INSTALLATION PROGRAM UPDATE**

- Elton Allen has completed 10 bus shelters and 20 bus stop pads which includes bus stop signs with solar lights, benches and trash cans.

## **VAN POOL UPDATE**

- Enterprise still has two vans in Lake County.  
VRide is operating one van in Lake County.

## 12 Month Summary of TIA Reviews

Jurisdiction	2018 Jan.	2018 Feb.	2018 March	2018 April	2018 May	2018 June	2018 July	2018 August	2017 Sept.	2017 Oct.	2017 Nov.	2017 Dec.	TOTAL
Lake County	21	14	20	15	16	16	16	21	10	13	14	15	191
Astatula													0
Clermont	1	3	1	2	1	4	1	1	2	2			18
Eustis			1				1	3	2		3		10
Fruitland Park		1											1
Groveland	1	1	3	2	5	3	3	6	1	1		2	28
Howey-In-The-Hills								1					1
Lady Lake	4	2	3	3	3	2	1	4		3	4		29
Leesburg	1				1	1	2						5
Mascotte													0
Minneola		1		2		1	3	2	2	1		1	13
Montverde													0
Mount Dora													0
Tavares			1										1
Umatilla			1		1								2
<b>TOTAL</b>	28	22	30	24	27	27	27	38	17	20	21	18	299

## **LAKE~SUMTER MPO PROJECT UPDATES – September 2018**

- **US 301 Project Development and Environment (PD&E) Study (Sumter County)**

US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida's Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east and south of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study. Public Alternatives Meeting #2 was held in May. A public hearing on the recommended alternatives will be held in summer 2018. The preferred design alternative will be presented for public comments at the Hearing. At the end of the study in spring 2019, a recommended design alternative will be selected, and all engineering and environmental reports will be finalized. The project is funded for the design phase in FY 2019/20.

Project website: <http://us301sumter.com/>

- **I-75/CR 514 PD&E Study (Sumter County near Coleman)**

The Florida Department of Transportation (FDOT), District 5 has initiated a Project Development & Environment (PD&E) Study to evaluate a new interchange near the Interstate 75 (I-75) at County Road (C.R.) 514 (Warm Springs Avenue) overpass. The project area is located approximately 4.0 miles south of the I-75 and Florida Turnpike interchange and approximately 3.5 miles north of the I-75 at C.R. 470 interchange in Sumter County. The project limits extend north and south along I-75 at C.R. 514 and along C.R. 514 from 0.5 mile west of I-75 east 0.75 mile to the C.R. 525 Extension.

C.R. 514 is a two-lane, undivided, local roadway that crosses over I-75 at the project location. The purpose of this project is to improve the existing transportation network and support regional travel demand by providing additional access to I-75 at C.R. 514. The planned Florida Crossroads Industrial Activity Center (FCIAC) will serve as an intermodal freight logistics center and distribution hub, contributing to projected future travel demand in the region. In addition, residential development is expanding from the north and east toward the project area, increasing the amount of traffic in the region. The existing transportation network facilities in the project and surrounding area will be unable to support projected future demand.

Project webpage: [http://www.cflroads.com/project/435476-1/I-75 at C R 514](http://www.cflroads.com/project/435476-1/I-75%20at%20C%20R%20514)

- **C-470 PD&E Study**

FDOT is nearing completion of a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida's Turnpike. The study is examining future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County. A public hearing was held in April on the recommended alternatives. The study is now in final documentation phase and concludes this month. The project is funded for the design phase in FY 2019/20.

Project webpage: [http://www.cflroads.com/project/434912-1/C\\_-\\_470\\_PD\\_E\\_Study](http://www.cflroads.com/project/434912-1/C_-_470_PD_E_Study)

- **Wekiva Parkway Project**

The Central Florida Expressway Authority is now constructing all remaining segments in Orange County and new SR 453 from Orange County into Lake County from SR 429 to SR 46. The FDOT has moved into the construction phase for segments of SR 46, SR 429, and CR 46A in Lake County.

Project Website: <http://wekivaparkway.com/fdot-projects.php>

- **Trails: Central Florida C2C Trail and Wekiva Trail**

Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail have received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Only the segment through downtown Groveland is absent from the FDOT Work Program. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019/20. The other two segments are now in the design phase. Project website: <http://www.floridasuntrail.com/>

- **Minneola Interchange: Florida's Turnpike/North Hancock Road/Citrus Grove Road**

Florida's Turnpike Enterprise opened the new interchange at Milepost 279 in June. North Hancock Road has been opened as a four-lane roadway from the forthcoming interchange south to SR 50. North of the interchange, a two-lane North Hancock Road extends north to CR 561A. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, with the eastern segment to be constructed first. Construction of the eastern portion of Citrus Grove Road is committed.

- **Lake-Orange Parkway & Schofield Road Concepts (US 27 to SR 429)**

The Central Florida Expressway Authority is preparing to start a Feasibility, Project Development and Environment (PD&E) Study for the Lake / Orange Connector. The study will take a fresh look at previously studied alignment alternatives seeking to promote regional connectivity via a limited access facility.

CFX will be providing more information on this study once it gets underway. Public involvement and intergovernmental coordination will be a crucial part of this study.

Two options are being examined to construct roads between US 27 south of Clermont east to existing interchanges with SR 429. The northern corridor, Wellness Way, would connect to the New Independence Parkway interchange. The corridor to the south would connect to the Schofield Road interchange.

Project website: <https://www.cfxway.com/agency-information/plans-studies/project-studies/lake-orange-connector-study/>

- **SR 50 PD&E Study**

SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The Project Development and Environment Study is examining safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest. The study commenced in January and the first public meeting was held in July. The study will conclude at the end of 2018.

Project website: [http://www.cflroads.com/project/435859-1/SR\\_50\\_PD\\_E\\_Study\\_from\\_US\\_301\\_in\\_Hernando\\_County\\_to\\_CR\\_33\\_in\\_Lake\\_County](http://www.cflroads.com/project/435859-1/SR_50_PD_E_Study_from_US_301_in_Hernando_County_to_CR_33_in_Lake_County)

- **Complete Streets Projects**

The MPO's first Complete Streets project, SR 44 (Dixie Avenue) in Leesburg, is currently under construction phase while a study of US 27 in Leesburg is nearing completion and design funds are being requested. The MPO and Umatilla are coordinating with FDOT to add Complete Streets elements to a SR 19 resurfacing project. Moving forward this year are studies of East Avenue in Clermont and US 301 in downtown Wildwood.



## INFORMATIONAL ITEMS

- A. TRANSPORTATION FOR AMERICA'S - Guiding Principles for Infrastructure Investment.** Transportation for America is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions. These are the investments that hold the key to our future economic prosperity. America must invest and innovate to strengthen our economy, our communities.  
**ATTACHMENTS:** T4-Infrastructure-Principles
- B. Financial Guidelines for MPO 2045 Long Range Plans - 2045 Revenue Forecast**  
**ATTACHMENTS:** 2045- Revenue- Forecast, 2045 Revenue Forecast\Revenue Forecasting Guidebook.
- C. Mobility Week October 27<sup>th</sup> – November 3<sup>rd</sup>, 2018**  
Join us in celebrating the third annual Central Florida Mobility Week from October 27 – November 3, 2018. Mobility Week, successfully launched in 2016, is an annual collection of outreach events intended to bring attention to safe multimodal transportation choices. During Mobility Week, cities, counties, and transportation partner agencies host events to promote transportation choices, highlight transportation achievements, and roll out new initiatives or policies.  
**FDOT Mobility Week Webpage:** <http://fdot.gov/projects/mobilityweek/>  
**Attachments:** Mobility Week Information Guide
- D. AMPO – Priorities for the Federal surface Transportation Authorization and Initiatives** - The Association of Metropolitan Planning Organization's (AMPO) is proud to lend its support to the national focus on infrastructures role as the backbone of our world-class economy. The passage of the Fixing America's Surface Transportation (FAST) Act reaffirmed the strong federal interest in improving the Nation's surface transportation infrastructure and provided the certainty needed to advance solid transportation planning and programming decision. AMPO supports the Administration and Congress's view that more can and needs to be done to increase National productivity and economic growth. AMPO would like to offer its priorities to the national conversation. [Association of Metropolitan Planning Organizations](#)
- E. Scooters, Sidewalk Nuisances, or the Future of Local Transportation**  
Electric scooters for rent are popping up in San Diego and other cities. Investors see a key role for new way of getting from here to there. But many people find them downright annoying.

# TRANSPORTATION FOR AMERICA'S GUIDING PRINCIPLES FOR INFRASTRUCTURE INVESTMENT

The time has come to elevate the national conversation about infrastructure beyond the breadth and cost of it — we need an examination of exactly which projects we are investing in and why. America's current federal transportation program does not bring us the returns we deserve for the sums we invest. There's far too little accountability for accomplishing anything measurable and tangible with the billions we spend and we urgently need a new way of doing business. To get us there and truly realize the benefits of robust federal transportation infrastructure investments, we need a renewed focus on fixing our existing system first and foremost, on investing new dollars in only the smartest projects, and on creating new mechanisms to measure what we get in return for our money.



## PROVIDE REAL FUNDING

We need real federal funding, not just new ways to borrow money or sell off existing assets, to rebuild our transportation systems. Historically, economic development and opportunity have depended on federal investments in transportation that connect communities and allow businesses to bring goods to market. Direct federal investment funded the construction of our highways, bridges, and transit systems, creating economic opportunities. Today, deteriorating transportation infrastructure—the result of years of reduced federal investment—is a roadblock to continued economic growth. Real funding, invested according to the principles outlined here, will rebuild the nation's transportation infrastructure and restore economic opportunity.



## FIX THE EXISTING SYSTEM FIRST

We must immediately fix the transportation system we have and fund needed repairs to aging infrastructure. If we have a house with a leaky roof, it's only prudent to fix the roof before building a new addition. Our transportation systems are no different.

Congress should dedicate federal transportation formula dollars to maintenance to make sure the system is returned to a state of good repair, is resilient, and works for all users; before funding new projects that bring years of additional maintenance costs. The application of federal performance measures to both the state and metro area programs would help prioritize needs and ensure that the greatest of them are addressed first.



## BUILD SMART NEW PROJECTS

At a time when transportation resources are scarce, it is critical that funds go only to the best new projects. Competition, local control, and objective evaluation can ensure that federal funds flow to the projects that deliver the greatest benefits for taxpayers. When communities are given the opportunity to compete for federal funds, they work harder to put forward projects that maximize return on investment, provide creative solutions, and involve a diverse range of stakeholders. Congress should direct new federal transportation dollars through competitive processes, such as the TIGER and transit Capital Investment Grant programs, which are accessible directly to city, county, regional, and state governments. Merely adding new funding into existing and outdated formula funding programs will not deliver the transformative projects that deliver long-term economic growth.



## MEASURE SUCCESS

Investments in transportation are not an end in and of themselves. They are a means to foster economic development and improve all Americans' access to jobs and opportunity. Agencies should be held accountable by evaluating how well their investments help achieve their regions' goals. Newly available data and tools allow agencies to measure—better than ever before—how well transportation networks connect people to jobs and other necessities. The federal government should harness these tools so that state departments of transportation and metropolitan planning organizations can ensure that federally funded investments are effectively connecting people to economic opportunity.



# Transportation for America

★ America must invest and innovate  
to strengthen our economy, our communities. ★

**Strong local economies are the foundation  
of a strong national economy.**

Across the country, business, civic and elected leaders understand that a strong transportation network drives the success of our local economies.

They know local employers need to be able to recruit and retain workers both within and from outside their home communities, and they need efficient ways to get their goods to market. Workers of all incomes need affordable, dependable access to jobs. And our cities, suburbs and towns must be able to attract talent and compete on a global scale.

In communities across the country, local leaders are responding to new economic challenges with innovative plans for their transportation networks. But alone, they lack the resources, and the control over them, to build and maintain the infrastructure their economies demand.

At the same time, transportation funding at all levels of government is shrinking rather than growing, due to slackening gas tax receipts and budget cuts.

This situation threatens America's ability to compete economically. Transportation for America is bringing people together to change it, in Congress and state houses across the nation.

We envision a strong national economy in which federal and state governments team up to invest in infrastructure and innovation in our local communities – the true engines of economic success.

If we invest in creating a strong, modern transportation system for the 21st century, we will be creating prosperous cities, towns and suburbs where businesses thrive and people of all incomes and ages can live healthy and productive lives.

## WHO WE ARE



Transportation for America is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions. These are the investments that hold the key to our future economic prosperity. [t4america.org](http://t4america.org) [@t4america](https://twitter.com/t4america)

# 2045 Revenue Forecast

*Release to MPOs, July 2018*

*presented to*  
**MPOAC**

*presented by*  
**Martin Markovich**



# DESCRIPTION



- Revenue Forecast is generally consistent with prior methodology
- Will be officially distributed by the Districts, who are accessing the final reports right now
- The initial period FYs 2018-2026 was prepared by the Work Program Office

# OVERALL NUMBERS



- Funding Projections are meant to be conservative, but not ridiculously so
- 26 year period (2020-2045)
- Total FDOT Funding \$285 B, Year of Expenditure (YOE)
- Average Funding Per Year went up from \$8.0 B to \$11.0 B, a 37% Increase



# UNDERSTANDING THE NUMBERS



- Considering Inflation, Population and Economic Growth, 26% Revenue Growth was “Expected”
- Based on REC for state revenues, 37% Growth qualifies as conservative.
- Funding for Individual Categories has gone up by lower or higher percentages



# BUT ISN'T THIS TOO OPTIMISTIC?



- REC, and FDOT Finance, don't forecast as drastic decrease in Gas Tax Revenues as some do
- Therefore, Revenue Forecast shows **Nominal** (YOE) Increases, but **Real** (PDC) Decreases in funding for most of the 26 Year period
- A Statement, not a guarantee, about the Florida economy and the commitment to transportation for the future

# UNDERSTANDING THE NUMBERS



- #1 Subject of Misunderstanding: No Specific Fund Codes!
- We understand you are used to thinking in terms of Fund Codes when working on Projects
- Purpose is Reasonable Long Term Planning, not figuring out which Funds will be put on which Projects

# 26 YEAR TOTALS BY MPO



D1		D3		D5	
Charlotte	482	Bay	501	Lake-Sumter	1,236
Collier	776	Capital Region	948	MetroPlan	5,034
Heartland	710	Florida-Alabama	1,111	Ocala-Marion	994
Lee	1,642	Okaloosa-Walton	745	River To Sea	1,477
Polk	1,556	D4		Space Coast	1,508
Sarasota-Manatee	1,705	Broward	4,150	D6	
D2		Indian River	421	Miami-Dade	5,787
Gainesville	692	Martin	415	D7	
North Florida	3,597	Palm Beach	3,072	Forward Pinellas	1,932
		St Lucie	632	Hernando/Citrus	825
				Hillsborough	3,096
				Pasco	1,278

# COMMENT



- The amounts for Other Roads and Transit are roughly proportional to County Populations
- Other Roads funding is 2.0 – 3.0 x Transit funding
- During the 2036-2045 period, dollar values reach a nominal peak and then decline slightly

# RUNDOWN OF TABLES



MPO Specific Info in #s 5, 6 & maybe 9

1. Revenue Sources and Assumptions
2. Source Categories and Time Periods
3. Major Capacity Programs
4. Capacity Program Estimates

# RUNDOWN OF TABLES



5. Main Table – ORds & Transit
6. Also Key – TMA/SU Funds
7. TRIP by District
8. FL New Starts (Statewide)
9. TAL Funds

# RUNDOWN OF TABLES



10. Non-Capacity Program Categories

11. Non-Capacity Expenditures

12. Existing Facilities Estimates

Districtwide Resurface, Bridge and O&M

We expect tough Qs about Special Cases, etc, but please go to your D's 1<sup>st</sup>.





# Thank You!

Martin Markovich

FDOT Office of Policy Planning

(850) 414-4918

[Martin.Markovich@dot.state.fl.us](mailto:Martin.Markovich@dot.state.fl.us)

## **Financial Guidelines for MPO 2045 Long Range Plans**

### **Background**

The MPOAC adopted financial guidelines in 2008 to guide the update of MPO 2035 Long Range Transportation Plans (LRTPs) and revised those guidelines in 2013 to guide the development of 2040 LRTPs. The purpose of the guidelines was to improve uniformity in the reporting of financial data in MPO LRTPs, to assist MPOs to better define transportation needs, to aid FDOT to prepare long range revenue forecasts for state and federal funds, and to facilitate a statewide estimate of unfunded transportation needs. This document provides guidelines for the next update of LRTPs.

### **Long Range Transportation Plan Needs and Cost Feasible Plan**

#### **Guidelines for Defining and Reporting Needs**

- All MPOs will include a cost estimate of needs in base year dollars in their adopted LRTP. The needs estimate should include all costs (operations, maintenance, capacity expansion, etc.) associated with all modes. Estimated needs should be reported by mode.
- The MPO Needs Plan should include only transportation projects that are necessary to meet identified future transportation demand or advances the goals, objectives and policies of the MPO, the region and the state. Cost should be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming environmental benefit or the need to use compatible technology to expand an existing transportation asset.
- Certain types of projects should not be considered “needed” if they represent projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area. The cost of such a project should not be included in an MPO Needs Plan. Such projects may include:
  - Projects that cannot be implemented due to policy constraints
  - Projects that cannot be implemented due to physical constraints
  - Projects that are unlikely to be implemented due to potential significant environmental constraints
  - Projects that are unlikely to be implemented due to potential significant environmental justice or civil rights impacts
- All MPOs will include an estimate of unfunded costs in base year dollars in their adopted LRTP.

#### **Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans**

- Reasonably available revenue should be reported in year of expenditure dollars.
- An estimate of the cost of all projects and all phases, regardless of mode, should be included in the cost feasible LRTP.
- The costs of operating and maintaining the existing and future transportation system should be clearly stated in the cost feasible plan, in a manner agreed upon by the MPOAC, FDOT and FHWA/FTA.
- MPOs should include full financial information for all years covered by the LRTP, including information from their Transportation Improvement Program (TIP).
- For their next adopted cost feasible LRTP, MPOs will use:
  - FY 2019/2020 as the base year.
  - FY 2044/2045 as the horizon year.
- The recommended Base and Horizon Years are for financial reporting purposes only and do not impact individual MPO selection of alternative Base and Horizon Years for socioeconomic, modeling and other purposes.

### **Long Range Revenue Forecast for Long Range Transportation Plan Updates**

FDOT, in cooperation with the MPOAC and Florida’s MPOs, prepares long range revenue forecasts for state and federal funds that “flow through” the FDOT Work Program and other financial planning guidance. FDOT

will, in cooperation with the MPOAC and Florida's MPOs, develop an updated revenue forecast through 2045 and guidance for the next updates of metropolitan transportation plans and the Florida Transportation Plan (FTP). The following is guidance for developing and reporting financial estimates in those plans.

### **Guidelines for Revenue Estimates**

- The recommended Base Year is FY 2019/2020 (State Fiscal Year) and recommended Horizon Year is FY 2044/2045 for all metropolitan long range transportation plans.
- The recommended Time Period for revenue estimates is 5 years between the Base Year and the year 2035 (2020-2024, 2025, 2026-2030, 2031-2035) and 10 years for the remaining years of the plan (2036-2045). This is essentially consistent with previous forecasts and simplifies reporting. The use of 5- and 10-year periods increases flexibility and reduces the need to “fine tune” project priorities.
- For estimates of State and Federal Revenues:
  - FDOT will provide Year of Expenditure (YOE) estimates for state capacity programs for individual MPOs that correlate to major FDOT fund codes and project eligibility constraints.
  - FDOT will provide system level estimates of the cost of operating and maintaining the State Highway System at MPO level. MPOs should include the material in long range transportation plan documentation.
  - FDOT will work with the MPOAC to develop the detailed assumptions required for these estimates.
- For estimates of local revenues, FDOT will provide guidance for development of estimates of traditional sources.

### **Guidelines for Developing Project Costs**

- Project Cost Estimates are typically expressed in Present Day Cost (PDC) dollars and will have to be adjusted with inflation factors for the time period during which they are planned to be implemented.
- To adjust costs from PDC to Year of Expenditure:
  - FDOT has developed estimates of inflation factors through 2045 that MPOs are encouraged to use. FDOT will provide documentation of the assumptions used to develop those factors.
  - MPOs should document alternative inflation factors, with an explanation of assumptions.
- The recommended Time Period for cost estimates is 5 years between the Base Year and the year 2035 (2020-2024, 2025, 2026-2030, 2031-2035) and 10 years for the remaining years of the plan (2036-2045). Annual inflation factor estimates will be used to estimate “mid-point” factors for project costs during each respective 5- or 10-year period.
- FDOT will provide YOE cost estimates, phasing and project descriptions for projects included in the SIS Cost Feasible Plan to each MPO.

### **Guidelines for Distribution of Next Long Range Revenue Forecast**

- The long range forecast of state and federal revenues will be needed by all MPOs for modeling and financial planning for their next updates. FDOT will provide:
  - The new revenue forecast, including the SIS Cost Feasible Plan, by (May 2018).
  - Revenues available statewide before allocation to SIS and a flow chart showing allocation of funds to SIS and other major programs.





 **Mobility Week**  
OCT 27 – NOV 3, 2018

# Information Guide





# What is Mobility Week?

Mobility Week is a cooperative effort by the Florida Department of Transportation (FDOT) and its partner agencies to promote awareness of safe multimodal transportation choices. During Mobility Week, counties, cities and transportation agencies host public events to promote safe multimodal transportation choices. It is an ideal time for agencies to highlight transportation achievements, roll out new initiatives or implement new policies.

Mobility Week is also an opportunity for residents to explore the various transportation choices available to them. This grassroots initiative gives people an opportunity to think about how multimodal transportation reduces traffic congestion, benefits the environment and improves community health.

## Frequently Asked Questions

### When is Mobility Week 2018?

Mobility Week 2018 is being celebrated from October 27 through November 3.

### What happened at last year's Mobility Week?

The second annual Mobility Week was successfully held in 2017. Across Central Florida, more than 45 partners joined hands to host 36 events in eight counties. Through the various events, the team provided safety information to 2,600 children, fitted 130 bicycle helmets, certified 15 bike helmet

fitters, offered 28,494 free transit rides, administered over 100 safety pledges and surveys, distributed 1,500 items to transit riders and organized 10 group bicycle and walking tours. A summary of 2017 events can be found at [www.MobilityWeekcfl.com](http://www.MobilityWeekcfl.com).

### What is the inspiration behind Mobility Week?

The inspiration for Mobility Week comes from an annual event, European Mobility Week, which has been celebrated continent-wide in Europe since 2002. The European Mobility Week is usually celebrated

from September 16 (International Car Free Day) through September 22. The 2017 European Mobility Week had participation from 2,526 cities in 50 countries. Participation in Mobility Week events is not limited to government entities but also includes businesses, non-governmental organizations, schools and other non-municipal actors.





## OBJECTIVE 2

To achieve participation from at least 50% of the regional and local agencies in each county by 2021.

**Measure of Success** | Number of agencies pledged to participate in the campaign

### Strategy 2.1

Work with individual counties, municipalities, and MPO/TPOs to adopt resolutions supporting Mobility Week.

### Strategy 2.2

Work with individual counties, municipalities, and MPO/TPOs to organize events during Mobility Week.

### Strategy 2.3

Coordinate with agencies to showcase their mobility achievements during Mobility Week.



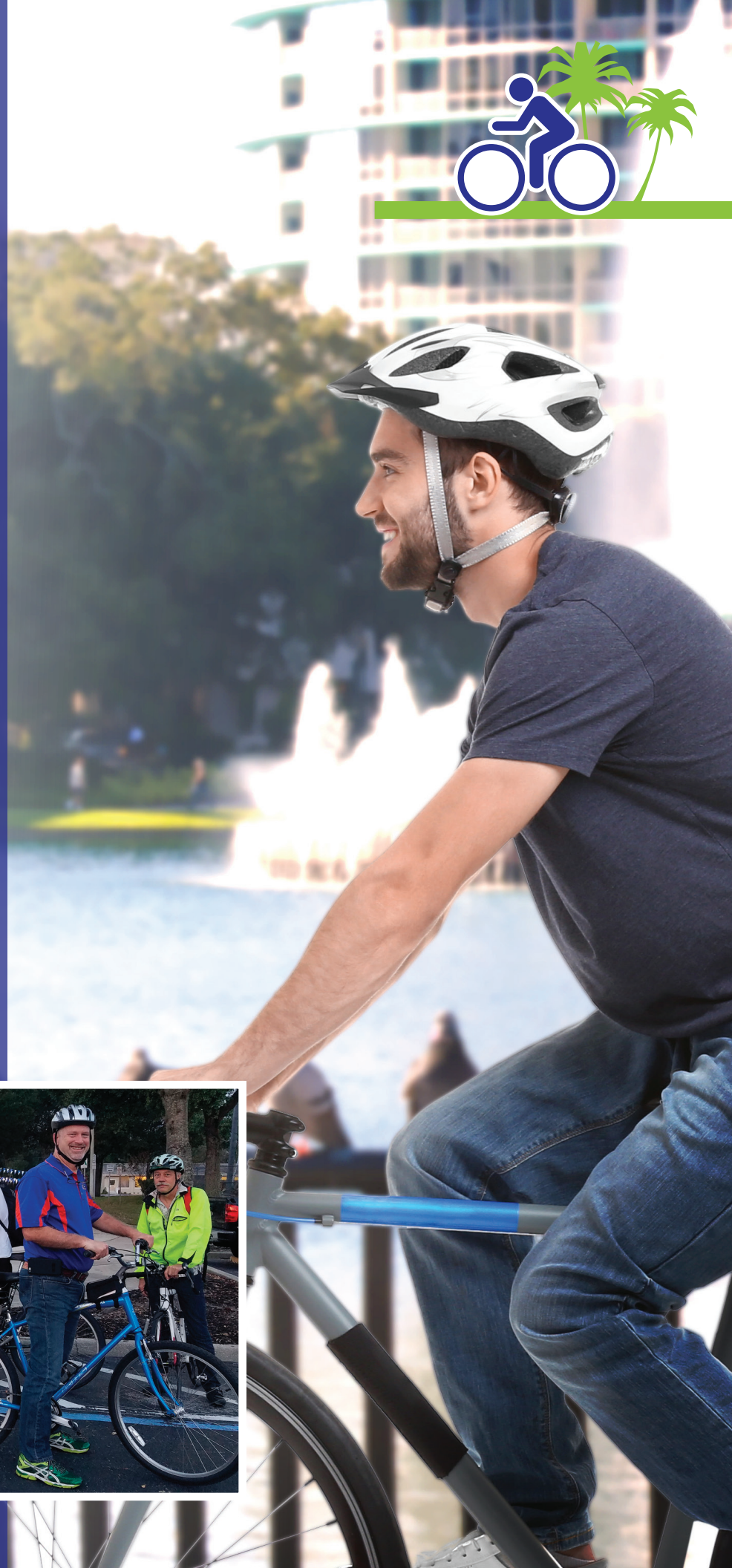


What are some of the activities that a participating agency or business can do during Mobility Week?

Mobility Week provides an opportunity to initiate a wide range of activities. Some possible ideas are provided below.

### LOCAL GOVERNMENTS

- Launch and promote programs or policies on multimodal mobility (e.g. bike to work days, incentives for using alternative transportation, etc.)
- Partner with transit agencies to build bicycle racks at high frequency stops
- Organize contests that encourage employees to leave their cars at home and try other transportation choices to get to work
- Conduct pedestrian and bicycle safety review of major corridors
- Implement measures that promote the use of bicycling, walking, transit, or ridesharing
- Partner with businesses and retailers to offer rewards and incentives for bicycling, walking and transit events
- Adopt reduced parking requirements
- Launch new walking or bicycling mobile applications, proclamations, etc.
- Organize informational fairs about safe bicycling, walking, and transit use
- Distribute bicycle and pedestrian route maps







## TRANSIT AGENCIES

- Offer special fares for one or more days during Mobility Week
- Offer free rides for riders wearing transportation safety related costumes
- Distribute promotional items on highly frequented routes
- Offer maps, travel advice, etc. on highly frequented routes
- Offer free rides to first time riders
- Partner with local governments to advance projects that make bus stops accessible (low floor buses, lifts, and ramps)
- Celebrate new infrastructure that supports transit (e.g. new bus route, mobile applications, etc.)

## EMPLOYERS/BUSINESSES

- Organize a 'Commuter Challenge' to encourage employees to try bicycling, walking, transit and/or ridesharing
- Set up mentoring opportunities where "new cyclists" ride to the workplace with his/her "mentor" and then share the experience with others
- Organize a 'Bike to Work' day and offer incentives for employees
- Distribute cycling information on safe routes to work
- Partner with reThink ([rethinkyourcommute.com](http://rethinkyourcommute.com)) to discuss commuter benefits such as transit passes, ride matching, etc.
- Designate special parking spaces for carpool and vanpool employees
- Offer a shuttle service for employees that ride SunRail to get to work
- Organize information sessions for employees to determine connections from home to work via local bus and SunRail services

## Who is the intended target audience for Mobility Week?

While the target audience for the Mobility Week initiative is the general public, the campaign will specifically prioritize and focus on the two following categories:

- 1 Users that can benefit the most from having choices other than driving—transit users, seniors, school children, and the disabled
- 2 Users that would be most willing to try multimodal options for social or environmental reasons





# What are the goals of the Mobility Week Campaign?

## GOAL 1

To promote mobility alternatives that encourage behavioral change from single occupancy driving to more sustainable modes of transportation, improve transportation user safety measures, and commit as a region to advance a culture of multimodalism.

## GOAL 2

To encourage regional and local government agencies to cooperatively adopt policies that promote sustainable mobility, as well as plan, design and construct infrastructure that promotes active transportation and healthier communities.

### IMPLEMENTATION OBJECTIVES



#### OBJECTIVE 1

Target at least one event per mode in each of the nine counties within FDOT District Five by 2021.

**Measure of Success** | Number of events organized per year

#### Strategy 1.1

Promote events focused on increasing awareness of the various transportation alternatives available to the public such as buses, rail, paratransit, biking, walking, etc.

#### Strategy 1.2

Disseminate information on laws and rights of various roadway users to assist the public in gaining an understanding of each user's rights and unique challenges.

#### Strategy 1.3

Offer education and training aimed at improving bicycle, pedestrian, driver and transit rider safety.

#### Strategy 1.4

Educate the public about the benefits and impacts of active transportation on health and the environment.

#### Strategy 1.5

Encourage active participation in various programs supporting multimodal transportation.

#### Strategy 1.6

Target events that spread awareness of the challenges of vulnerable populations such as physically disabled, paratransit users, seniors, children, etc.

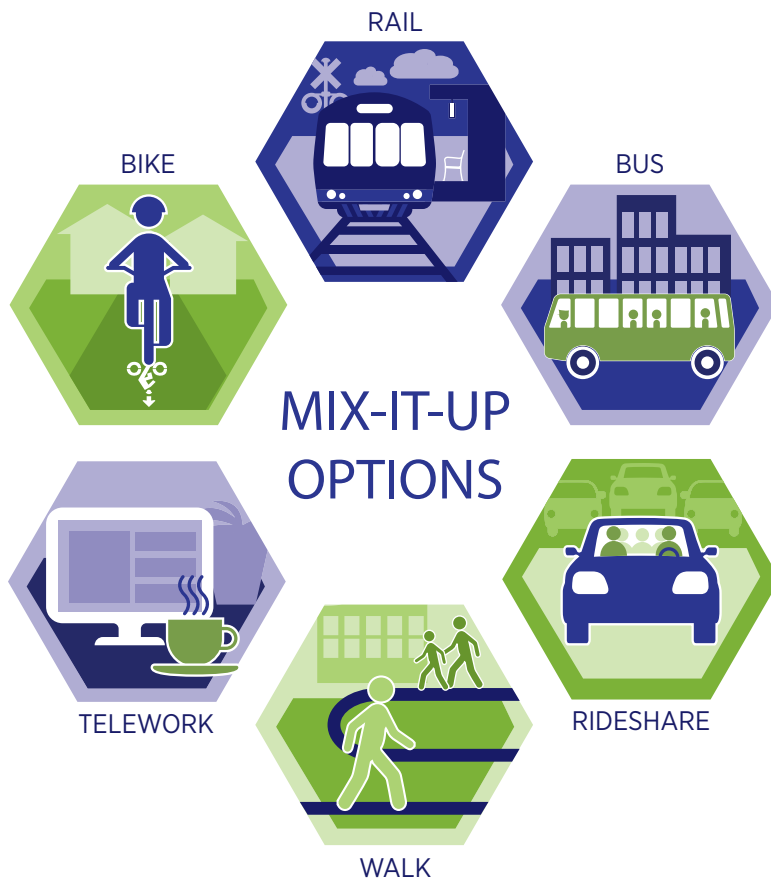






### What is FDOT's Role?

Similar to the European Mobility Week campaign team, FDOT's role will be that of a campaign promoter and coordinator rather than the organizer of each event. FDOT will organize some events as well but that is not intended to be the agency's primary role. FDOT will develop thematic and social media promotion materials and make it available to all participants for their use. All the partner agency events will be listed on the [Mobility Week website](#). The general public will be able to access information on events occurring in their city or county as well.



### What can an agency do to participate in Mobility Week?

All agencies from the nine-county region in Central Florida (Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia), are invited to participate in Mobility Week 2018. To take part, each participating agency must meet one of the two criteria:

#### 1 Organize an event during Mobility Week.

Events can take any form and can range from training, to regularly hosted community celebrations, workshops and more. Events must be related to promoting safe, multimodal transportation choices.

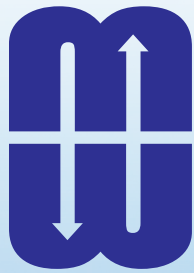
#### 2 Take a mobility action.

These can include initiatives that promote safety and multimodal transportation and can be undertaken during Mobility Week and beyond. Examples include testing trial projects, adopting local government policies that encourage a switch from driving alone to other transportation modes, etc.

To host an event and register your agency, email us at [contact@mobilityweekcfl.com](mailto:contact@mobilityweekcfl.com)

[www.MobilityWeekcfl.com](http://www.MobilityWeekcfl.com)





# Mobility Week

OCT 27 – NOV 3, 2018

For more information visit [MobilityWeekcfl.com](http://MobilityWeekcfl.com).



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# AMPO

## Priorities for Federal Surface Transportation Authorization and Initiatives



The Association of Metropolitan Planning Organization's (AMPO) is proud to lend its support to the national focus on infrastructures role as the backbone of our world-class economy. The passage of the Fixing America's Surface Transportation (FAST) Act reaffirmed the strong federal interest in improving the Nation's surface transportation infrastructure and provided the certainty needed to advance solid transportation planning and programming decision. AMPO supports the Administration and Congress's view that more can and needs to be done to increase National productivity and economic growth. AMPO would like to offer its priorities to the national conversation.

### **Continue to fully fund FAST Act programs.**

In December 2015, by a wide bipartisan margin, the U.S. House and Senate passed the FAST Act. This historic piece of legislation made a commitment to fund major transportation projects through 2020. We urge the Administration and Congress to continue to support this historic commitment by fully funding the FAST Act.

### **Address the solvency of the HTF before the FAST Act expires in 2020. Grow Federal Highway and Transit programs with sustainable dedicated funding source.**

It has now been close to a quarter century since funding for the Federal Highway Trust Fund was last increased. For the last decade, general fund revenues and other financing techniques have been used to patch the widening shortfall. This National Priority requires a solution before economic growth further suffers due to inadequate infrastructure.

### **Maintain structure of the current funding formula program and run any additional funding through these programs**

Moving Ahead for Progress in the 21st Century Act (MAP-21) restructured and consolidated the core highway formula programs. Since its passage in 2012, the Metropolitan Planning Process continues to streamline and adapt its short and long range planning programs to ensure that National and local priorities are addressed within the current funding framework. Any new funding outside of these existing funding formula programs will strain the successful continuing, cooperative, and comprehensive ("3-C") planning process.

✓ **MPO Plans have publically (and agency) vetted projects that can be quickly accelerated through project delivery with additional funds. These projects should be given priority consideration for any new funding program.**

There has been much discussion on how new infrastructure funds can have an immediate impact on improving our economy. Metropolitan Transportation Plans have a ready-made list of projects already identified, supported and adopted in the “out-years” that can be quickly accelerated with new funding. These projects have already been publically vetted, have regional and local support and can move quickly into implementation. AMPO urges the Administration and Congress to use projects already adopted in MPO plans to produce immediate economic impact.

✓ **Allow more flexibility in the use of federal transit funds for operations beyond current law.**

While MAP-21 consolidated and provided more flexibility in highway programs, the current Federal Transit Administration (FTA) funding formula program remains siloed and inflexible. AMPO supports a fresh look at the transit funding formula program with a special emphasis on potential expansion of use of funds for operations beyond the current law.

✓ **Directly allocate Surface Transportation Block Grant (STBG) funds to all MPOs, regardless of population.**

For decades, MPOs have played a vital role in developing current and future transportation plans and in determining transportation investments in urbanized areas. With the new Federal Performance Based Planning and Programming requirements enacted as part of MAP-21, MPOs are now responsible for ensuring that the National Priorities identified by Congress are addressed in their Metropolitan region. MPOs need project selection authority, including direct allocation of STBG funding to carry out this Congressional mandate.

✓ **Support continued development of the multi-modal National Freight Network funded by a dedicated revenue stream.**

Freight planning is an important component of statewide and metropolitan transportation planning processes. Input from a variety of public and private stakeholders—State DOTs, MPOs, freight modes, general public—must be considered to successfully integrate freight planning into these existing transportation planning processes. AMPO asks that all partners, including MPOs, to the maximum extent practicable, be in the decision-making process designating freight corridors and in investment decisions. The needs highlighted in this planning process also need to be supported by a dedicated revenue stream.

✓ **PLANNING AND PERFORMANCE MANAGEMENT: Establish One Common Effective Date for Statewide and Nonmetropolitan Transportation Planning.**

A key feature of MAP-21 was the establishment of a performance and outcome based program. The objective of this performance and outcome based program is for States and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MPOs have been working diligently in the development and implementation of this new approach. The staggered rulemaking process has created a varying series of implementation dates that has led to great confusion that threatens the continuity of the Metropolitan 3-C process. AMPO strongly suggests that Congress establish a single common effective date for all MAP-21 Performance Based Planning and Programming regulations.



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# Scooters: Sidewalk Nuisances, Or The Future Of Local Transportation?

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Transcript

July 28, 2018 · 8:21 AM ET

Heard on Weekend Edition Saturday

JASMINE GARSD



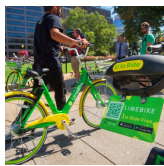
Electric scooters for rent are popping up in San Diego and other cities. Investors see a key role for new way of getting from here to there. But many people find them downright annoying.

*Mike Blake/Reuters*

When Adam Stephens walked into his office in Milwaukee one morning in late June, he found messages complaining about the Birds. The deputy city attorney was not amused.

He went for a walk. "Within a couple of minutes, I found one parked on a sidewalk and was able to visually examine it and kind of figure out what it was," Stephens says.

Bird is the name of an electric scooter company. Unannounced, it dropped off somewhere between 70 and 100 rental scooters throughout Milwaukee, where it's illegal to ride motorized scooters in public.



#### TECHNOLOGY

#ScootersBehavingBadly: U.S. Cities Race To Keep Up With Small Vehicle Shares

Here's how it works: You download an app, put in your credit card information, and locate a scooter near you. It's about \$1 to unlock them, and then 15 cents a minute.

You can pretty much drop them off anywhere. And that's part of the problem: People have been leaving them all over city sidewalks. "You have elderly people, you have people with disabilities, you have the visually impaired who rely on seeing eye dogs," Stephens says.

In recent months, the hashtag #ScootersBehavingBadly has popped up, featuring scooters across the country parked in pedestrian walkways or riders speeding through while wearing headphones. Milwaukee issued a cease-and-desist order, but Bird refused. The case is now in federal court.

Things have gone sour in several cities, like San Francisco and St. Paul, Minn., where scooter companies have been kicked out. But in some cities, they've flourished, like in Washington, D.C., where I took a scooter by the brand Spin out for a ride.

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**Article continues after sponsorship**



#### THE TWO-WAY

Bike-Share Firm Hits The Brakes In France After 'Mass Destruction' Of Dockless Bikes

It was fun, and a bit terrifying, to weave through rush-hour traffic. On the way, I met a fellow rider, Octavion Carter. He uses these to get around Howard University and gave me some advice: "Watch the ground, because if you go over a crack or a pothole, you might fall. It happens to everybody."

There are about 1,200 electric scooters for rent in Washington. These companies have a few months to prove their worth.

Luz Lazo, a transportation reporter at *The Washington Post*, says some people are annoyed by the trend. Still, she says, in a city where public transportation is notoriously unreliable, enough people are frustrated to give it a try.

Lazo sees people of all backgrounds scooting around. "Whether it's something that is going to last, or be a success, I mean we still have to wait and see," she says.



#### TECHNOLOGY

New Wave Of Electric 2-Wheelers Hits U.S. City Streets

Will the scooter, skateboard's goofy-looking cousin, be another fad, just like Segways or hoverboards? Big tech doesn't think so. Silicon Valley is betting on the future of

micro-transportation. Uber recently invested in the scooter company Lime; and Lyft has announced it will soon be offering scooters on its app.

As I ride back through D.C. on my rental, with the wind in my face, one thing becomes clear: It's fun, but there's no way I'm doing it in the winter.

[scooters](#) [electric scooters](#) [milwaukee](#) [washington, d.c.](#)

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