

Appendix A: MPO Public Involvement Plan (PIP)



***Lake~Sumter
Metropolitan Planning Organization
Public Involvement Plan***

***Prepared by the Lake~Sumter Metropolitan Planning Organization
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April 25, 2012

Forward:

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

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

The MPO's major annual responsibilities are to perform the tasks of preparing the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the annual List of Priority Projects (LOPP), Transportation Disadvantaged Service Plan, and the annual MPO Audit Report. As with all transportation planning legislated by federal and state laws, the MPO is responsible for ensuring adequate representation of and compatibility among state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to various members of the public. For example, the MPO incorporates into its planning efforts the needs of the elderly and handicapped as outlined in the Americans with Disabilities Act.

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

Anyone wishing to contact the MPO with comments, questions or complaints, please contact Michael Woods, Transportation Planner at 352-315-0170 or mwoods@LakeSumterMPO.com.

Lake~Sumter Metropolitan Planning Organization
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LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2012 - 10

RESOLUTION OF THE LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO) ENDORSING THE PUBLIC INVOLVEMENT PLAN

WHEREAS, the Lake-Sumter Metropolitan Planning Organization 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; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 requires that the urbanized area, as a condition of the receipt of federal capital or operating assistance, 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, a Public Involvement Plan is defined as part of the transportation planning work program which identifies the planning strategies and the planning activities to be undertaken by the Lake-Sumter Metropolitan Planning Organization; and

WHEREAS, engaging the public in the decision-making process is important to the success of all of the MPO's transportation planning programs and activities, and the purpose of a Public Involvement Plan is to provide goals and guidelines to ensure that public participation is facilitated.

NOW, THEREFORE BE IT RESOLVED that the Lake-Sumter Metropolitan Planning Organization hereby endorses the Public Involvement Plan attached hereto and incorporated herein as Exhibit "A", and approves the Public Involvement Plan for the Lake-Sumter Planning Area.

PASSED AND ADOPTED this 25th day of April, 2012.

Lake-Sumter Metropolitan Planning Organization



Don Burgess, Chairman

This 25 day of APRIL, 2012

Approved as to form and legality:



Sanford A. Minkoff *for*

Objectives of the Public Involvement Plan:

- To make readily available information on the activities of the MPO; to provide requested information to the public, government agencies and elected officials in a responsive and timely manner; and to increase public awareness of the MPO and its role in transportation.

- To increase public participation in the MPO planning process, especially from those segments of the population that are considered to be traditionally underserved; and to increase and enhance the levels of participation by the public in the planning process.

- To explore new and innovative means by which to engage the public on the transportation planning process; to utilize technologies to better communicate with the public; and to establish methods by which public input targets all demographic segments of the community.

- To establish goals and objectives for public involvement activities; to establish monitoring methods in order to analyze public involvement activities; and to establish measures by which the MPO may determine the effectiveness of public involvement activities.

Purpose of the Public Involvement Plan:

The MPO is a transportation policy-making board comprised of representatives from local government and transportation authorities. The MPO is responsible for establishing, according to federal and state laws, a continuing, cooperative and comprehensive transportation planning process for the Lake and Sumter areas.

The purpose of the MPO Public Involvement Plan (PIP) is to provide a process that

ensures opportunities for the public to be involved in all phases of the MPO planning process. This is accomplished through the following means:

- Providing complete information about MPO activities
- Timely public notification
- Full access to key decisions
- Early and continued involvement in the development of transportation plans and programs
- Outreach programs to stakeholders
- Addressing Title VI provisions

Public Participation means participation in the planning process by people (public) outside the MPO staff, committees, and board members. Public therefore refers to general citizens of the MPO area, including low-income and minority populations, as well as citizens representing the complete spectrum of community demographics. Public Participation is an organized process of citizens taking part in the transportation planning and decision-making that affects the community.

Determination of where and when the MPO meetings will be held is distributed between our established planning Task Force areas. (See maps in Appendix A) The MPO efforts to secure participation will target individuals, groups, or entities that could significantly be affected by the transportation plan recommendations or could significantly influence implementation. Stakeholders include but are not limited to: the general public; low-income, minority and disabled communities; neighborhood representatives; chambers of commerce; special transportation interests such as freight shippers, transit users, bicycle and pedestrian organizations; local officials; and federal and state transportation agencies. The MPO supports the public's right to have a strong voice in the transportation planning process. Public involvement informs and educates the public about transportation planning and creates an informed community, which in turn leads to better planning. Public involvement also engages the public and encourages meaningful feedback to be incorporated into planning products.

Metropolitan planning organizations, such as Lake~Sumter MPO, are charged in federal law with developing four specific plans:

- 1) Long Range Transportation Plan (**LRTP**)
- 2) Transportation Improvement Program (**TIP**)
- 3) Unified Planning Work Program (**UPWP**)
- 4) Public Involvement Plan (**PIP**)

The **LRTP** identifies transportation improvements necessary to maintain adequate mobility and to accommodate growth forecasted over the next 20 years. The current LRTP (Transportation 2035) includes projects through the year 2035. The process includes innovative technical modeling and continuous public input. Public involvement during development of the long range transportation plan is guided by an independent Public Involvement Plan, though strategies and tactics are coordinated with this document to ensure continuity.

As required by federal law, a formal public hearing is held prior to board adoption, providing a formal avenue for public input. The official public comment period for the Long Range Transportation Plan follows the same timeline as the Advisory Committee review, with a draft document available at least 45 days prior to board action. The deadline to submit a comment is included in legal advertisements and notification associated with the public hearing. This deadline is generally seven days prior to date board action is scheduled.

Public notification for the public hearing takes many forms (see Public Involvement Strategies section on page 11). Public hearing notices are also sent to MPO's community database. Additionally, draft plan documents are available on MPO's website and in print at locations throughout the region and by request at least seven days prior to the public hearing.

Citizens unable to attend the public hearing or Governing Board meeting may submit written public comments to the MPO during the official public comment period in three

additional ways: 1) via postal service, 2) via the Voice your Ideas form on the website www.lakesumtermpo.com/voice.aspx or 3) by emailing mwoods@LakeSumterMPO.com.

Amendments to the LRTP deemed 'not substantial' are reviewed by the organization's advisory committees for input and recommendations prior to board adoption. In addition to the public comment periods provided at each committee meeting, opportunities for public input are also a standard part of every board meeting, prior to board action. The standard board agenda includes a public comment period prior to action items on the agenda. During the review process and following board adoption, the proposed amendment is electronically published on www.LakeSumterMPO.com.

The **TIP** is a five-year plan that assigns available funding to specific projects in the near future. The MPO develops this plan each year, which includes a period of review by the organization's advisory committees.

As required by federal law, a formal public hearing is held prior to board adoption of the TIP to offer another avenue of public input. Once adopted, plan is available as an interactive tool on www.LakeSumterMPO.com.

Amendments to the plan are reviewed by the organization's advisory committees for input. In addition to the public comment periods provided during each committee meeting, opportunities for public comment are also a standard part of each board meeting, prior to board action. During the review process and following board adoption, the proposed amendment is electronically published.

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

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

The **UPWP** provides a work program for each year, including the transportation planning budget and related activities for the metropolitan area. Though the document covers a two-year period, the UPWP is reviewed yearly to refine previously identified tasks and better reflect changes in the economic climate. Prior to board adoption, a draft is presented to the organization's advisory committees for input. In addition to the public comment periods provided during each committee meeting, opportunities for public comment are also a standard part of each board meeting prior to board action. During this review process and following board adoption, the UPWP is electronically published on www.LakeSumterMPO.com and is available in print, by request.

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

The **PIP** is defined as part of the transportation planning work program which identifies the public involvement strategies and the outreach activities to be undertaken by the Lake~Sumter Metropolitan Planning Organization. As required by federal law, a formal public hearing is held prior to board adoption of the PIP to offer another avenue of public input. Once adopted, plan is available on www.LakeSumterMPO.com.

Amendments to the plan are reviewed by the organization's advisory committees for input. In addition to the public comment periods provided during each committee meeting, opportunities for public comment are also a standard part of each board meeting, prior to board action. During the review process and following board adoption, the proposed amendment is electronically published.

The MPO also has a formal process for prioritizing projects adopted in the long range transportation plan. The end result is a document called the **List of Prioritized Project (LOPP)**. This document is reviewed annually and adopted by the Governing Board. The draft LOPP is presented to the MPO's advisory committees for input and recommendations. Prior to adoption, the board receives a report from each committee with input and/or recommendations.

Throughout the process, there are also opportunities for general public comment. In addition to public comment periods during each advisory committee meeting, two public comment periods are a standard part of each Governing Board agenda – the first prior to board action and the second before the conclusion of each meeting.

During this review process and following board adoption, the LOPP is electronically published on www.LakeSumterMPO.com and is available in print, by request. Citizens unable to attend the committee meetings or Governing Board meeting may submit written public comments to the MPO during the official public comment period: 1) via postal service, 2) via the Voice your Ideas form on the website www.lakesumtermpo.com/voice.aspxor, 3) by emailing mwoods@LakeSumterMPO.com.

Section I: Public Participation Process

The MPO public participation process will provide the public with many opportunities to comment on transportation plans and programs including, but not limited to, the following:

- 45-day comment period on LRTP, PIP and the UPWP
- Regional Transportation Forum on key issues
- Regional Transportation Summit to gain stakeholder input
- Public Meetings on specific transportation projects

- MPO Website: www.LakeSumterMPO.com
- MPO Social Media page and feeds
- MPO Governing Board and Committee meetings (TAC, CAC, BPAC, TDCB)
- Task Force meetings (North Lake~Sumter, East Lake, South Lake, LakeXpress)
- Efficient Transportation Decision Making (ETDM) Process
- Presentations to other governmental bodies (counties and municipalities)
- Presentations to civic and community groups and organizations

Title 23 Code of Federal Regulations, Section 450.316(b)(1), the Metropolitan Transportation Planning Process, sets forth the requirements for the public involvement process in conjunction with all aspects of transportation planning. The regulation states that the public involvement process shall provide “complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and the major planning documents” produced by the MPO. The MPOs public participation process and development of the TIP satisfies the federal public participation requirements for developing Federal Transit Authority, Program of Projects.

Section II: Public Notification

The MPO is a relatively new organization and thus has the added responsibility of educating the public on the existence of the MPO and how the activities of the MPO are of impact to their lives. This education, combined with other activities within the context of the PIP, help make the plan effective. The following are ongoing activities used by the MPO staff to educate the citizens of the MPO area:

- Educational brochures for distribution at public offices, agencies, libraries and to post on the MPO website: www.LakeSumterMPO.com
- Presentations as requested by citizens groups, public agencies, or local governmental bodies
- Public meetings sponsored by MPO member jurisdictions
- Special Efforts for Underserved/Underrepresented
- Efficient Transportation Decision Making (ETDM) Process

- MPO Social Media Page and Feeds

Notification of meetings, hearings or other significant events will be provided in the following manner:

- Newspaper publication notifying the public of the opportunity to review documents and provide input will be at least ten days prior to a public hearing. The Public Notice will explain where the public can view information on the proposed transportation plan or program and how they can provide input. For public meetings, as much advanced notice as possible will be provided with a minimum of one (1) week's notice. For all LRTP, UPWP, and PIP public review or hearings a 45-day public review period would be advertised.
- Newspaper publication will be at least one (1) week prior to a meeting of the MPO Board and Committees.
- All public notices will be published as block advertisement in the legal section of the regional newspapers for both counties
- All public notices will be posted on the MPO website: www.LakeSumterMPO.com and the Lake County and Sumter County websites: www.lakecountyfl.gov and www.sumtercountyfl.gov.
- All public notices will be posted on the MPO social media page and feed.

Emergency or Special Meetings:

The Chairperson may call for an emergency meeting for the purpose of acting upon emergency matters affecting the public health, safety and welfare. Such meeting agenda shall be prepared by the Chairperson. The agenda and supporting documents shall be made available to the members at least 1 day prior to the meeting. Meeting agenda shall be posted at the site of the meeting and on the MPO website at least 24 hours prior to the meeting and emailed to all members. Minutes of the emergency meeting will be posted to the MPO website within 24 hours the meeting and a full review of approved items will be discussed at the next regularly scheduled Governing

Board meeting.

The MPO will also utilize the following techniques to disseminate information to the public:

- Information regarding meetings and events, as well as current document releases, will be placed on the MPO web site: www.LakeSumterMPO.com
- Social Media will focus primarily on the real-time dissemination of information relevant to the transportation planning process.
- Email lists to direct mail information to individuals who sign up for this service.
- Direct mailing sent to the public service agencies and institutions within the MPO area.
- Direct mailing to select individuals, groups, or organizations that have expressed interest or have made comments at previous meetings.
- Public service announcements
- Press releases for the newspaper or other widely circulated publications.
- Use of the Citizens' Advisory Committee (CAC) and the Bicycle & Pedestrian Advisory Committee (BPAC) for citizen outreach and community involvement.
- Informal presentation at regional sites, open houses, round table, or other community forums.
- Formal presentations at various service clubs, civic and professional groups.
- Distribution of information flyers on public transit services.
- Public surveys and comment forms
- Public Media coverage
- Public Involvement Process mailing List
- Efficient Transportation Decision Making (ETDM) Process
- Public inspection of all major documents available at locations geographically located throughout the MPO planning area

Section III: Public Involvement Strategies

The MPO reviewed a number of strategies designed to encourage public involvement in the transportation planning process. Described below are the current strategies utilized by the MPO to solicit and encourage public involvement in the transportation planning process. These strategies are summarized in Table 1.

Table 1

Public Involvement Strategy	Purpose	Elements
Public Workshops and Transportation Forums	Inform public of the nature of regular transportation activities and to solicit public feedback of current processes and procedures	An informal meeting held to educate the public why specific projects are undertaken and how these projects will benefit the citizens and the community at large
Public Hearings	Encourage through public participation, early and continuing public involvement; formally present the plan or project to the public	Generally held at various location through the area prior to the adoption of an MPO transportation related work product; public input is used to develop finalized documents
Governing Board	Governing Board meetings open to the public; provide a forum for discussion of transportation plans and programs.	The Governing Board meets on a monthly basis.
Technical Advisory Committee (TAC)	The TAC consists of professional and technical planners, engineers and other disciplines; created to provide interagency coordination between the MPO, FDOT, Lake County, Sumter County, and local governments; reviews and makes recommendations concerning transportation plans and programs	The TAC meets on a monthly basis
Citizens' Advisory Committee (CAC)	The CAC is comprised of a diverse group of individuals representing all the local governments in the area in order to encourage a wide range of views and ideas on transportation plans and programs; early involvement in development of the TIP, UPWP and the LRTP.	The CAC meets on a monthly basis.
Transportation Disadvantaged Coordinating Board (TDCB)	The primary purpose of each TDCB is to assist the MPO in identifying local service needs and provides input from the underserved and underrepresented community members in Lake and Sumter Counties.	The TDCB meets quarterly and holds a public hearing annually.
Bicycle & Pedestrian Advisory Committee (BPAC)	BPAC consists of members from a broad base of professionals and concerned citizens, whose mission is to advise the MPO Board on bicycle and pedestrian issues.	The BPAC meets on a monthly basis.
Public Involvement Process (PIP) Mailing List	Serves to inform the community of various transportation planning activities undertaken by the MPO, such as the LRTP and future workshops and forums.	List includes civic associations, clubs and organizations, municipal governments, newspapers and concerned citizens.
MPO Publications	Documents used to inform the general public about the transportation planning activities and projects being accomplished by the MPO.	Includes summary information, newsletters and brochures; also includes summary of LRTP, highlighting the development process.
Public Media	Inform all members of the public, including	Include use of public access cable TV, advertising in

Coverage	those traditionally underserved, so that they are aware of hearings and workshops and can provide input on transportation planning issues and the LRTP.	major and local newspapers and direct mailings.
Public Surveys/Comment Forms	To solicit input on various topics concerning the transportation planning process.	Send to members of the public and those traditionally underserved.
MPO Website	The Lake-Sumter MPO website provides a forum for cooperative decision making concerning transportation issues throughout the urbanized area of Lake and Sumter counties in Florida.	The MPO website includes access to all current and completed work projects of the MPO. Also provides links to information pertaining to transportation planning activities in the Lake and Sumter County.
Special Efforts for Underserved/ Underrepresented	Measures taken to involve population segments that are traditional underserved/underrepresented in Lake and Sumter counties, as recommended by the U.S. DOT Title VI requirements.	Focus on geographic locations with a high concentration of underserved and underrepresented.
Efficient Transportation Decision Making (ETDM) Process	To provide the public access to project plans and information regarding potential effects of transportation projects on natural and human environments.	Internet application provides access to project information so the public can formulate commentary about potential sociocultural effects.
Social Media	To provide real-time dissemination of information relevant to the transportation planning process, and notice of public meetings and hearings.	Use of social media will primarily focus on the real-time dissemination of information relevant to the transportation planning process, with a secondary focus on obtaining input on targeted issues of importance.

Federal regulation requires that the MPO evaluate the effectiveness of its PIP on a regular basis. In evaluating its plan the MPO may determine to no longer utilize techniques that are deemed ineffective, or to initiate the use of other innovative techniques that provide better response and more positive feedback. All communications will be monitored throughout the year. Communication effectiveness will ultimately be determined by public, business, agency and media participation during public input sessions, committee meetings, and public events throughout the process. Table 2 provides the guidelines for the evaluation of public involvement techniques identified in the PIP. Additional methods and media outreach to Limited English Proficiency (LEP) non-English speaking populations will be developed as part of the MPO LEP Program.

The PIP reflects the MPO's commitment to honesty and integrity throughout the planning process and active community participation. The MPO looks forward to sharing plan information with the public and interested stakeholders, and creating a

dynamic forum for public participation, planning and interagency collaboration.

PERFORMANCE MEASURES

Table 2

Public Involvement Strategy	Quantitative	Qualitative
Public Workshops and Transportation Forums	Number of attendees Number of comments received Number of comment responses Number of events/opportunities for public involvement	Effectiveness of meeting format Public Understanding of process Quality of feedback obtained Timing of public involvement Meeting convenience: time, place and accessibility Was Public's input used in developing the plan?
Public Hearings	Number of attendees Number of comments received Number of comment responses	Public understanding Meeting convenience: time, place and accessibility Was Public's input used?
Governing Board	Number of meetings Number of attendees Number receiving agendas Number receiving full packets Number of public comments	Effectiveness of meeting format Input is captured and made available for consideration
Technical Advisory Committee (TAC)	Number of meetings Number of attendees Number receiving agendas Number receiving full packets	Effectiveness of meeting format Input is captured and made available for consideration
Citizens' Advisory Committee (CAC)	Number of meetings Number of attendees Number receiving agendas Number receiving full packets Diversity of representation	Effectiveness of meeting format Input is captured and made available for consideration
Transportation Disadvantaged Coordinating Board (TDCB)	Number of meetings Number of attendees Number receiving agendas Number receiving full packets	Effectiveness of meeting format Input is captured and made available for consideration
Bicycle Pedestrian Advisory Committee (BPAC)	Number of meetings Number of attendees Number receiving agendas Number receiving full packets	Effectiveness of meeting format Input is captured and made available for consideration
Public Involvement Process (PIP) Mailing List	Number of contacts added Number of groups	How and when contact is made Categorize contacts by area and affiliation
MPO Publications	Number of work products distributed including but not limited to: newsletter, TIP, UPWP, LRTP, TDP, TOP, B/P Masterplan, LOPP	Concise and clear information Effectiveness of news articles Continue items that receive favorable comments and correct or improve mistakes or items that receive negative comments
Public Media coverage	Number of news releases Number of direct mailings Number of public access cable TV spots Number of avenues used to reach audiences Number of attendees survey respondents indicating that they saw a meeting notice and/or project information Amount of positive media coverage	Effectiveness of notification and communication tools How and when contact is made
Public Surveys/Comment Forms	Percentage of meeting attendees who filled out comment forms Number of surveys/comment forms Number of calls	Input is captured and made available for consideration

	Number of letters	
MPO Website, Social Media Page and Feeds	Number of visitors, Friends, Likes, Followers Number of comments received Number of comment responses Number of survey respondents Number of links established Number of documents downloaded	Monitor effectiveness of website, Social Media Page and Feeds, format/presentation Monitor the use of public involvement tools to increase advertisement of the website
Special Efforts for Underserved/Underrepresented	Number of notices placed in grocery stores, laundromats and places frequented by the traditionally underserved. Number of notices of involvement opportunities and informational materials provided to community leaders. Number of avenues or techniques used to reach underserved/underrepresented	Increase or decrease distribution to more accurately target an area that may be affected
Efficient Transportation Decision Making (ETDM) Process	Provide project and community demographic data	Review summary report containing key recommendations and conclusions for the effects identified

Section IV: Access to Information

The MPO will provide the public with reasonable and timely access to technical and policy information relating to the data or content in the development of the transportation plans, programs and projects. Documents will be available for public inspection on the MPO web site www.LakeSumterMPO.com and at the office of the MPO located at 1616 South 14th Street, Leesburg, FL 34748 during normal business hours. Copies of draft plans and programs for public review will also be placed at the following locations:

- Lake County Administration Building, 315 West Main Street, Tavares
- Clermont City Hall, 685 West Montrose Blvd., Clermont
- Leesburg Public Library, 100 E. Main Street, Leesburg
- Lady Lake Town Hall, 409 Fennell Blvd., Lady Lake
- Sumter County Service Center, 7375 Powell Road, Wildwood

Section V: Public Involvement Mailing List

The MPO staff maintains and updates a mailing list for the purpose of informing the

community about various transportation planning activities undertaken by the MPO. The mailing list includes civic associations, clubs, municipal governments, newspapers, concerned citizens and all attendees to any of the transportation related public meetings held in the MPO area. The mailing list is used to inform the community about scheduled TAC, CAC, BPAC, TDCB, and Governing Board meetings; future public workshops and hearings; and to provide brief updates concerning the status and progress of ongoing transportation planning activities and projects.

Section VI. Lake~Sumter MPO Website

The MPO maintains an internet site providing a forum for the most current information on activities and projects, meetings, public hearings, Board meetings; downloadable plans for each citizen to review interactive maps of transportation projects; links to related sites; and several opportunities to provide commentary to the MPO regarding their plans and programs. Archived presentations of MPO and other public meetings are also provided for viewing or download. The website can be accessed at www.LakeSumterMPO.com.

Section VII. Social Media

The MPO is implementing social media opportunities including development of a Facebook page along with consideration of other social media sites including Twitter. The use of social media is included in the MPO's public involvement plan with the following goals:

- Use as an accessible resource for the public and organizations to receive consistently updated information about MPO
- Use to repost important and relevant articles/postings /ideas
- Use as a way to receive public feedback via links to surveys
- Use to better integrate the public into the planning process by helping the public

to understand MPO's plans/projects/improvements development process

- Use to announce meetings, project updates, press releases, office closures, special events, news, website updates, and other related events
- Provide greater accessibility and understanding of MPO's mission
- Allow opportunities for constant dialogue between the MPO and the public/other organizations
- Allow both input and output- not only post things, but also respond to other organization's accomplishments

Section VIII: Public Meetings

Public information meetings will be held at various locations in the MPO area to inform the public of the planning process and to solicit ideas, input and feedback. The intent of holding public informational meetings at diversified locations is to solicit broad public comments. General locations of meetings will be at the Lake~Sumter Metropolitan Planning Organization office, Lake County Administration Building, the Lake-Sumter Community College, the Sumter County Service Center, and other locations such as municipal city halls and/or offices, churches, community centers, etc.

Notice of public hearings and public informational meetings will be given in accordance with and listed in Section II (Public Notification). A reasonable attempt will be made to notify organizations representing minority and disabled people. Public meetings will be held at locations accessible to and at times convenient to minority and disabled residents.

Special arrangements will be made to accommodate persons with disabilities, low income, and people who do not speak English. For meetings involving individuals without transportation and the disabled, the MPO will schedule meetings during the time public transit and Para-transit services are operating or will make special arrangements to ensure that individuals have an opportunity to access transportation to the meetings. The MPO will ensure that all segments of the population including LEP

persons have been involved or have the opportunity to be involved in the transportation planning process. Interpreters will be provided, when advanced notice is given of the need and an interpreter can be located to accommodate non-English speaking individuals. The MPO LEP Plan may be reviewed at the following link:

www.lakesumtermpo.com/about/mpo_policies.aspx.

Section IX: Opportunities for Participation

The MPO will take a proactive approach to providing the opportunity for the public to be involved early and with continuing involvement in all phases of the planning process. Extensive public notice of public information meetings and hearings will be undertaken as listed in Section II and access to information as listed in Section III. Prior to the beginning of the public participation process, a list of names, addresses, and email addresses of citizens and organizations will be developed that will be contacted on a continued basis to serve as a base of interested citizens for input and comment. This list will be expanded as additional citizens attend the informational public meetings and make comment. Additionally, meeting agendas for all MPO Board and Committee meetings include a public input period.

Section X: Response to Public Input

Responses to questions and comments from the public concerning the public participation process, draft transportation plans, programs, or public agency consultation process will be made directly to the individual by letter, telephone call or email. A summary analysis and report on disposition of comments will be made as part of the final plan or program. Rationale for policy decisions will be available to the public in writing if requested.

Section XI: Advisory Committees

Advisory committees have been formed to advise the MPO Governing Board and staff in the preparation and review of public participation plans, transportation plans, programs and other related matters. Each of the MPO committees provided its own unique contributions to the development of the MPO planning documents.

The **Technical Advisory Committee** (TAC) is comprised of planners and engineers from the various local governments that make up the MPO. Therefore, the input provided by the TAC is of a very technical nature. This may include making design recommendations and verifying that all documents conform to the appropriate standards.

The **Citizens' Advisory Committee** (CAC) is comprised of interested community members representing the various local governments that make up the MPO. This committee has a special advisory role to the MPO because it provides a necessary communication link between the MPO and the community it serves. The committee also solicits input and recommendations from other citizens groups and interested stakeholders when reviewing transportation plans and programs.

The **Transportation Disadvantaged Coordinating Board** (TDCB) is an advisory group to an MPO on para-transit issues. The MPO has two TDCBs under its purview, Lake County's TDCB and Sumter County's TDCB. The TDCB is comprised of various community groups as outlined in Florida Statutes and committee representatives are appointed by the Governing Board. The purpose of the TDCB is to develop local service needs and to provide information, advice and direction to the Governing Board regarding the coordination of services to be provided to the transportation disadvantaged. As such the TDCB provides a forum for the needs of the transportation disadvantaged to be heard.

The **Bicycle & Pedestrian Advisory Committee** (BPAC) consists of members from a broad base of professionals and concerned citizens, whose mission is to advise the

Governing Board on bicycle and pedestrian issues. Also, the BPAC is to assist the Governing Board in the formulation of goals and objectives for shaping the urban and rural environments through the effective planning for bicycle and pedestrian facilities. The committee also solicits input and recommendations from other citizens groups and interested stakeholders when reviewing transportation plans and programs.

Section XII: Title VI Requirements

The MPO will reach out to members of the low income, minority, and disabled communities as part of the transportation planning process to meet the requirements of Title VI and to better serve the community. The MPO will utilize the FDOT ETDM Demographic Tool to conduct socio-economic analysis of communities to determine where concentrations of Title VI groups and issues may exist.

Localized meetings to discuss transportation issues will be held periodically to encourage participation. Public notifications outlined in Section II will be conducted to attempt to get the word out about upcoming meetings and hearings. Citizens that express interest or make comments at a public meeting or hearing will be put on a mailing list to be notified of upcoming meetings. The MPO will hold meetings and public hearings during times when public transit and Para-transit services are available for those without transportation or the disabled

Consistent with the USDOT order on environmental justice, special efforts are undertaken to involve population segments that are traditionally underserved and/or underrepresented in Lake and Sumter Counties. These requirements, based on Title VI of the 1964 civil Right's Act, ISTEA, and NEPA, are designed to ensure the interests of minority and low income populations are considered and addressed in all transportation decision making. These efforts may include the following:

- Identify geographic locations with a high concentration of the traditionally

- underserved and underrepresented;
- Host traditional workshops convenient to these geographic locations;
- Invite community leaders from these geographic locations to participate on CAC and other committees as appropriate;
- Distribute information regarding the transportation planning process and opportunities for public involvement by providing information on public transit.
- Meet with and make presentations to organizations that represent this segment of the population.

Section XIII: Plan Amendments

Substantial changes or amendments to the Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP), Unified Planning Work Program (UPWP), Public Involvement Plan (PIP), or other major studies will be done after the public has been notified of an intent to modify the plan, and only after the public has had 20 days (45 days for LRTP, PIP, and the UPWP) to review and comment on the proposed substantial changes. A significant change would be the addition or deletion of entire projects or major funding changes to projects, but would not include minor financial adjustments or the annual FDOT reconciliation process. Notice, access to information and all public meetings will be in accordance and as listed in this plan.

Section XIV: Follow-up and Continuing Efforts

This document establishes the basic techniques for disseminating the information to the public and engaging the citizens in interactive discussions about the transportation process. MPO staff will work to quantify the results of the public involvement efforts and make an annual report to the Governing Board. The annual report will give a summary of public input for the past year, and future reports will compare current

results to prior years.

In this way the MPO can gauge the effectiveness of the PIP in order to highlight opportunities for improvement. MPO staff will track and quantify the following lists of activities in order to better gauge public input in the transportation planning process.

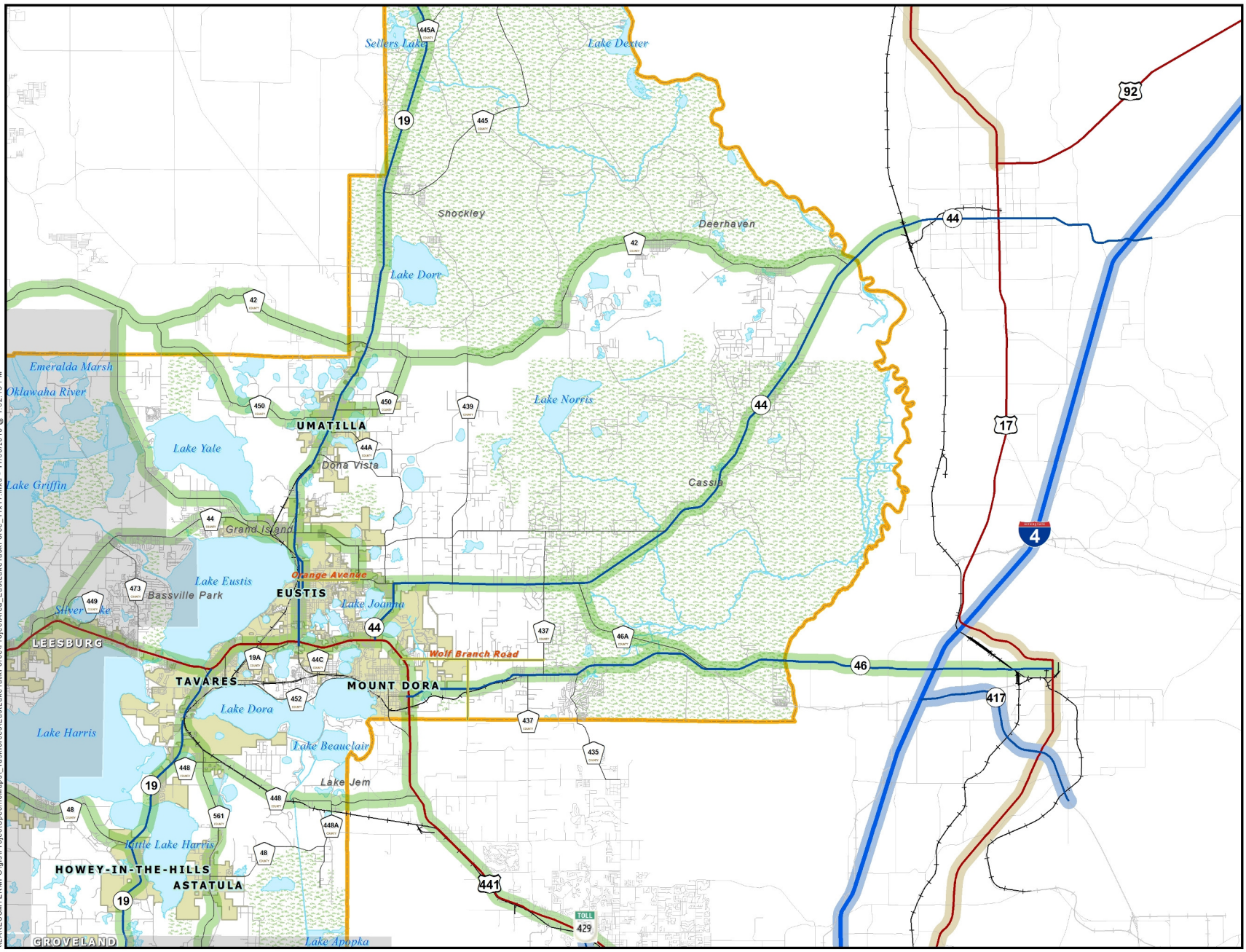
- Attendance and input at public information meetings and public hearings
- Number of organizations and groups to which mailings are sent
- Email list
- Public Involvement Process Mailing List
- Communications received from public whether they use mail, email, and comments at public information meetings or public hearings
- Tracking of presentations given to public groups
- Efficient Transportation Decision Making (ETDM) Process
- Scrapbooking of all public meetings including photos, attendance sheets, meeting handouts.

In addition to these tracking and reporting efforts, the MPO staff will continue to research new and innovative ways to further involve the public in the MPO transportation planning process.

Section XV: Summary


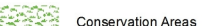


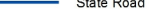


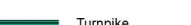
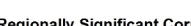

The MPO recognizes the importance of the public involvement process as a means to inform, educate, and involve citizens in the transportation decisions that impact our daily lives. By involving the public in the planning process early and often, transportation planners are able to ensure that plans and programs are developed in a way that reflects our community values and benefits all segments of the population equally.

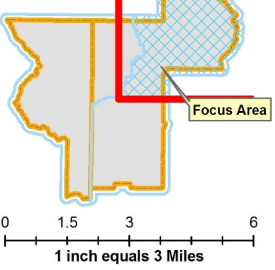
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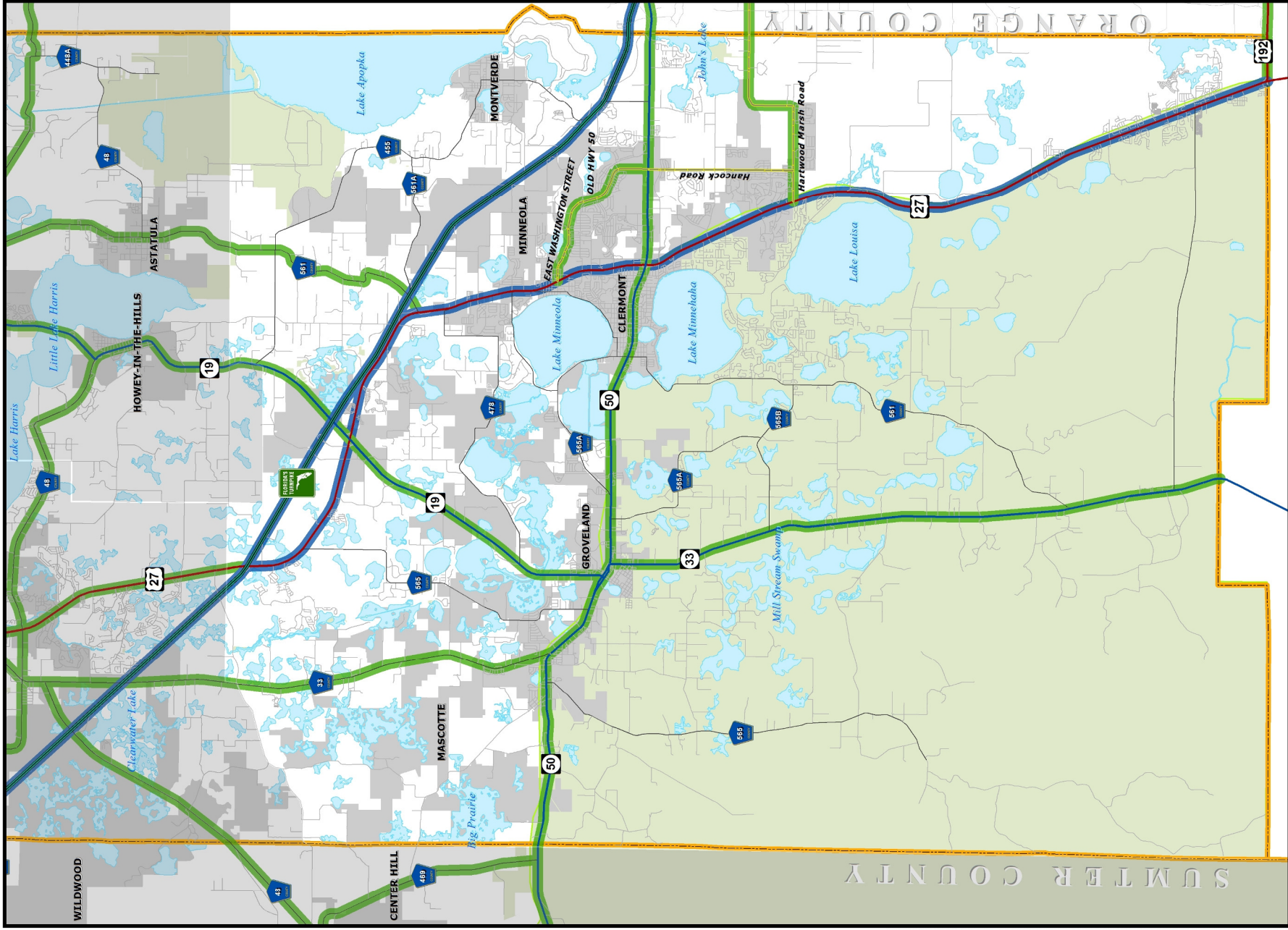
EAST LAKE TASK FORCE

LEGEND:

-  Municipal Area
-  Conservation Areas
-  County Road
-  State Road
-  US Highway
-  Interstate
-  Turnpike
- Regionally Significant Corridors**
-  Regionally Significant Corridor
-  Strategic Intermodal System
-  Emerging Strategic Intermodal System



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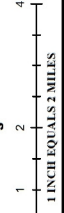


LEGEND:

- Regionally Significant Corridor
- Strategic Intermodal System
- Emerging Strategic Intermodal System
- County Boundary
- Municipal Area
- Conservation Areas

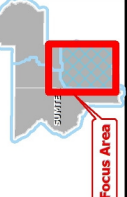
NOTE:
Corridors may be eligible for Transportation Regional Incentive Program (TRIP) funding
Adopted September 28, 2005
Revised: December 3, 2008

- County Road
- Interstate
- State Road
- Turnpike
- US Highway



SOUTH LAKE TASK FORCE

LAKE COUNTY, FLORIDA



SUMTER COUNTY

ORANGE COUNTY

Appendix B: Transportation Acronyms & Glossary

- **AADT** Annual Average Daily Traffic: The total volume of traffic on a highway segment for one year, divided by the number of days in the year. Both directions of traffic volumes are reported as well as total two-way volumes.
- **ADA** Americans with Disabilities Act of 1990: A Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.
- **ADT** Average Daily Traffic: The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.
- **AE** Annual Element: The first fiscal year of the Transportation Improvement Plan.
- **AFV** Alternative Fuel Vehicle: A vehicle that runs on a fuel other than “traditional” petroleum fuels.
- **AICP** American Institute of Certified Planners: AICP is the American Planning Association's professional institute, providing recognized leadership nationwide in the certification of professional planners, ethics, professional development, planning education, and the standards of planning practice.
- **AMPO** Association of Metropolitan Planning Organizations: A national nonprofit membership organization serving the interests of metropolitan planning organizations nationwide.
- **APA** American Planning Association: The American Planning Association brings together thousands of people — practicing planners, citizens, elected officials — committed to making great communities happen.
- **AQ** Air Quality: generally refers to the amount of air pollutants of various types in the air. The pollutants can include hydrocarbons (also called volatile organic compounds), nitrogen oxides, particulate matter, carbon monoxide, sulfur dioxide and so on.

- ARRA American Recovery and Reinvestment Act: An Act making supplemental appropriations for job preservation and creation, infrastructure investment, energy efficiency and science, assistance to the unemployed, and State and local fiscal stabilization, for the fiscal year ending September 30, 2009, and for other purposes.
- ASCE American Society of Civil Engineers: Founded in 1852, the American Society of Civil Engineers (ASCE) represents more than 133,000 members of the civil engineering profession worldwide, and is America's oldest national engineering society. ASCE's vision is to position engineers as global leaders building a better quality of life.
- AVO Average Vehicle Occupancy: The ratio of person trips to vehicle trips; often used as a criteria in judging the success of trip reduction programs.
- AVR Average Vehicle Ridership: The number of employees scheduled to start work during specified hours divided by the number of vehicles arriving at the site during those same hours.
- BCC Board of County Commissioners: The State constitution gives the Board of County Commissioners the power to adopt ordinances (local laws), approve the County budget and set millages, and establish the requirements for the departments under its control. The Board governs all unincorporated areas of the county directly; municipalities may call upon the County for specialized services.
- BMS Bridges Management Systems: Process for analyzing existing conditions and identifying future needs with respect to bridges; required for the National Highway System (NHS) as a part of ISTEA; and the extent to which the remaining public bridges are included in the process is left to the discretion of state and local officials.
- BOA Board of Adjustments: The Board of Adjustment reviews applications submitted for a variance to the Land Development Regulations. The Board then approves or denies the applications based on staff reports and evidence submitted during the hearing, taking into consideration the applicant's and other testimony in favor or against the request.
- BPAC Bicycle/Pedestrian Advisory Committee: Advisory Committee that examines alternatives and makes recommendations to the Lake~Sumter MPO on bicycle and pedestrian issues.

- BRP State Bridge Rehabilitation: Funds for replacement or repair of bridges on the State Primary System based on statewide priority.
- BRRP State Bridge Repair and Rehabilitation: Funds for the repair and rehabilitation of bridges.
- BRT Federal Bridge Replacement: Funds for bridge replacement on Federal National Highway and Surface Transportation Program systems; used for critical bridges based on a statewide priority as approved by the FHWA.
- CAAA Clean Air Act Amendments of 1990: Amendments to the federal Clean Air Act which classify nonattainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.
- CAC Citizen Advisory Committee: Advisory committee utilized by most metropolitan planning organizations (MPOs) for citizen input into the transportation planning process.
- CBD Central Business District: The area of a community with the most intense commercial and business development.
- CCI Community Characteristics Inventory: The history of a community with present and future conditions of an area. Includes physical characteristics of an area, narrative text that describes the community, tables or graphics that summarize data.
- CE Categorical Exclusion: A technical exclusion for projects that do not result in significant environmental impacts. Such projects are not required to prepare environmental reviews.
- CEI Construction Engineering Inspection: FDOT highway project phase following construction.
- CEMO Central Environmental Management Office: Represents FDOT in protecting and enhancing a sustainable human and natural environment while developing safe, cost effective and efficient transportation systems.
- CFMPOA Central Florida MPO Alliance: A coalition of transportation and government organizations committed to addressing transportation challenges on

a regional basis. The alliance is comprised of representatives from Brevard MPO, MetroPlan Orlando, Volusia County TPO, Polk TPO, Ocala/Marion TPO and the Lake-Sumter MPO.

- CFR Code of Federal Regulations: The codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. Each volume of the CFR is updated once each calendar year and is issued on a quarterly basis.
- CIGP County Incentive Grant Program: This program provides grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System.
- CIE Capital Improvements Element: A required element of local comprehensive plans which evaluates the need for public facilities, their cost and funding/schedule for construction; specific content for the CIE is found in Rule 9J 5.016 of the Florida Administrative Code and Chapter 163.3177(3), Florida Statutes.
- CLC Community Liaison Coordinator: The FDOT district person responsible for implementing effective public involvement to identify potential sociocultural effects for transportation projects; responsible for public involvement and assessment of sociocultural effects in the non-MPO areas of the state.
- CMAQ Congestion Mitigation and Air Quality Improvement Program: A categorical funding program created under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in non attainment areas for ozone and carbon monoxide.
- CMS Congestion Management System: A systemic process required under ISTEA to provide information on transportation system performance and identify alternative strategies to alleviate congestion and enhance mobility of persons and goods; process must be developed in Transportation Management Areas (TMAs), the use of CMS in non TMAs is left to the discretion of state and local officials; in Florida, MPOs will take the lead for the CMS in urbanized areas and FDOT will take the lead elsewhere.
- CMS Concurrency Management System: A systematic process utilized by local governments to ensure that new development does not occur unless adequate infrastructure (such as public facilities) is in place to support growth;

requirements for the CMS are found in Rule'9J 5.0055, Florida Administrative Code.

- CNU Congress for the New Urbanism: CNU advocates the restructuring of public policy and development practices to support the restoration of existing urban centers and towns within coherent metropolitan regions. We stand for the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.
- CTCs Community Transportation Coordinators: People contracted by the Transportation Disadvantaged Commission to provide complete, cost effective and efficient transportation services to transportation disadvantaged (TD) persons.
- CTD Commission for Transportation Disadvantaged: An independent commission housed administratively within the Florida Department of Transportation. Our mission is to insure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons.
- CTST Community Traffic Safety Team: Partnership represented by various public and private entities that focus on reducing the number and severity of traffic crashes within their community.
- CUTR Center for Urban Transportation Research: A legislatively created research center, located at the University of South Florida, whose purpose is to conduct and facilitate research and serve as an information exchange on issues related to urban transportation problems in Florida.
- DCA Department of Community Affairs: State and land planning agency responsible for a number of local and regional planning of programs, established in Chapter 163 and 380 of the Florida Statutes.
- DEIS Draft Environmental Impact Statement: As indicated in title this is an analysis report describing the impacts of a major transportation improvement project upon the environment, both physical (built) and natural. It is proposed in both draft and final forms, which are reviewed by the local agencies and the general public and approved by the appropriate federal agencies. (FHWA or FTA)

- DIS State funds for projects on Strategic Intermodal System
- DOT Department of Transportation: Agency responsible for transportation at the local, state, or federal level.
- DRI Development of Regional Impact: A large scale development which is required to undergo an extra local review process; the appropriate regional planning council coordinates the review; the appropriate local government makes the approval decision, with the Florida Department of Community Affairs (DCA) retaining appeal authority; Rule 28 24, F.A.C. identified types of development subject to DRI review.
- EA Environmental Assessment: A document that must be submitted for approval by the U.S. Environmental Protection Agency and the U.S. Department of Transportation for transportation projects in which the significance of the environmental impact is not clearly established. An EA is required for all projects for which a Categorical Exclusion or Environmental Impact Statement is not applicable.
- EAR Evaluation and Appraisal Report: Periodic review and evaluation of a local government comprehensive plan; generally due every five years; requirements for contents are identified in Rule 9J 5.0053, Florida Administrative Code and Chapter 163.3191, Florida Statutes.
- ECFRPC East Central Florida Regional Planning Council: provides regional planning service for Brevard, Lake, Orange, Osceola, Seminole and Volusia counties.
- EIS Environmental Impact Statement: A document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.
- EPA Environmental Protection Agency: Protects human health and the environment. Since 1970, EPA has been working for a cleaner, healthier environment for the American people. EPA is led by the Administrator, who is appointed by the President of the United States.
- ETDM Efficient Transportation Decision Making: Creates a linkage between land use, transportation and environmental resource planning initiatives through early, interactive agency and public involvement.

- FAA Federal Aviation Administration: Provides a safe and efficient aerospace system.
- FAPA Florida Chapter of the APA: The Florida Chapter of APA provides statewide leadership in the development of sustainable communities by advocating excellence in planning, providing professional development for its members, and working to protect and enhance the natural and built environments.
- FBT Floridians for Better Transportation: Statewide business and transportation association dedicated to making transportation safer and more efficient in Florida; created in 1988 by the Florida Chamber of Commerce and the Florida Council of 100.
- FDCA Florida Department of Community Affairs: State agency responsible for assisting Florida communities in meeting the challenges of growth, reducing the effects of disasters and investing in community revitalization.
- FDEP Florida Department of Environmental Protection: The lead agency in state government for environmental management and stewardship.
- FDOT Florida Department of Transportation: State agency responsible for transportation issues in Florida.
- FEIS Final Environmental Impact Statement: A document that evaluates the potential environmental impacts of the proposed action.
- FGDL Florida Geographical Data Library (FGDL): Housed at the GeoPlan Center at the University of Florida, contains GIS data from federal, state and local agencies.
- FHPP Federal High Priority Projects: Projects earmarked by Congress in TEA 21 as high priorities at the federal level. These amount to roughly 5% of the total transportation budget.
- FHWA Federal Highway Administration: Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs.
- FIHS Florida Intrastate Highway System (FIHS): A statewide network of limited and controlled access highways whose primary function is for high speed and high volume traffic movements; built and maintained by FDOT.

- FLHSR Florida High Speed Rail: Express rail service between Tampa and Orlando with future plans to extend service to Miami. Trains are projected to reach speeds of at least 168 mph.
- FLUAM Future Land Use Allocation Model: A land use forecasting model that projects the land use parameters used in the Florida Standard Urban Transportation Models.
- FONSI Finding of No Significant Impact (FONSI): A statement indicating that a project was found to have no significant impacts on the quality of the human environment and for which an environmental impact statement will therefore not be prepared.
- FRA Federal Railroad Administration: The purpose of FRA is to promulgate and enforce rail safety regulations; administer railroad assistance programs; conduct research and development to improve railroad safety.
- F.S. Florida Statutes: Documents in which Florida's laws are founds.
- FSUTMS Florida Standard Urban Transportation Modeling Structure: Computer model used in Florida for transportation planning and traffic forecasting process.
- FTA Federal Transit Administration: Federal entity responsible for transit planning and programs.
- FTC Florida Transportation Commission: Provides leadership in meeting Florida's transportation needs through policy guidance on issues of statewide importance and maintaining public accountability for the DOT.
- FTE Florida Turnpike Enterprise: Responsible for the operation and expansion of toll roads on the Turnpike system.
- FTP Florida Transportation Plan: A statewide, comprehensive transportation plan, which establishes long range goals to be accomplished over a 20 25 year time frame; developed by Florida Department of Transportation; updated on an annual basis.
- FY Fiscal Year: A budget year; runs from July 1 through June 30 for the State of Florida; and from October 1 through September 30 for the federal governments.
- GIS Geographic Information Systems: A technology that integrates the collection, management and analysis of geographic data. Can be used to display the results of data queries as maps and analyze spatial distribution of data.

- GPS Global Positioning System: A satellite based navigation system providing accuracy usable for side scan sonar surveys on a worldwide basis. GPS has become a universal, reliable positioning system.
- HCM Highway Capacity Manual: A collection of state-of-the-art techniques for estimating capacity and determining level of service for many transportation facilities and modes.
- HOT High Occupancy Toll Lanes: Lanes that take advantage of available unused capacity in the HOV lane by allowing vehicles that do not meet the minimum occupancy requirement to pay a toll for access to the lane(s).
- HOV High Occupancy Vehicle Lanes: In Florida, vehicles carrying two (2) or more people; freeways, expressways and other large volume roads may have lanes designated for HOV use by carpoolers, vanpools, and buses.
- ICE Intergovernment Coordination Element: Required element of a local government comprehensive plan addressing coordination between adjacent local governments, and regional and state agencies; requirements for content are found in rule 9J 5.015, F.A.C. and 163.3177(b)(h), F.S.
- ISTEA Intermodal Surface Transportation Efficiency Act of 1991: Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation.
- ITE Institute of Transportation Engineers: An international society of professionals in transportation and traffic engineering; publishes Trip Generation (a manual of trip generation rates by land use type).
- ITS Intelligent Transportation System: Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection" and "transit information kiosks."
- JPA Joint Participation Agreement: Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.

- LAP Local Agency Program: Contracts between FDOT and other governmental agencies to develop, design, acquire right-of-way, and construct transportation facilities and to reimburse these governmental agencies for services provided to the traveling public.
- LGCP Local Government Comprehensive Plan: As required by Chapter 163, Florida Statutes, requires local governments to develop local comprehensive plans; also contains capital improvements, consistency and concurrency requirements, and provides for Rule Chapter 9J 5, F.A.C.
- LOS Level of Service: A qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).
- LRT Light Rail Transit: An electric rail system which has single cars or short trains, and passenger's board at track or car floor level.
- LRTP Long Range Transportation Plan: A 20 year forecast plan required of state planning agencies and MPOs; must consider a wide range of social, environmental, energy and economic factors in determining overall regional goals and consider how transportation can best meet these goals.
- LU Land Use: Refers to the manner in which portions of land or the structures on them are used, i.e., commercial, residential, retail, industrial, etc.
- MG Minimum Guarantee: A funding category created in TEA 21 that guarantees a 90% return of contributions on formula funds to every state.
- MMTD Multimodal Transportation District: Jointly administered by FDOT and DCA, this planning framework was established by statute based on recommendations by the Transportation and Land Use Study Committee (1999), which sought to reconcile transportation programs and land use practices. Its goal is to expand the use of multiple modes by coordinating transportation improvements (such as improved transit service and pedestrian facilities) and land use measures that enable multimodal transportation to succeed.
- MPO Metropolitan Planning Organization: The forum for cooperative transportation decision making; required for urbanized areas with populations over 50,000.
- MPOAC Metropolitan Planning Organization Advisory Council: A statewide advisory council (one member from each MPO) that serves Florida's 25 MPOs as the principal forum for collective policy discussion; created by law to assist the MPOs in carrying out the urbanized area transportation planning process.

- MSTU Municipal Services Tax Unit: A Taxing District authorized by State Constitution, Article VII and Florida Statute 125.01. The MSTU is a legal and financial mechanism for providing specific services and/or improvements to a defined geographical area. An MSTU may levy ad valorem taxes to provide funds for the improvements.
- NAAQS National Ambient Air Quality Standards (NAAQS): Establishes maximum concentrations for criteria air pollutants in specified geographical areas. These pollutants include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), particulate matter (PM-10), ozone (O₃), and sulfur dioxide (SO₂). To prevent established concentrations from being exceeded, State and local governments may require air pollution controls on existing, new, and modified industrial facilities; tighter standards on emissions from motor vehicles; and the use of alternative fuels.
- NEPA National Environmental Policy Act of 1969: An Act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes.
- NHS National Highway System: Specific major roads to be designated by September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.
- NHPA National Historic Preservation Act (NHPA): Law requiring federal agencies to consider the potential effect of a project on a property that is registered on or eligible for the National Register of Historic Places. If effects are identified, federal and state agencies and the public must identify means to mitigate the harm.
- PD&E Project Development and Environment Study (PD&E): FDOT's name for a corridor study to establish conceptual design for a roadway and to determine its compliance with federal and state environmental laws and regulations.
- PE Preliminary Engineering (design): Highway project phase
- PEA Planning Emphasis Area: Planning for the appropriate use of land within communities.
- PHF Peak Hour Factor: Traffic engineers focus on the peak-hour traffic volume in evaluating capacity and other parameters because it represents the most critical time period. The analysis of level of service is based on peak rates of flow occurring within the peak hour because substantial short-term fluctuations

typically occur during an hour. Common practice is to use a peak 15-minute rate of flow. Flow rates are usually expressed in vehicles per hour, not vehicles per 15 minutes.

- **PIO Public Information Officer:** The individual in an agency or district responsible for disseminating information and responding to inquiries from the media.
- **PI Public Involvement:** The process by which public concerns, needs, and values are solicited and incorporated into decision-making.
- **PL Planning Funds:** Federal Highway Administration planning funds, also called Section 112 funds.
- **PIP Public Involvement Plan (PIP):** A written plan of public involvement strategies and activities for a specific transportation plan or project. The PIP provides a systematic approach to how the results and outcomes of public involvement activities are integrated into the decision-making process.
- **PMS Pavement Management System:** A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost effective pavement construction, rehabilitation, and maintenance programs; required for roads in the National Highway System as a part of ISTEA; the extent to which the remaining public roads are included in the process is left to the discretion of state and local officials; criteria found in 23 CFR 500.021 209.
- **PTMS Public Transportation Facilities and Equipment Management System:** A systematic process (required under ISTEA) utilized by state agencies and MPOs to collect and analyze information on the condition and cost of transit assets on a continual basis; data is to be used to help people choose cost effective strategies for providing and keeping transit facilities and Transportation Management Areas (TMAs); the use of CMS in non TMAs is left to the discretion of state and local officials.
- **PUD Planned Unit Development:** A zoning category that allows innovation in development by the suspension of standard zoning to be replaced by negotiated agreements. A PUD requires a comprehensive development plan for the entire area, usually including residences, roads, schools, recreational facilities and service areas, plus commercial, office and industrial areas.
- **RFP Request for Proposals:** A document advertising opportunities to submit bids for a particular purchase or service contract.

- ROW Right of Way: Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.
- RPC Regional Planning Council: A multipurpose organization composed of representatives of local governments and appointed representatives from the geographic area covered by the council, and designated as the primary organization to address problems and plan solutions that are of greater than local concern or scope; currently there are 11 regional planning councils in Florida. In some area of Florida the Regional Planning Council is under contract to provide staff services to MPOs.
- SAFETEA – Safe, Accountable, Flexible, Efficient Transportation Equity Act
- LU: Legacy for Users: Reauthorization of the Federal Transportation Bill authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period, 2005-2009.
- SCE Sociocultural Effects: The effects a transportation action has on social, economic, aesthetic and livability, relocation and displacement, civil rights and land use issues.
- SCOP Small County Outreach Program: Assists small county governments (population of 150,000 or less) in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads.
- SIS Strategic Intermodal System: A transportation system comprised of facilities and services for statewide and interregional significance, including appropriate components of all modes.
- SOV Single Occupant Vehicle: Privately operated vehicle whose only occupant is the driver.
- SIB State Infrastructure Bank: Method of financing large capital projects by taking advantage of borrowing against future state revenues.
- SRPP Strategic Regional Policy Plan: A plan, developed by each regional planning council (RPC), which contains goals and policies addressing affordable housing, economic development, emergency preparedness, natural resources of regional significance, and regional transportation issues; must be consistent with the state comprehensive plan.
- STIP State Transportation Improvement Program: The FDOT five year work program as prescribed by federal law.
- TAC Technical Advisory Committee: A standing committee of most

metropolitan organizations (MPOs); function is to provide advise on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).

- TCEA Transportation Concurrency Exception Area: Special areas designated in local government comprehensive plans where special level of service standards or analysis techniques may be prescribed. Usually implemented in support of urban infill, urban redevelopment, and/or downtown revitalization.
- TCMA Transportation Concurrency Management Area: Special areas designated in local government comprehensive plans where special level of service standards or analysis techniques may be prescribed. Usually implemented in support of urban infill, urban redevelopment, and/or downtown revitalization.
- TD Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.
- TDCB Transportation Disadvantaged Coordinating Board: This committee is responsible for defining transportation disadvantaged-related goals and objectives, preparing a service plan, and ensuring that the needs of the transportation disadvantaged citizens are being met.
- TDM Transportation Demand Management: A transportation planning process that is aimed at relieving congestion on highways by the following types of actions: (1) actions that promote alternatives to automobile use; (2) actions that encourage more efficient use of alternative transport systems, and (3) actions that discourage automobile use.
- TDP Transit Development Plan: An intermediate-range transit plan (usually five years) that examines service, markets, and funding to make specific recommendations for transit improvements.
- TDSP Transportation Disadvantaged Service Plan: A tactical plan with Development, Service, Quality Assurance and Cost/Revenue Allocation and Rate Structure Justification components. The TDSP contains goals which the CTC plans to achieve, and the means by which they intend to achieve them.
- TE Transportation Enhancements: Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway programs, scenic beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.

- TEA 21 Transportation Equity Act for the 21st Century: Federal Legislation authorizing funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation that clarified the role of the MPOs in the local priority setting process, TEA 21 emphasizes simplicity, fairness, and higher funding levels for transportation.
- TIGER Transportation Investment Generating Economic Recovery: Funding for supplemental discretionary grants for capital investments in surface transportation infrastructure under the American Recovery and Reinvestment Act.
- TIP Transportation Improvement Program: A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the five (5) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.
- TMA Transportation Management Association: A membership organization designed to help a group of businesses, companies, and other interested parties implement a commute management program; some funding for these groups is available through the state Commuter Assistance Program (CAP).
- TMA Transportation Management Area: A federal term for an urban area of over 200,000 population.
- TMS Transportation Management System: Transportation Management System: The implementation of traffic control measures, such as HOV lanes, signal timing adjustments, median closings, and access management strategies to increase the operating efficiency of the traffic circulation system.
- TMS Transportation Management System: A MPO system that includes traffic counts, tracking of approved developments and crash data resulting in a comprehensive database.
- TOP Transit Operations Plan: An operational and cost feasibility analysis performed prior to implementation of transit services.
- TPO Transportation Planning Organization: A synonym for a Metropolitan Planning Organization (MPO), responsible for transportation planning and is mandated by state and federal agencies.
- TRB Transportation Research Board: A unit of the National Research Council

whose purpose is to advance knowledge about transportation systems; publishes the Highway Capacity Manual.

- **TRIP** Transportation Regional Incentive Program: TRIP was created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects.
- **TSCP** Transportation and Community and Systems Preservation Pilot Program: A federal discretionary grant program created in TEA 21 that is designed to provide funding for revitalizing and rehabilitating transportation corridors.
- **TSM** Transportation Systems Management: Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.
- **UA** Urbanized Area: The US Census Bureau defines an urbanized area as: "Core census block groups or blocks that have a population density of at least 1,000 people per square mile (386 per square kilometer) and surrounding census blocks that have an overall density of at least 500 people per square mile (193 per square kilometer)."
- **UPWP** Unified Planning Work Program: Developed by Metropolitan Planning Organization (MPOs); identifies all transportation and transportation air quality tasks and activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.
- **USC** United States Code: The United States Code is the codification by subject matter of the general and permanent laws of the United States. It is divided by broad subjects into 50 titles and published by the Office of the Law Revision Counsel of the U.S. House of Representatives. Since 1926, the United States Code has been published every six years. In between editions, annual cumulative supplements are published in order to present the most current information.
- **USDOT** United States Department of Transportation: Established by an act of Congress on October 15, 1966, the Department's first official day of operation was April 1, 1967. The mission of the Department is to: Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of

the American people, today and into the future.

- VHT Vehicle Hours Traveled: On highways, a measurement of the total hours traveled in a given area for a specified time period. It is calculated by multiplying the number of vehicles by the hours traveled in a given area or on a given highway during the time period. In transit, it is calculated by multiplying the number of vehicles by the hours traveled on a given area or on a different route, line, or network during the time period.
- VMS Variable Message Sign: An electronic traffic sign often used on roadways to give travelers information about special events. Such signs warn of traffic congestion, accidents, incidents, roadwork zones, or speed limits on a specific highway segment. They may also ask vehicles to take alternative routes, limit travel speed, warn of duration and location of the incidents or just inform of the traffic conditions.
- VMT Vehicle Miles Traveled: On highways, a measurement of the total miles traveled in a given area for a specified time period. It is calculated by multiplying the number of vehicles by the miles traveled in a given area or on a given highway during the time period. In transit, it is calculated by multiplying the number of vehicles by the miles traveled on a given area or on a different route, line, or network during the time period.
- WAGES Work and Gain Economic Self Sufficiency: Florida's welfare to work program.
- WRPC Withlacoochee Regional Planning Council: Provides regional planning services for Citrus, Hernando, Levy, Marion, and Sumter Counties.

Appendix C: May 2013 Legal Advertisement

PUBLIC NOTICE

Pursuant to the provisions of Chapter 286, Florida Statute, Section 286.0105, Sunshine Law, the Lake-Sumter Metropolitan Planning Organization (MPO) has scheduled the following board/committee meetings during the month of May 2013 on the dates indicated at the Lake-Sumter MPO, 1616 South 14th St., Leesburg, FL:

Technical Advisory Committee
May 8, 2013, 1:30 p.m.

Citizens' Advisory Committee
May 8, 2013, 4:00 p.m.

Bicycle & Pedestrian Advisory Committee
May 9, 2013, 3:00 p.m.

Joint meeting of the Lake County Transportation Disadvantaged Coordinating Board
and the Sumter County Transportation Disadvantaged Coordinating Board
May 14, 2013, 2:00 p.m.

Executive Committee
May 20, 2013, 2:00 p.m.

Lake-Sumter MPO Governing Board
May 22, 2013, 2:00 p.m.

One or more MPO Governing Board members and one or more members of different committees or boards may be in attendance and may participate in discussions on any of the committee or board meetings noticed in this monthly schedule. All interested citizens are welcome to attend. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the MPO Office at 352-315-0170 at least seven days prior to the scheduled meeting. Pursuant to the provisions of Chapter 286, Florida Statute, Section 286.0105, if a person decides to appeal any decision made by an above named committee with respect to any matter considered during any meeting of such committee, he or she may need to ensure a verbatim record of the proceedings is made, which may include the testimony and evidence upon which the appeal is to be based. The list of meetings is not all-inclusive and may not contain special meetings or meetings that may not have been scheduled as of this posting.

LAKE-SUMTER MPO

Appendix D: MPO Advisory Committees Membership

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION

Bicycle & Pedestrian Advisory Committee (BPAC)

2013 MEMBER LIST

<u>NAME</u>	<u>REPRESENTING</u>
Robert Thielhelm (Chairman)	Lake~Sumter MPO
Scot Hartle (Vice-Chair)	LC BCC, D1
Helen McCormick	LC BCC, D2
Lewis Michael	LC BCC, D3
Rich Dunkel	LC BCC, D4
Meredith Cheshire	LC BCC, D5
Richard Kopp	SC BCC
David Lawrence	SC BCC
Vacant	Town of Astatula
Bryan Davis	City of Clermont
Danielle Kittredge	City of Eustis
Sherry Bechtel	City of Fruitland Park
Roy Pike	City of Groveland
Pam Hunt	Town of Howey-in-the-Hills
Mike Burske	Town of Lady Lake
Vacant	City of Leesburg
Vacant	City of Mascotte
Councilmember Kelly Price	City of Minneola
Vacant	Town of Montverde
Ryan Donovan	City of Mount Dora
Jim Ellrodt	City of Tavares
Vacant	City of Umatilla
Vacant	City of Wildwood
Egor Emery (appointed by BPAC)	Citizen's Advocate
Vacant (appointed by BPAC)	The Villages
Dawn McDonald	Lake County School Board
Vacant	Sumter County School Board

April 2013

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE**

2013 MEMBER LIST

<u>NAME</u>	<u>REPRESENTING</u>	<u>APPOINTED</u>	<u>EXPIRATION</u>
Steve Ferrell	Lake County, D1	12/6/11 (re-appt)	12/31/13
Brian Herman	Lake County, D2	12/18/12 (re-appt)	12/31/14
Andy Dubois	Lake County, D3	12/6/11	12/31/13
Hugh Biggar	Lake County, D4	12/18/12	12/31/14
Jamie Hanja	Lake County, D5	2/28/12	12/31/13
(vacant)	Sumter County (1)	vacant	12/31/14
(vacant)	Sumter County (2)	vacant	12/31/14
(vacant)	Town of Astatula	vacant	12/31/13
Susy Gibson/ Vice-Chairman	City of Clermont	12/11/12 (re-appt)	12/31/14
(vacant)	City of Eustis	vacant	12/31/13
Bruce Master	City of Fruitland Park	12/10/12 (re-appt)	12/31/14
George Rosario	City of Groveland	11/19/12	12/31/13
Roy Pike	Alternate	11/21/11 (re-appt)	12/31/13
Bonnie Nebel	Town of Howey-in-the-Hills	12/10/12	12/31/14
Regis LeClerc	Town of Lady Lake	10/15/12	12/31/13
(vacant)	City of Leesburg	vacant	12/31/14
(vacant)	City of Mascotte	vacant	12/31/13
Jeff Boykin	City of Minneola	11/27/12	12/31/14
(vacant)	Town of Montverde	vacant	12/31/13
(vacant)	City of Mount Dora	vacant	12/31/14
David Clutts/ Chairman	City of Tavares	12/7/11 (re-appt)	12/31/13
(vacant)	City of Umatilla	vacant	12/31/14
Stephen Stone	City of Wildwood	11/14/11 (re-appt)	12/31/13

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION

Lake County Transportation Disadvantaged Coordinating Board

NAME

REPRESENTING

Commissioner Leslie Campione (Chairman)

Lake~Sumter MPO

Jo Santiago

FDOT

Jesse Young (effective 5/22/13)

Department of Children & Families

Janice Rivers (alternate)

John Davis

Public Education Community

Aurelia Cole (alternate)

Vivian Baker

Vocational Rehabilitation/Fl. Dept. of Education

Thomas Osebold

Veterans Service Office

Jim Lowe

CAA/Economically Disadvantaged

Timothy Bridges (alternate)

Vacant

Persons over 60, representing elderly

Colleen A. Kollmann (Vice-Chairman)

Person with a Disability representing Disabled

Bebe Chudeusz

Citizens Advocate

Vacant

Citizens Advocate/User of System

Lesha Buchbinder

Children at Risk Representative

Tameka Mays (alternate)

George Popovich

Florida Dept. of Elder Affairs

Vacant

Local Private for Profit Transportation

Donna Mitchell

Florida Agency for Health Care Administration

Cheryl Ridley

Workforce Development

Sheri Olson

Medical Community

**LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

2013 MEMBER LIST

<u>NAME</u>	<u>REPRESENTING</u>
Brian Sheahan	Lake County
Fred Schneider (1 st alternate)	
Amye King (2 nd alternate)	
Dawn McDonald	Lake County Schools
Scott Cottrell	Sumter County
Sue Farnsworth (alternate)	
Debbie Nelson	Sumter County / Transit
Deb Barsell (alternate)	
(vacant/Kitty Cooper interim)	Town of Astatula
Denise Lee	City of Bushnell
Jim Hitt / Chairman	City of Clermont
Barbara Hollerand (alternate)	
Dianne Kramer	City of Eustis
(vacant/Diane Gibson Smith interim)	City of Fruitland Park
Peter Brandt	City of Groveland
Frank Watanabe	Town of Howey-in-the-Hills
Thad Carroll / Vice-Chairman	Town of Lady Lake
DC Maudlin	City of Leesburg
Bill Wiley (alternate)	
(vacant)	City of Mascotte
Aaron Mercer	City of Minneola
(vacant)	Town of Montverde
Mark Reggentin	City of Mount Dora
Jacques Skutt	City of Tavares
Alisha Maraviglia (alternate)	
Richard Hatfield	City of Umatilla
Jason McHugh	City of Wildwood
Melanie Peavy (alternate)	

Appendix E: LakeXpress Ridership by Route and Month

LakeXpress Route	October			November			December			January			February			March			April			May			June			July			August			September		
	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011	2009	2010	2011			
Route 1: Lady Lake/Eustis via US441	11,049	11,850	12,683	9,678	10,715	13,334	9,492	9,992	13,321	8,491	10,177	12,773	8,908	10,509	12,823	9,930	11,453	14,444	12,122	11,437	13,458	10,159	11,507	13,670	11,453	12,208	12,837	12,313	10,626	13,899	14,073	13,282	16,010	11,291	12,391	12,621
Route 2: City of Leesburg	3,556	3,650	4,448	3,311	3,613	4,598	3,630	3,811	4,400	2,988	3,896	4,329	3,066	3,910	4,409	3,477	3,854	4,903	4,794	3,576	4,658	3,260	3,898	4,416	3,690	4,035	4,133	4,297	3,670	4,572	5,136	4,586	5,735	3,851	4,180	4,509
Route 3: City of Mount Dora	3,153	3,647	3,733	2,643	3,090	3,935	2,485	2,844	3,723	2,244	2,815	3,509	2,318	2,983	3,310	2,689	3,516	3,893	2,751	3,301	3,577	2,215	3,345	3,754	2,930	3,646	3,475	3,030	3,351	3,724	3,758	4,075	4,185	3,369	3,875	3,243
Route 4: Altoona to Zellwood	1,493	3,047	3,076	1,477	2,806	3,043	1,607	2,816	3,063	1,629	2,749	2,856	1,743	2,567	2,928	1,996	2,952	3,197	2,312	2,482	2,827	2,096	2,829	3,126	2,585	3,375	2,846	2,793	2,708	3,168	2,921	3,158	3,312	2,542	2,918	2,483
<i>LakeXpress Total:</i>	19,251	22,194	23,940	17,109	20,224	24,910	17,214	19,463	24,507	15,352	19,637	23,467	16,035	19,969	23,470	18,092	21,775	26,437	21,979	20,796	24,520	17,730	21,579	24,966	20,658	23,264	23,291	22,433	20,355	25,363	25,888	25,101	29,242	21,053	23,364	22,856

Appendix F: Lake County Transportation Department Fleet Inventory

Model Year	Make/Size/Type	County Property Number	VIN Number	Ramp Manufacturer	Seats + W/C	Average Miles per Year	Current Mileage	Expected Retirement Date	Funding Source	Service
2003	Ford 22' Cutaway	21935	93519-1FTSS34L73HA11429	Braun	2 + 2	18,053	180,531	2008	FDOT	PT
2003	Ford 22' Cutaway	21934	93520-1FTSS34L53HA11428	Braun	2 + 2	19,978	199,780	2008	FDOT	PT
2005	Chevy Impala Sedan	23217	90505-2G1WF52E559357162	N/A	4 + 0	13,192	105,537	2010	FDOT	PT
2005	Chevy Impala Sedan	23219	90506-2G1WF52EX59362101	N/A	4 + 0	14,750	118,001	2010	FDOT	PT
2005	Chevy Impala Sedan	23220	90507-2G1WF52E159358096	N/A	4 + 0	15,413	123,301	2010	FDOT	PT
2005	Chevy 20' Champion	26042	1GBJG31U451197652	Braun	8 + 2	17,714	141,709	2010	BCC	PT
2005	Chevy Impala Sedan	23216	90504-2G1WF52E959356628	N/A	4 + 0	17,773	142,186	2010	FDOT	PT
2005	Chevy Impala Sedan	23222	90509-2G1WF52E659357252	N/A	4 + 0	19,632	157,054	2010	FDOT	PT
2005	Chevy Impala Sedan	23221	90508-2G1WF52E859360279	N/A	4 + 0	20,941	167,527	2010	FDOT	PT
2005	Chevy Impala Sedan	23215	90503-2G1WF52E759356479	N/A	4 + 0	22,525	180,203	2010	FDOT	PT
2005	Ford 22' Cutaway	23122	93575-1FDWE35L44HA33991	Ricon	9 + 2	33,995	271,960	2010	FDOT	PT
2005	Ford 18' Van	23483	90518-1FDWE35L75HB24822	Braun	6 + 2	34,713	277,700	2010	FDOT	PT
2005	Ford 22' Cutaway	23104	93574-1FDWE35F43HB88114	Braun	9 + 2	39,627	317,019	2010	FDOT	PT
2005	Chevy Impala Sedan	23223	90510-2G1WF52E559360143	N/A	4 + 0	22,878	183,021	2010	FDOT	PT
2005	Ford 18' Van	23479	90514-1FDWE35LO5HB24824	Braun	6 + 2	34,566	276,528	2010	FDOT	PT
2005	Ford 18' Van	23482	90517-1FDWE35L75HB24822	Braun	6 + 2	35,306	282,446	2010	FDOT	PT
2006	Int'l 31' Cutaway	24890	90564-1HVBTAFM36W325192	Lift U	24 + 2	20,208	141,454	2013	FDOT	FR
2006	Bluebird 30' Ultra LF	24798	1BAGEBPA16W100487	Ricon	18 + 2	28,502	199,511	2013	FTA	FR
2006	Bluebird 30' Ultra LF	24795	1BAGEBPAX6W100486	Ricon	18 + 2	30,255	211,785	2013	FTA	FR
2006	Bluebird 30' Ultra LF	24794	1BAGEBPA66W100484	Ricon	18 + 2	30,811	215,675	2013	FTA	FR
2006	Bluebird 30' Ultra LF	24793	1BAGEBPA96W100477	Ricon	18 + 2	30,996	216,969	2013	FTA	FR
2006	Bluebird 30' Ultra LF	24797	1BAGEBPA86W100485	Ricon	18 + 2	34,566	241,960	2013	FTA	FR
2006	Chevy 23' Turtle	24363	90539-1FDWE35LO5HB24824	Braun	6 + 2	22,147	155,028	2011	FDOT	PT
2007	Chevy 25' Cutaway	24831	90561-1GBE4V1267F404682	Ricon	6 + 2	24,623	147,738	2012	FDOT	PT
2007	Chevy 23' Cutaway	25004	90571-1GBE4V1927F424487	Braun	12 + 2	24,799	148,792	2012	FDOT	PT

Model Year	Make/Size/Type	County Property Number	VIN Number	Ramp Manufacturer	Seats + W/C	Average Miles per Year	Current Mileage	Expected Retirement Date	Funding Source	Service
2007	Chevy 23' Cutaway	25002	90572-1GBE4V1947F424510	Braun	12 + 2	25,776	154,653	2012	FDOT	PT
2007	Chevy 23' Cutaway	25003	90573-1GBE4V1917F424755	Braun	12 + 2	26,477	158,859	2012	FDOT	PT
2007	Chevy 23' Cutaway	24577	1GBE4V12X7F404247	Braun	12 + 2	34,732	208,394	2012	CTD	PT
2007	Chevy 23' Cutaway	24896	1GBE4V1267F404262	Braun	12 + 2	38,199	229,191	2012	CTD	PT
2008	Int'l 29' Cutaway	25411	90589-1HVBTAFM27W384901	Lift U	18 + 2	14,257	71,285	2015	FDOT	FR
2008	Eldorado 29' EZ Rider II	25734	1N9MNAC688C084085	Lift U	29 + 2	38,679	193,394	2015	FTA	FR
2008	Chevy 26' Cutaway	25445	1GBE4V1G27F424505	Ricon	16 + 2	28,109	140,545	2013	CTD	PT
2008	Chevy 21' General	25799	1GBJG31K781153938	Ricon	9 + 2	34,268	171,339	2013	FTA	PT
2008	Chevy 21' General	25798	1GBJG31K381153838	Ricon	9 + 2	34,876	174,382	2013	FTA	PT
2009	Eldorado 30' EZ Rider II	25956	1N9MNAC679C084225	Lift U	29 + 2	36,854	147,415	2016	FTA	FR
2009	Eldorado 30' EZ Rider II	25957	1N9MNAC659C084224	Lift U	29 + 2	43,552	174,208	2016	FTA	FR
2009	Chevy 25' Cutaway	26025	91536-1GBE4V1GX9F412184	Braun	12 + 2	25,220	100,880	2014	FDOT	PT
2009	Chevy 25' Cutaway	25992	1GBE4V1G69F409735	Braun	12 + 2	29,806	119,223	2014	CTD	PT
2009	Chevy 25' Cutaway	26024	91535-1GBE4V1G49F412245	Braun	12 + 2	33,763	135,050	2014	FDOT	PT
2009	Chevy 21' General	25895	1GBJG31K281232563	Ricon	9 + 2	36,198	144,790	2014	FTA	PT
2009	Chevy 21' General	25892	1GBJG31K781234079	Ricon	9 + 2	37,233	148,930	2014	FTA	PT
2009	Chevy 21' General	25897	1GBJG31K781234504	Ricon	9 + 2	37,724	150,896	2014	FTA	PT
2009	Chevy 21' General	25812	91506-1GBJG31K181233249	Ricon	9 + 2	39,766	159,062	2014	FDOT	PT
2009	Chevy 21' General	25894	1GBJG31K381233107	Ricon	9 + 2	40,198	160,792	2014	FTA	PT
2009	Chevy 21' General	25951	1GBJG31K391129797	Ricon	9 + 2	40,383	161,530	2014	FTA	PT
2009	Chevy 21' General	25898	1GBJB31K881234317	Ricon	9 + 2	40,771	163,084	2014	FTA	PT
2009	Chevy 21' General	25825	91507-1GBJG31K181232294	Ricon	9 + 2	42,654	170,614	2014	FDOT	PT
2009	Chevy 21' General	25896	1GBJG31K781234261	Ricon	9 + 2	43,057	172,227	2014	FTA	PT
2009	Chevy 21' General	25893	1GBJG31KX81231872	Ricon	9 + 2	43,443	173,773	2014	FTA	PT
2009	Chevy 21' General	25813	91505-1GBJG31K081231122	Ricon	9 + 2	48,515	194,060	2014	FDOT	PT

Model Year	Make/Size/Type	County Property Number	VIN Number	Ramp Manufacturer	Seats + W/C	Average Miles per Year	Current Mileage	Expected Retirement Date	Funding Source	Service
2010	Eldorado 31' EZ Rider II	26118	1N9MNACL6AC84100	Lift U	29 + 2	55,326	165,978	2017	FTA	FR
2010	Chevy 26' Champion	26120	80505-1GBE4VIG99F412175	Braun	18 + 2	24,968	74,905	2015	FDOT ARRA	PT
2010	Chevy 23' Champion	26247	91547-1GB9G5AGXA1116835	Braun	12 + 2	29,106	87,318	2015	FDOT	PT
2010	Chevy 26' Champion	26117	80508-1GBE4VIG99F412192	Braun	18 + 2	30,645	91,934	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26123	80519-1GBE4VIG99F413133	Braun	18 + 2	30,788	92,363	2015	FDOT ARRA	PT
2010	Chevy 26' Challenger	26124	91545-1GBE4V1909F413118	Braun	16 + 2	31,247	93,742	2015	FDOT	PT
2010	Chevy 26' Champion	26116	80510-1GBE4VIG89F413110	Braun	18 + 2	31,495	94,485	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26121	80509-1GBE4VIG49F412283	Braun	18 + 2	31,651	94,952	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26119	80512-1GBE4VIG39F413094	Braun	18 + 2	31,845	95,535	2015	FDOT ARRA	PT
2010	Chevy 23' Champion	26248	91548-1GB9G5AG7A1116355	Braun	12 + 2	32,146	96,439	2015	FDOT	PT
2010	Chevy 26' Champion	26122	80518-1GBE4VIG19F412249	Braun	18 + 2	33,057	99,172	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26111	80502-1GBE4VIG09F412257	Braun	18 + 2	33,359	100,076	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26095	80501-1GBE4VIG49F412228	Braun	18 + 2	33,998	101,994	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26112	80511-1GBE4VIG19F413059	Braun	18 + 2	35,920	107,761	2015	FDOT ARRA	PT
2010	Chevy 26' Challenger	26130	91546-1GBE4VIG79F413082	Braun	16 + 2	35,929	107,788	2015	FDOT	PT
2010	Chevy 26' Champion	26110	80504-1GBE4VIG79F412188	Braun	18 + 2	36,183	108,548	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26115	80506-1GBE4VIGX9F412265	Braun	18 + 2	38,044	114,131	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26113	80507-1GBE4VIG19F412199	Braun	18 + 2	38,710	116,130	2015	FDOT ARRA	PT
2010	Chevy 26' Champion	26114	80503-1GBE4VIG29F412180	Braun	18 + 2	42,573	127,719	2015	FDOT ARRA	PT
2011	Eldorado 31' EZ Rider II	26363	1N9MNAC63BC084048	Lift U	29 + 2	44,833	89,665	2018	FTA	FR
2011	Chevy 26' Cutaway	26481	91569-1GB6G5BG7B1143830	Braun	18 + 4	23,226	46,452	2016	FDOT	PT
2011	Chevy 26' Cutaway	26480	91568-1GB6G5BG7B1143830	Braun	18 + 4	26,594	53,188	2016	FDOT	PT
2011	Chevy 26' Cutaway	26479	91567-1GB6G5BG7B1143830	Braun	18 + 4	29,785	59,570	2016	FDOT	PT
2011	Chevy 23' Champion	26322	1GB9G5AG5A1126530	Braun	14 + 2	39,029	78,057	2016	FTA ARRA	PT
2011	Chevy 23' Champion	26321	1GB9G5AG3A1129930	Braun	14 + 2	40,859	81,718	2016	FTA ARRA	PT

Model Year	Make/Size/Type	County Property Number	VIN Number	Ramp Manufacturer	Seats + W/C	Average Miles per Year	Current Mileage	Expected Retirement Date	Funding Source	Service
2012	Eldorado 31' EZ Rider II	26550	1N9MNAC61CC084101	Lift U	29 + 2	32,894	32,894	2019	FTA	FR
2012	Ford 23' Cutaway	26627	91593-1FD4E4FL2CDA82412	Braun	14 + 4	13,659	13,659	2017	FDOT	PT
2012	Ford 23' Cutaway	26625	1FD4E4FL2CDA82410	Braun	14 + 2	15,926	15,926	2017	CTD	PT
2012	Ford 23' Cutaway	26628	91595-1FD4E4FL2CDA82413	Braun	14 + 4	17,172	17,172	2017	FDOT	PT
2012	Ford 23' Cutaway	26626	91594-1FD4E4FL2CDA82411	Braun	14 + 4	20,877	20,877	2017	FDOT	PT

As of November 30, 2012

Appendix G: Public Survey Instrument and Results

Name: _____

Organization (if applicable): _____

Title (if applicable): _____

Street Address: _____

City, town, or village and zip code: _____

Phone: _____ E-mail: _____

Which of the following best describes your organization?

- I am an individual responding to the survey on my own behalf (**skip to question 9**)
- Municipal Government County Government
- Private, Non-Profit Human Service Agency Private, Non-Profit Transportation Company
- Private, For-Profit Transportation Company Federal or State Human Service Agency
- Other (please specify): _____

Agency Services

1. Please provide a brief description of the programs your agency provides

2. Please provide a description of your clientele and their specific transportation needs

3. Please note the major origins (where they started trips) and destinations (where they're going) for your clients (on their going trips), including the facility or site name and address (street address, city/town and zip code) of each destination

Origin/ Destination

- 1. _____
- 2. _____
- 3. _____
- 4. _____

4. Does your organization provide (i.e. purchase, operate, or arrange for) passenger transportation services of any type? No Yes

5. Does lack of transportation keep people from participating in your agency's or company's programs, activities, or services?

- Yes, frequently Sometimes Never Don't know

6. Please describe any unmet transportation demand (days/hours during which transportation service is not available, etc.)

7. If expanded or improved transportation services would benefit your agency, clients, customers, or other people in and around the area you serve, please describe the benefits below. Be as specific as possible about geographic areas where better transportation is needed, times of the day when transportation is needed, problems with transportation costs or service quality, etc.

8. If your clients do not use public transportation, please comment on the reasons why (limited hours and days of service/ quality of service/ availability, etc.).

Thank you for completing this survey

9. Which of these services do you currently use for transportation? Please check all that apply.

- Personal motor vehicle
- Golf cart
- LakeXpress fixed route buses
- Lake County Connection paratransit
- Sumter County Transit shuttle
- Taxi
- Carpool
- Ride with Friends or Relatives
- Walk/Bike
- Currently, I have no reliable method of transportation
- Other (Please specify): _____

10. (If applicable) I don't use public transportation for the following reasons (please check all that apply):

- I don't have to
- It's too expensive
- It takes too long to reach my final destination
- The bus does not go where I want or need to go
- The bus does not operate at the time I want to travel
- There is no bus stop close to where I want to start my trip
- Using public transportation is a hassle
- I don't understand the bus schedule
- I don't want people to know that I use public transportation
- I need assistance when traveling
- The bus is not reliable

11. Has lack of transportation options prevented you from doing any of the following? Please check all that apply.

- Shopping or personal errands
- Medical trips
- Education
- Employment
- Taking kids to daycare/ school and then continuing to my workplace
- Agency services
- Recreation
- Lack of transportation is not a problem for me

12. Are there any specific places within or near Lake or Sumter counties that you would like to travel to that you cannot currently, due to lack of transportation options? Please describe those destinations:

13. Are there any days or hours that you would like to travel that you cannot currently, due to lack of transportation options?

14. Please use the comment field below for any additional information you wish to provide to the Lake~Sumter MPO (the lead agency in transportation planning for Lake and Sumter counties)

Thank you for completing this survey

Survey Question Results:		
What LakeXpress route or routes are you currently using?	How would you rate your bus service?	What is the main purpose of your trips on LakeXpress?
# Response	# Response	# Response
17 Route 1 (US441- Lady Lake to Eustis)	13 Average	30 Work
26 Route 2 (Leesburg Circulator)	29 Good	66 No Response
28 Route 3 (Mount Dora Circulator)	2 Poor	18 School/College
25 Route 4 (Altoona/Zellwood)	52 Very Good	44 Shopping/Errands
		27 Medical
		12 Recreation/Visiting
		1 Dr. Appointment
		8 Other
How do you usually get to the Bus?	Do you use the wheelchair lift to board the Bus?	How many trips do you make per week on LakeXpress?
# Response	# Response	# Response
3 Bicycle	85 No	21 1-2 Trips
3 Get dropped off	6 Yes	35 3-5 Trips
21 Walk 1 to 2 blocks	5 No Response	18 5-7 Trips
12 Walk 2 to 5 blocks		20 More than 7 Trips
37 Walk less than 1 block		2 No Response
10 Walk more than 5 blocks		
4 Other		
1 WheelChair		
Do you have other travel options if not using the bus?	What is the most important reason you ride the Bus?	How long have you been using LakeXpress?
# Response	# Response	# Response
68 No	15 Bus is economical	12 3-6 months
23 Yes	37 Car is not available	16 Less than 3 months
5 No response	23 I don't drive	65 Longer than 6 months
	20 I don't have a Driver's License	3 No Response
	1 No Response	
Do you think there is need for additional transit service in Lake County?	If you answered yes to question 10 above, what type of service improvement would you most like to see. Please check only one.	How do you usually get information about LakeXpress?
# Response	# Response	# Response
12 No	3 Evening service	22 Bus Driver
82 Yes	29 More frequent service	18 Call LakeXpress Office
2 No Response	3 More routes/service	34 LakeXpress Bus Schedule
	44 Weekend service	4 LakeXpress Website
	17 No Response	1 Newspaper
		1 Television
		3 Notices on Buses
		6 No Response
		6 Other
		1 Friends
What is your age?	What was your range of total household income for 2012?	
# Response	# Response	
15 16 to 24	25 \$10,000 to \$19,999	
25 25-39	11 \$20,000 to \$29,999	
27 40-59	6 \$30,000 to \$39,999	
25 60 or older	4 \$40,000 to \$49,999	
4 No Response	1 \$50,000 or greater	
	44 Less than \$10,000	
	5 No Response	

Appendix H: Transit Supportive Densities

Mode	Service	Minimum Necessary Residential Density (Dwelling Units per Net Acre)¹	Remarks
Dial-a-bus ²	Many origins to many destinations	6	Only if labor costs are not more than twice those of taxis.
Dial-a-bus ²	Fixed destination or subscription service	3.5-5	Lower figure if labor costs are twice those of taxis; higher if thrice those of taxis.
Local bus	"Minimum" 1/2-mile route spacing 20 buses per day ~60-minute headways	4.5	Average. Varies as a function of downtown size and distance from residential areas to downtown.
	"Intermediate" 1/2-mile route spacing 40 buses per day ~30-minute headways	7	
	"Frequent" 1/2-mile route spacing 120 buses per day ~10-minute headways	15	
Express bus, accessed on foot	5 buses during 2-hour peak period	15 (average density over 2 square mile tributary area)	From 10-15 miles away to largest downtowns only.
Express bus, accessed by auto	5-10 buses during 2-hour peak period	3 (average density over 20 square mile tributary area)	From 10-20 miles away to downtowns larger than 20 million square feet of non-residential floor space.
Light rail ³	5-minute headways or better during peak hour	9 (average density for a corridor of 25-100 square miles)	To downtowns of 20-50 million square feet of nonresidential floor space.
Rapid transit (heavy rail)	5-minute headways or better during peak hour	12 (average density for a corridor of 100-150 square miles)	To downtowns larger than 50 million square feet of nonresidential floor space.
Commuter rail	20 trains per day	1-2	Only to largest downtowns, if rail line exists.

Appendix J: Origin-Destination Flow Tables

2005 HOME-BASED WORK TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	5335	473	250	2175	21	1	3	15	0	10	0	49	11	4	11	0	453	69
Lady Lake	248	2877	876	3233	112	9	20	63	16	66	8	585	183	65	162	9	378	196
Fruitland Park	117	477	870	2813	66	2	12	33	9	33	2	324	94	20	82	4	34	153
Leesburg	513	251	703	17301	618	37	81	298	79	255	35	3606	893	141	647	32	36	2883
Howey-in-the-Hills	24	9	15	318	514	8	8	48	13	40	7	364	66	9	65	3	1	534
Astatula	7	5	5	126	30	66	4	29	16	40	8	345	54	6	57	5	1	583
Mascotte	64	22	31	659	88	13	458	462	74	339	23	291	67	11	68	4	3	2694
Groveland	37	10	16	398	78	18	169	947	186	600	32	325	69	13	72	5	4	3207
Minneola	27	12	12	296	57	25	37	317	796	1840	73	295	61	13	66	8	2	4272
Clermont	44	15	18	429	74	26	80	379	750	5214	109	392	90	7	97	6	1	12584
Montverde	7	1	5	82	19	8	8	52	37	153	152	103	24	3	24	3	0	1542
Tavares	27	20	29	1289	159	31	8	54	25	65	13	5691	1057	60	1006	26	7	1720
Eustis	28	20	30	1035	67	11	6	27	15	39	8	2442	4758	335	2171	49	1	2017
Umatilla	12	17	15	317	23	5	2	11	5	12	3	466	681	923	249	20	4	501
Mount Dora	15	12	17	482	49	14	9	15	12	32	7	2022	1541	74	2783	89	2	2545
Sorrento	3	3	3	114	12	4	0	6	5	13	2	233	155	23	273	298	1	1788
Villages	791	3783	345	774	7	0	2	1	1	4	0	35	9	6	8	0	2067	34
Orange County	40	13	21	631	119	46	53	230	185	1125	96	1327	635	82	1081	172	2	442891

2005 HOME-BASED SHOPPING TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	5037	291	88	604	1	0	1	4	2	3	1	26	15	0	19	3	526	34
Lady Lake	131	4468	1313	2617	2	1	0	4	0	3	0	41	20	4	23	1	381	106
Fruitland Park	78	643	950	2265	1	0	1	1	0	2	0	52	15	1	20	0	32	25
Leesburg	209	343	1399	18880	113	16	56	297	33	63	2	1682	832	48	780	11	10	162
Howey-in-the-Hills	3	4	22	598	196	27	4	62	11	19	2	537	87	0	133	1	0	38
Astatula	1	1	0	144	7	129	1	21	16	24	2	509	53	1	110	4	0	38
Mascotte	8	4	19	664	12	16	912	1098	94	475	5	46	13	3	21	1	1	156
Groveland	1	2	7	241	30	73	317	1870	378	1533	24	210	22	1	37	0	0	176
Minneola	0	1	4	94	18	85	34	655	1041	3353	64	192	14	0	24	2	1	472
Clermont	2	3	2	71	6	48	82	754	1259	10793	147	90	12	4	26	2	0	2557
Montverde	1	2	1	31	6	42	4	133	136	559	209	84	4	2	11	0	0	281
Tavares	1	3	21	2241	30	73	0	15	5	3	0	3800	1366	30	2246	28	0	95
Eustis	1	1	10	988	3	2	0	0	1	0	0	1952	3811	277	3226	69	0	73
Umatilla	0	1	0	74	0	0	0	1	0	1	0	304	970	782	398	7	0	36
Mount Dora	1	0	3	471	2	13	0	1	0	0	0	1471	1570	43	4478	146	0	172
Sorrento	0	0	0	25	1	2	0	0	1	0	0	117	205	4	756	547	0	169
Villages	188	3578	65	126	0	0	1	0	0	2	0	12	5	3	11	0	3214	17
Orange County	29	33	28	467	3	61	29	117	102	988	35	694	511	44	2065	281	5	450633

2005 HOME-BASED SOCIAL/ REC. TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	4107	284	121	1062	13	0	6	9	0	2	1	50	12	2	16	1	295	6
Lady Lake	253	3814	1031	1964	11	0	2	3	0	2	0	64	25	9	23	0	832	38
Fruitland Park	125	653	605	2297	12	0	0	4	0	0	0	71	14	1	14	1	90	9
Leesburg	733	371	802	16662	449	16	109	114	20	29	8	2601	800	47	459	10	40	91
Howey-in-the-Hills	26	6	14	463	539	14	8	37	8	10	4	526	54	5	59	1	0	27
Astatula	1	1	0	85	20	99	1	20	13	13	9	580	45	3	66	3	0	45
Mascotte	48	13	18	828	59	9	1063	735	59	243	13	97	19	3	21	1	3	106
Groveland	37	7	14	478	114	57	442	1556	366	1030	71	304	33	5	41	2	0	202
Minneola	22	3	11	261	59	78	74	705	998	2317	197	261	34	3	47	2	0	601
Clermont	26	7	7	281	55	51	149	857	1505	8301	310	241	34	4	58	5	0	2824
Montverde	6	0	1	73	21	24	11	100	135	330	326	98	12	1	22	2	1	273
Tavares	12	9	18	1454	132	70	1	14	4	6	3	4823	1273	41	1377	31	2	128
Eustis	4	11	9	945	14	5	0	4	0	0	1	2240	3549	374	2173	89	2	128
Umatilla	1	5	7	100	2	1	0	0	0	2	1	237	802	960	212	6	1	28
Mount Dora	3	6	5	400	17	10	0	6	1	0	0	2055	1687	63	3249	223	1	322
Sorrento	1	0	0	32	1	0	0	2	0	1	0	151	194	7	634	595	0	339
Villages	525	1877	192	521	5	2	0	2	0	0	1	39	9	5	8	0	2971	1
Orange County	34	17	11	374	55	55	47	195	254	1647	125	902	571	38	1589	402	5	333912

2005 HOME-BASED OTHER TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	8948	135	114	1690	14	0	9	25	4	13	3	55	20	5	16	0	104	43
Lady Lake	364	2565	1260	4358	62	1	13	30	5	11	0	526	188	86	126	1	229	167
Fruitland Park	152	471	605	3807	30	2	11	28	7	10	0	281	95	13	84	3	24	46
Leesburg	607	283	809	21725	488	28	184	483	113	322	47	3993	1243	240	948	37	19	334
Howey-in-the-Hills	42	12	21	667	378	11	25	102	29	82	13	634	135	18	145	5	0	86
Astatula	2	1	5	205	27	62	12	56	34	86	14	743	95	16	123	7	0	137
Mascotte	78	16	34	1062	71	15	1134	1833	137	686	41	314	36	2	37	1	0	282
Groveland	39	5	19	625	83	28	468	2815	427	1522	76	466	78	6	95	3	1	508
Minneola	31	4	15	500	60	32	119	1081	1135	4158	196	482	87	6	131	5	0	1626
Clermont	15	4	11	489	70	32	265	1647	1694	13156	337	555	48	8	80	4	0	5916
Montverde	5	0	4	167	22	14	27	178	153	606	324	217	34	1	57	1	0	718
Tavares	30	20	40	2215	146	56	12	96	33	96	17	5749	1672	174	1730	42	0	382
Eustis	15	15	35	1636	44	10	4	28	8	14	3	2968	4987	889	3058	83	1	407
Umatilla	1	10	7	298	7	3	0	0	1	4	1	396	948	1776	338	23	0	77
Mount Dora	6	5	13	768	34	15	1	19	14	22	7	2452	2278	198	4117	169	1	762
Sorrento	0	1	4	135	6	6	0	1	3	3	0	303	293	58	790	383	1	694
Villages	814	3558	197	695	7	0	2	8	0	5	0	47	18	12	15	1	4147	34
Orange County	56	31	27	785	68	68	92	510	421	4398	251	2015	1401	194	4235	609	4	870938

2005 NON- HOME- BASED TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	6726	385	157	1141	30	3	28	54	17	54	10	82	35	6	30	3	309	164
Lady Lake	516	5283	870	3144	21	3	12	25	11	33	5	149	47	18	44	4	1142	97
Fruitland Park	188	755	550	2087	40	2	18	23	6	16	0	224	70	7	50	2	146	44
Leesburg	1321	2683	2062	24803	675	80	333	623	207	397	49	4808	1903	219	1694	71	490	916
Howey-in-the-Hills	35	21	40	672	259	18	27	88	33	64	12	415	100	4	109	2	4	117
Astatula	0	1	1	69	14	23	5	37	31	78	14	157	41	2	62	5	0	123
Mascotte	16	10	15	307	26	4	429	493	126	551	18	36	8	2	11	0	2	227
Groveland	29	17	21	559	81	36	472	1579	490	1874	114	240	35	5	39	1	4	892
Minneola	8	6	7	167	30	26	109	449	631	1811	95	120	16	1	21	2	1	1096
Clermont	15	17	7	298	52	67	477	1639	1726	10212	342	193	35	9	47	6	7	7251
Montverde	2	3	1	43	9	13	15	109	95	367	119	46	6	1	8	2	0	459
Tavares	43	122	201	4657	399	169	36	260	151	241	57	7501	2999	375	3331	225	19	1714
Eustis	24	35	62	1829	98	37	12	36	17	41	10	3008	4277	704	2849	220	7	1271
Umatilla	3	18	5	228	4	1	2	7	2	8	0	406	745	740	404	23	3	133
Mount Dora	11	38	45	1548	96	64	9	40	24	56	10	3137	2754	366	4910	381	8	2946
Sorrento	0	2	1	51	1	3	0	2	4	4	1	170	168	18	314	186	0	615
Villages	236	1857	91	233	3	0	2	4	4	5	0	23	8	7	11	0	3700	20
Orange County	100	79	66	1010	115	91	262	897	959	6294	410	1404	1008	132	2223	530	19	1328589

2035 HOME-BASED WORK TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	44456	1468	2164	5413	35	1	11	67	11	18	3	82	16	6	18	1	4091	116
Lady Lake	2571	6528	1610	4860	115	12	34	175	64	115	6	615	229	63	204	10	2831	328
Fruitland Park	2346	1690	2256	4787	68	5	17	98	32	61	4	357	129	19	111	10	1089	235
Leesburg	6684	737	1213	32835	754	72	220	1180	355	606	43	4514	1302	186	946	55	409	4827
Howey-in-the-Hills	237	29	27	704	674	21	17	204	64	97	8	536	111	16	112	6	20	988
Astatula	75	10	10	253	44	193	12	112	79	105	9	563	88	11	105	8	6	1168
Mascotte	795	69	63	1562	113	29	1532	1535	292	851	30	409	112	14	110	9	48	4549
Groveland	855	81	58	1611	195	71	636	4666	949	1857	61	766	199	26	198	15	53	8136
Minneola	458	37	41	818	112	96	89	1029	3476	4106	187	576	122	20	155	12	29	9146
Clermont	375	37	29	644	72	39	121	651	1613	8922	134	375	92	8	111	13	24	14616
Montverde	113	9	11	196	25	18	18	167	469	512	201	151	34	4	41	5	7	3001
Tavares	462	93	80	2802	271	109	29	272	118	201	22	10585	2432	120	2214	47	57	3749
Eustis	340	74	67	1638	94	32	11	112	50	96	9	3543	7432	537	3423	84	49	3504
Umatilla	234	78	37	806	53	15	5	61	32	43	6	925	1837	1955	607	37	49	1324
Mount Dora	168	34	33	737	58	22	9	73	41	66	5	2638	2247	96	4049	120	19	3608
Sorrento	24	6	4	91	8	5	3	10	6	18	0	143	110	15	318	240	2	1343
Villages	2671	2723	221	353	3	0	0	3	1	2	0	7	7	2	3	0	5560	9
Orange County	731	56	60	1334	175	101	122	884	989	3531	150	1668	867	97	1683	253	36	756020

2035 HOME-BASED SHOPPING TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	40606	600	1987	1025	1	1	4	7	5	18	1	5	7	0	4	0	3736	62
Lady Lake	2301	8112	1654	1989	1	1	0	3	3	12	0	6	6	1	3	2	5097	138
Fruitland Park	2554	1970	2403	2163	4	0	2	2	3	4	0	15	5	0	4	0	1554	53
Leesburg	11471	1198	2286	32422	157	44	79	388	181	193	5	1520	680	33	727	15	423	457
Howey-in-the-Hills	248	13	34	1090	474	63	9	184	156	143	9	327	46	1	74	1	6	125
Astatula	13	2	2	142	33	440	2	82	282	242	16	485	43	1	94	5	2	216
Mascotte	427	11	20	1416	21	11	1676	1940	451	1885	10	15	1	1	5	2	10	310
Groveland	333	10	13	726	104	105	724	5116	2507	6369	61	108	8	0	19	1	11	626
Minneola	79	5	1	122	44	133	36	740	4504	8563	191	109	6	0	15	1	3	1536
Clermont	27	1	2	36	6	14	43	382	2112	16236	153	9	0	0	3	0	2	3384
Montverde	14	2	2	17	8	22	3	97	776	1941	258	14	1	0	1	0	1	515
Tavares	234	42	130	4421	245	420	4	107	145	123	5	6947	2406	63	4141	117	25	866
Eustis	102	16	52	1719	21	30	2	7	7	20	0	2874	5360	463	5342	237	9	733
Umatilla	56	16	5	216	1	4	2	1	7	25	1	564	1775	1598	896	32	15	357
Mount Dora	45	7	17	749	20	39	0	4	13	16	2	1905	1948	55	6154	389	5	1409
Sorrento	3	2	0	10	0	2	0	0	0	2	0	32	53	1	254	378	1	343
Villages	1146	2060	9	9	0	0	0	1	0	0	0	0	0	0	0	0	7448	1
Orange County	484	58	20	373	9	41	26	126	456	4500	51	196	147	17	853	164	84	783912

2035 HOME-BASED SOCIAL/ REC. TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	36337	1137	1181	3690	39	3	30	44	17	26	2	95	27	5	28	4	2174	38
Lady Lake	2076	7622	2089	2783	10	0	6	6	5	3	0	56	24	7	23	2	3505	103
Fruitland Park	1850	1857	2173	3317	18	1	2	7	3	2	0	77	17	2	14	1	847	35
Leesburg	6496	1176	1814	33138	523	38	237	388	122	100	13	3202	1097	78	688	16	307	352
Howey-in-the-Hills	141	17	25	901	816	38	19	151	75	45	9	686	76	3	88	2	8	90
Astatula	17	4	7	146	54	295	7	74	141	71	19	892	72	4	115	6	1	185
Mascotte	402	24	26	1479	59	17	2412	2076	253	678	18	83	14	4	19	2	12	264
Groveland	448	33	34	1302	272	127	1524	6252	2046	3096	144	427	48	6	67	5	16	679
Minneola	181	17	13	439	150	217	139	1570	4348	5539	592	373	42	2	62	8	7	1510
Clermont	119	8	9	240	35	49	174	962	3055	12109	429	109	14	2	33	5	5	3404
Montverde	41	3	2	92	23	40	16	166	844	1068	521	68	12	0	16	2	2	528
Tavares	134	44	67	3039	333	256	9	76	71	47	10	9493	2741	125	3211	89	20	587
Eustis	61	29	33	1411	36	22	2	15	8	9	1	3498	5798	792	3990	173	10	475
Umatilla	29	25	8	240	7	4	2	3	3	2	0	556	2079	2407	594	27	11	166
Mount Dora	37	11	15	622	32	26	1	11	4	10	3	2896	2441	107	5236	362	4	927
Sorrento	1	2	3	19	2	1	0	1	1	0	1	76	111	6	534	439	0	405
Villages	1783	1680	227	308	0	1	0	1	1	2	0	17	3	1	3	0	4640	2
Orange County	276	25	18	433	67	89	85	418	1142	4818	272	664	477	36	1535	405	25	579765

2035 HOME-BASED OTHER TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	58827	1814	2714	8687	57	3	64	138	65	79	10	316	90	18	82	6	3014	294
Lady Lake	1583	7690	2428	8044	93	5	29	81	31	19	4	928	304	111	226	3	1843	434
Fruitland Park	1176	2096	2597	7551	51	7	24	67	37	26	1	523	171	32	165	6	828	137
Leesburg	3397	1054	1473	44791	726	91	530	1334	689	901	82	7024	2051	378	1688	86	215	1142
Howey-in-the-Hills	119	35	35	1191	532	30	46	239	143	195	24	1182	222	34	259	16	5	270
Astatula	14	6	9	323	44	165	21	120	172	201	26	1529	156	27	225	18	0	443
Mascotte	337	39	51	2159	110	35	2881	4117	618	1680	72	557	53	6	54	2	7	758
Groveland	337	36	56	2199	238	110	1753	9209	2594	4470	179	1425	224	15	275	9	3	2140
Minneola	169	14	30	1108	140	139	231	1999	5460	8332	577	1227	189	11	310	18	2	4896
Clermont	80	2	6	572	71	57	298	1612	4132	16538	503	627	53	7	107	9	0	8641
Montverde	36	0	5	249	35	28	46	269	1094	1442	501	337	48	1	78	5	0	1727
Tavares	127	82	81	4027	264	165	43	244	215	269	45	13005	3651	368	3942	143	14	1345
Eustis	65	46	56	2296	61	35	9	57	48	35	6	5286	8343	1558	5300	228	7	1177
Umatilla	10	32	17	676	20	12	2	9	4	8	0	1147	2779	4388	962	80	5	360
Mount Dora	26	19	19	974	47	27	5	40	53	51	9	3849	3272	273	6112	333	3	1675
Sorrento	0	2	3	72	6	4	0	1	4	7	2	207	187	38	672	377	0	701
Villages	2000	2936	125	349	3	1	0	3	2	4	0	27	6	6	8	0	8503	23
Orange County	163	61	27	899	82	102	156	849	2052	9406	457	2219	1346	192	4673	799	20	1501099

2035 NON- HOME- BASED TRIPS	Wildwood	Lady Lake	Fruitland Park	Leesburg	Howey-in-the-Hills	Astatula	Mascotte	Groveland	Minneola	Clermont	Montverde	Tavares	Eustis	Umatilla	Mount Dora	Sorrento	Villages	Orange County
Wildwood	72677	1925	1577	7263	113	18	184	400	214	341	20	384	164	38	147	8	2974	969
Lady Lake	2593	8056	1978	5082	35	4	22	62	33	63	4	251	94	29	70	7	2824	185
Fruitland Park	1560	1812	2736	3944	54	6	22	64	22	37	3	375	116	11	90	1	657	112
Leesburg	8021	4511	3938	47424	1054	163	962	1827	767	762	66	6299	2633	345	2225	63	1245	1764
Howey-in-the-Hills	118	33	54	1074	306	42	44	228	149	152	22	615	154	8	169	4	5	234
Astatula	8	4	3	155	39	95	15	118	162	213	27	367	97	7	141	7	1	346
Mascotte	149	20	19	940	42	15	1133	1264	426	1167	25	57	15	4	18	1	6	487
Groveland	305	52	51	1711	218	122	1250	4758	1973	4012	202	576	84	14	91	4	18	2073
Minneola	128	25	20	646	133	147	379	1737	3964	5767	368	464	54	11	89	2	9	5285
Clermont	148	48	29	610	130	185	975	3353	5374	21903	698	325	63	8	89	9	14	20588
Montverde	13	5	1	56	18	22	21	179	370	756	170	59	6	1	11	0	1	989
Tavares	246	219	353	6243	591	392	57	590	539	400	61	10765	4557	639	4932	245	53	2921
Eustis	97	75	111	2590	160	106	21	94	60	81	6	4596	6747	1272	4449	247	21	2293
Umatilla	26	31	12	344	10	7	2	14	11	16	2	705	1345	1390	718	31	9	251
Mount Dora	78	65	81	2069	158	136	14	93	82	107	24	4659	4272	644	7710	496	17	5503
Sorrento	2	3	2	50	3	6	1	3	5	9	1	198	207	24	429	167	3	810
Villages	2610	4430	472	672	9	3	10	22	13	22	2	60	32	12	24	1	17485	75
Orange County	732	182	134	2212	281	282	598	2370	4691	17746	880	2473	1862	300	4266	706	65	2525092