

Lake~Sumter Metropolitan Planning Organization

# Transportation 2035

*Long Range Transportation Plan*

Adopted December 8, 2010



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# Introduction

Transportation in Florida has always had a major influence on our economy, the patterns of development, and the general quality of life. The plans we make today for our transportation systems will certainly impact our future community. It is with this recognition of both challenge and opportunity that the Lake~Sumter MPO has developed Transportation 2035, the region's long-range transportation plan.

Transportation 2035 is a long-range strategy and capital improvement plan developed to guide the effective investment of public funds in multimodal transportation facilities addressing highway, transit, freight, pedestrian and bikeway projects. It reflects the active involvement of our region's elected officials and planners, as well as extensive input from the business community and general public. It also reflects current and projected growth patterns, traffic analyses, Local, State, and Federal policies and planning requirements.

It provides our local governments, agencies and residents of Lake and Sumter counties with a tool for addressing growth and transportation issues. At the same time, it provides guidance for implementing our regional vision for the future which we created through our participation in Sumter 2030, the "How Shall We Grow" process and "Our Community, Our Future".

Transportation 2035 can be viewed as a "means" to the "end". The "end" being the desired outcome of how the Lake~Sumter region wants to look and function in the future. The "means" being the specific policies and projects identified to help achieve that outcome. This is different from many long range plans. Generally, plans are driven by models that identify future roadway capacity deficiencies without much connection to local quality of life, growth management or economic development goals.

But Transportation 2035 is different. It tackles more than just roadway capacity problems. It explores critical issues that will shape our region in the coming years. Like many other metropolitan areas across the U.S., this region faces powerful trends that require new ways of thinking about our transportation future. Globalization of the economy, the region's role as a gateway for commerce and tourism, limited funding, increasing transportation costs, aging baby boomers, and climate change must be addressed as we work to keep this region a great place to live and work for ourselves and future generations. Therefore, this Plan is focused on transportation's role in improving our region's quality of life and economic development potential.

## Plan Overview

Transportation plays a significant role in the daily lives of the region's residents. But it does more than simply help us get from point A to point B. We use the transportation system to get to our jobs, see our doctors, buy our groceries, visit friends and relatives, and carry out numerous daily activities. Our experiences on this transportation system (both good and bad) impact our quality of life. Recognizing this central role that transportation plays in our community, Transportation 2035 is a policy-driven plan that responds to and supports broad regional goals and objectives.

Transportation 2035 provides policy guidance, goals, objectives and strategies for jurisdictions within the Lake~Sumter MPO Planning Area (see Map 1) to work cooperatively to provide a well-maintained, integrated, accessible and multi-modal transportation system to safely and efficiently move people and freight for the next 25 years. This plan is a living document and is expected to be updated at a minimum of every five years, or sooner should changing conditions or assumptions necessitate it.



The plan's major elements include:

- **Goals, Objectives and Strategies** – provides the framework for policies and decision-making regarding project priorities.
- **Plan Development** – describes the process and key issues considered in developing Transportation 2035.
- **Multimodal Projects & Strategies** – identifies the specific long term, multimodal project needs for the Lake-Sumter MPO reflecting growth forecasts.
- **Cost Feasible Plan Elements** – reflects those projects that are likely to be funded in the next 25 years given revenues assumptions. Also provides priorities for projects 'next in line' for FDOT's five year work program.

Given that transportation systems are regional in nature and cross jurisdictional boundaries, one of the primary purposes of the MPO and its long range transportation plan is to define a regional framework to coordinate transportation priorities and spending decisions among the member jurisdictions to ensure a balance between regional and local mobility needs and quality of life goals. It does so within the context of funding constraints, as reflected through the 2035 state and local revenue forecasts. These forecasts predict what revenues are reasonably assumed to be available over the 25-year planning horizon, but do not represent a guarantee of funding.

Transportation 2035 is a tool for planning, implementing and maintaining a transportation system. It reflects the mobility needs of the Lake~Sumter Region. The plan provides goals and objectives to ensure that the region's transportation system development is coordinated through regional planning. The plan supports the preservation of the social and natural environment and the plan addresses geographic and social equity. In addition to goals and objectives, the plan provides strategies to accomplish desired outcomes. The Goals, Objectives and Strategies are intended to be a policy guide for member governments, incrementally to be adopted as desired into municipal and county comprehensive plans.





# Goals, Objectives and Strategies

The goals set in this plan should reflect what the people of the Lake~Sumter region believe is important. These goals will serve as the road map to achieve the long term vision for growth and transportation across the region.

The Transportation 2035 goals were developed for the Lake~Sumter Metropolitan Planning Organization to help shape actions over the long term. The goals address regional and local issues, support regional and local initiatives and set the framework for project priorities to better address the multitude of challenges we face as a region.

These goals reflect the planning factors outlined in the Florida Transportation Plan and Federal SAFETEA-LU Legislation as well as Florida Administrative Code, Rule 9J-5, meeting all State and Federal requirements.

## SAFETEA-LU

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. This legislation provides guidance to MPOs and identifies major areas of planning focus. These eight focus areas are listed below and served as a framework for developing Lake-Sumter MPO's Transportation 2035 Goals.

*Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*

*Increase the safety of the transportation system for all motorized and non-motorized users;*

*Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;*

*Increase accessibility and mobility of people and freight;*

*Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*

*Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*

*Promote efficient system management and operation; maintenance of existing facilities.*

*Emphasize the preservation of the existing transportation system.*

## TRANSPORTATION 2035 GOALS

### *Mobility*

To provide a multimodal transportation system that improves local and regional mobility and intermodal connectivity for our region's residents and visitors.

### *Accessibility*

To provide a livable transportation system that enhances accessibility, increases transportation choices, and is equitable for all users.

### *Sustainable Development*

To encourage new development into centers and corridors, enabling the preservation of countryside and conservation lands.

### *Safety & Security*

To provide a multimodal transportation system that improves safety and security for all users.

### *Preservation of the System*

To preserve and enhance the mobility and the accessibility of the existing transportation network.

### *Environmental Stewardship*

To minimize and mitigate potential adverse impacts to the environment that could result from transportation investments.

### *Economic Development*

To provide a multimodal transportation system that enhances regional economic development objectives, supports a competitive economy and utilizes innovative transportation funding strategies.

### *Integrated Planning and Outreach*

To promote planning approaches that integrate land use, transportation and community design decisions reflecting the concerns and issues of a broad cross-section of the public.

## *Objectives and Strategies*

The following objectives and strategies outline the key initiatives and actions the MPO will undertake to achieve its stated goals.

### *Goal 1 - Mobility*

#### **Objective 1.1 Improve traffic movement through the region by encouraging the use of transportation options other than the single occupant vehicle.**

##### *Strategies to accomplish Objective 1.1*

Strategy 1.1.1 Promote efforts to increase transit ridership.

Strategy 1.1.2 Support and promote FDOT's commuter assistance program, rethink.

Strategy 1.1.3 Strive to ensure that all LakeXpress and LYNX vehicles and facilities have bike racks on all buses and bike racks at all park and ride lots.

Strategy 1.1.4 In addition to riders, seek input from local businesses on ways transit can be enhanced to allow for increased ridership and broaden their access to employees.

Strategy 1.1.5 Educate the general public and local decision makers on the importance of public transportation and the need for local financial support.

Strategy 1.1.6 Promote land use and urban design policies that make walking, biking and transit viable options to the automobile in selected areas.

Strategy 1.1.7 Implement projects along designated Multimodal Corridors to support increased transit efficiency and strengthen multimodal conditions for walking and biking along these corridors.

#### **Objective 1.2 Improve the availability and level of service of public transit.**

##### *Strategies to accomplish Objective 1.2*

Strategy 1.2.1 Improve frequency of service and hours of operation for fixed route buses.

Strategy 1.2.2 Promote regional passenger rail service as a viable alternative to other modes of transportation to reach regional destinations.

Strategy 1.2.3 Periodically reevaluate and adjust route structure to achieve greatest efficiency.

Strategy 1.2.4 Pursue additional funding opportunities for transit.

Strategy 1.2.5 Implement premium transit options (bus rapid transit) along select Multimodal Corridors.

Strategy 1.2.6 Coordinate the development of the Sumter Transit Development Plan and continue updates to the Lake Transit Development Plan.

Strategy 1.2.7 Increase availability of park and ride facilities and bike parking for increased efficiency and effortless alternative transportation.

**Objective 1.3 Develop a multimodal network that facilitates the efficient movement of freight and goods throughout the region**

*Strategies to accomplish Objective 1.3*

Strategy 1.3.1 Identify communities where bypasses may be warranted because of through truck movements and initiate project planning studies.

Strategy 1.3.2 Implement Intelligent Traffic System (ITS) traveler-information services to improve the availability of timely data on traffic conditions to truckers.

Strategy 1.3.3 Give priority to improvements that facilitate the efficient and effective movement of freight and enhance the area’s regional and global competitiveness.

Strategy 1.3.4 Conduct long term freight and goods movement study to identify freight activity centers, on-road and on-rail freight needs

Strategy 1.3.5 Coordinate with FDOT on current and future freight and goods movement studies.

**Objective 1.4 Consider innovative techniques and solutions to addressing long term transportation needs.**

*Strategies to accomplish Objective 1.4*

Strategy 1.4.1 Place a priority on ITS and transportation demand management strategies to provide additional efficiency on existing roadways.

Strategy 1.4.2 Work with local jurisdictions to identify opportunities for passenger rail services throughout the region.

Strategy 1.4.3 Work with local jurisdictions to develop a reasonable, integrated and comprehensive transit system that will expand the opportunities available to meet the mobility needs of all persons.

Strategy 1.4.4 Work with local jurisdictions to implement land use policies aimed at reducing vehicular travel demand and vehicle miles traveled (VMT).

**Objective 1.5 Expand roadway capacity across the region strategically to support new centers of growth, increase network connectivity and address regional accessibility and congestion.**

*Strategies to accomplish Objective 1.5*

Strategy 1.5.1 Explore public-private partnerships to address new capacity needs driven by the creation of new growth centers.

Strategy 1.5.2 Conduct network level transportation analyses to identify specific, targeted network connectivity needs.

Strategy 1.5.3 Coordinate land use planning to ensure protection of regional mobility and long term vehicular capacity on key corridors.

## *Goal 2 - Accessibility*

### **Objective 2.1 Develop pedestrian friendly streets and corridors**

#### *Strategies to accomplish Objective 2.1*

Strategy 2.1.1 Advocate for sidewalk improvements to be included in roadway projects where appropriate.

Strategy 2.1.2 Place a priority for funding on sidewalk links either missing or in disrepair that will lead to a complete sidewalk network in urbanized areas and along Multimodal Corridors.

Strategy 2.1.3 Promote a Complete Streets policy that ensures consistent design and operating standards for the entire roadway network with all users in mind.

Strategy 2.1.4 Provide connections between neighborhoods, schools and town centers.

Strategy 2.1.5 Foster bicycle and pedestrian access and mobility considerations in transportation and development projects for all project phases.

Strategy 2.1.6 Install best available pedestrian safety devices and signage in both new installations and as retrofits.

Strategy 2.1.7 Promote the use of the MPO Bicycle Suitability Map

Strategy 2.1.8 Ensure accessibility to non-motorized facilities within new developments.

Strategy 2.1.9 Incorporate bicycle/pedestrian facilities at all intermodal connection points.

Strategy 2.1.10 Ensure that Safe Routes to School and Complete Streets principles are followed when planning for transportation facilities within two miles of all schools.

### **Objective 2.2 Improve ADA compliance**

#### *Strategies to accomplish Objective 2.2*

Strategy 2.2.1 Educate member governments that ADA design features must be included in street improvement projects.

Strategy 2.2.2 Encourage communities to use sidewalk inventories to identify the presence or absence of ADA requirements.

Strategy 2.2.3 Assess ADA compliance of paved trail networks.

Strategy 2.2.4 Continue to bring existing sidewalks and curb ramps into ADA compliance.

Strategy 2.2.5 Increase coordination between jurisdictions and with other agencies on projects, safety issues, identification of transportation barriers for low-income populations, elderly, disabled and transportation related public welfare.

Strategy 2.2.6 Develop a regional ADA policy for all new and 3R projects (Resurfacing, Rehabilitation and Restoration) including county and local roads.

## **Objective 2.3 Reduce length of trips required to reach destinations**

### *Strategies to accomplish Objective 2.3*

Strategy 2.3.1 Promote compact mixed-use, walkable communities with a wide range of destinations located within close proximity to each another.

Strategy 2.3.2 Give priority to projects aimed at increasing accessibility through network connectivity.

Strategy 2.3.3 Promote transit oriented development (TOD) at premium transit station locations as well as transit ready development (TRD) for planned transit routes to help reduce trips lengths required to reach destinations.

## *Goal 3 – Sustainable Development*

### **Objective 3.1 Invest in strategies to reduce per capita vehicle miles traveled (VMT)**

#### *Strategies to accomplish Objective 3.1*

Strategy 3.1.1 Work with local jurisdictions and agencies to develop land use policies aimed at reducing VMT such as compact, mixed use development and better balancing the region's jobs to housing ratios.

Strategy 3.1.2 Work with local jurisdictions to implemented complete streets Complete Streets design concepts in locations where this is a range of origins and destinations within reasonable walking or biking distance.

Strategy 3.1.3 Improve the availability and level of service of public transit.

Strategy 3.1.4 Identify locations where sidewalks are needed to create connectivity in the urban core communities and contiguous residential areas.

Strategy 3.1.5 Provide outreach to media, employers, and the general public to promote awareness and benefits of alternative transportation.

### **Objective 3.2 Improve transportation options available to residents and visitors**

#### *Strategies to accomplish Objective 3.2*

Strategy 3.2.1 Promote alternative solutions such as Park and Ride lots, ride sharing, vanpools, flextime, telecommuting, job access and reverse commute programs.

Strategy 3.2.2 Work with local partners to pursue rail transit opportunities where supported.

Strategy 3.2.3 Improve multimodal connectivity throughout the region.

Strategy 3.2.4 Encourage coordination of inter- and intra-county transit service.

Strategy 3.2.5 Research and provide information on new ways to pay for transportation projects beyond currently utilized federal, state, and local funding.

## *Goal 4 – Safety & Security*

### **Objective 4.1 Minimize crashes and fatalities for all modes of transportation**

#### *Strategies to accomplish Objective 4.1*

Strategy 4.1.1 Use crash data to identify high accident locations and recommend appropriate improvements.

Strategy 4.1.2 Review proposed new development and transportation projects and provide appropriate comments on potential safety improvement opportunities.

Strategy 4.1.3 Identify high volume pedestrian and bicycle corridors for consideration of safety measures.

Strategy 4.1.4 Ensure safety planning efforts are consistent with the policies and objectives of FDOT State Safety Office.

Strategy 4.1.5 Include the goals of the FDOT State Safety Office in all its transportation plans and programs.

Strategy 4.1.6 Promote safety outreach programs such as Share the Road initiatives to help educate automobile drivers on how to safely share roadways with bicyclists.

Strategy 4.1.7 Assist jurisdictions and developers in accommodating all modes of travel when planning new developments, with an emphasis on planning facilities for the human scale.

Strategy 4.1.8 Evaluate the roadway system looking for opportunities to enhance the safety of multimodal interfaces, including interactions between vehicles, pedestrians, bicycles, rail and other alternative modes.

Strategy 4.1.9 Identify and develop a plan to address the top ten (10) high crash areas of our region.

Strategy 4.1.10 Improve safety by incorporating pedestrian and bicyclist facilities when highway/street improvements are made.

Strategy 4.1.11 Support traffic calming safety improvements including roundabouts, speed tables, lighting, improved railroad crossings where appropriate.

Strategy 4.1.12 Promote Safe Routes to Schools Programs and complete streets initiatives in conjunction with local governments and the school board.

### **Objective 4.2 Improve emergency preparedness and response.**

#### *Strategies to accomplish Objective 4.2*

Strategy 4.2.1 Conduct a multi-modal assessment of emergency-response readiness for the transportation system.

Strategy 4.2.2 Regularly review and update Continuity of Operations Plan for the MPO.

Strategy 4.2.3 Work with local transportation agencies and emergency responders to ensure coordination among emergency management plans of Lake County and Sumter County.

Strategy 4.2.4 Coordinate with the East Central Florida Regional Planning Council (ECFRPC) and the Withlacoochee Regional Planning Council (WRPC) on regional evacuation planning.

Strategy 4.2.5 Initiate a process to identify and monitor potential high-risk facilities within the region by partnering with local and state law enforcement and emergency management agencies.

## *Goal 5 – Preservation of the System*

### **Objective 5.1 Balance investments between system expansion projects and projects that make the existing transportation system safer and more efficient.**

#### *Strategies to accomplish Objective 5.1*

Strategy 5.1.1 Encourage appropriate pavement preservation measures to preserve and minimize the cost of maintaining the roadway network.

Strategy 5.1.2 Compete for all applicable federal and state discretionary programs and grant opportunities in order to maximize the funds available to meet the region’s transportation needs.

Strategy 5.1.3 Use studies, modeling and transportation management systems (TMS) assessment to identify safety and capacity needs.

Strategy 5.1.4 Use the List of Priority Projects scoring criteria to assist in prioritizing projects with the highest benefits-to-cost ratios.

Strategy 5.1.5 Provide proper guidance to the two county region for how to bridge the gap between the MPO’s “cost-feasible” plan and the ultimate vision for how transportation will shape the future of the region.

Strategy 5.1.6 Facilitate coordination among Counties and Cities to assure priority projects are funded.

Strategy 5.1.7 Consider low-cost, high-benefit improvements as the first option to maintain adequate level of service on roadways and highways.

Strategy 5.1.8 Work with local jurisdictions on land use planning and policies to ensure coordinated strategies for maintaining mobility along the constrained corridors.

Strategy 5.1.9 Give equal consideration to round-a-bouts when determining whether a stop-control device such as signalization is required at intersections.

### **Objective 5.2 Implement operational, transit, and bicycle/pedestrian strategies to improve multi-modal mobility on designated Multimodal Mobility corridors.**

#### *Strategies to accomplish Objective 5.2*

Strategy 5.2.1 Provide outreach and education on a coordinated regional transit plan

Strategy 5.2.2 Study the feasibility of a transportation hub or mobility center opportunities in the region that include park and ride facilities and ample bike parking to support easy transfer between different passenger modes.

Strategy 5.2.3 Increase coordination among jurisdictions and with other agencies on projects, safety issues, identification of transportation barriers for low-income populations, elderly, disabled and transportation related public welfare.

Strategy 5.2.4 Encourage the creation of streetscapes in dense, mixed-use districts that encourage bicycling and walking.

Strategy 5.2.5 Ensure safe crossings of arterial and collector roads to reduce bicycle and pedestrian crashes.

Strategy 5.2.6 Identify additional funding sources (beyond enhancements) to implement bicycle and pedestrian projects.

Strategy 5.2.7 Seek opportunities to create optimal conditions for transfer from one mode to another along multimodal corridors (i.e. transferring from bikes to buses).

Strategy 5.2.8 Work with local jurisdictions to conduct long range ITS Master Plan to identify needed operational improvements on Multimodal Corridors.

## *Goal 6 – Environmental Stewardship*

### **Objective 6.1 Reduce negative environmental impacts associated with transportation investments.**

#### *Strategies to accomplish Objective 6.1*

Strategy 6.1.1 Promote increased public transportation ridership, car pooling, van pooling, etc. across the region.

Strategy 6.1.2 Create new roadway capacity only after a full range of multimodal, operational or land use strategies are explored as warranted by congestion, safety concerns, or population and business growth.

Strategy 6.1.3 Encourage compact development and in-fill of urban spaces that encourage walking and bicycling.

Strategy 6.1.4 Encourage local governments to adopt policies that allow mixed use/higher density cluster to meet a portion of housing demand to encourage walking and bicycling.

Strategy 6.1.5 Link bicycle and pedestrian trails to regional trail systems.

Strategy 6.1.6 Support rail alternatives for the movement of people and goods by endorsing projects that contribute to effective regional rail and intermodal facilities and services.

Strategy 6.1.7 Support electric vehicles, alternative fuel vehicles, and other non-motorized vehicles and associated programs that support reductions in greenhouse gas emissions associated with the transportation sector.

Strategy 6.1.8 Integrate key environmental issues into project selection and development early in the planning and project development processes.

Strategy 6.1.9 Work with FDOT to coordinate early consultation and coordination for project improvements through the Efficient Transportation Decision Making (ETDM) process.

**Objective 6.2 Reduce negative social impacts associated with transportation investments.**

*Strategies to accomplish Objective 6.2*

Strategy 6.2.1 Promote the inclusion of Context Sensitive Solutions (CSS) and Complete Streets design principles and processes into regional transportation projects.

Strategy 6.2.2 Raise awareness of local transportation issues; provide educational opportunities for decision makers and the public.

Strategy 6.2.3 Meet the needs of the transportation disadvantaged by providing mobility options.

Strategy 6.2.4 Promote public outreach and education programs to expand awareness of personal and societal benefits of increased use of alternative modes of transportation.

Strategy 6.2.5 Support objectives of Public Involvement Plan (PIP) to engage the transportation disadvantaged or other socially disadvantaged populations in the MPO’s planning processes.

**Objective 6.3 Reduce greenhouse gas emissions.**

*Strategies to accomplish Objective 6.3*

Strategy 6.3.1 Work with Lake County and Sumter County identify local and regional initiatives to reduce greenhouse gas emissions associated with the transportation sector.

Strategy 6.3.2 Identify key corridors to improve signal operations and reduce vehicular idle times.

Strategy 6.3.3 Research “green” transportation strategies and technologies that promote alternative fuel sources and develop plans for implementing hubs for alternative energy vehicles fueling stations.

*Goal 7 – Economic Development*

**Objective 7.1: Provide an efficient, interconnected transportation system to advance and support the economic well-being of the region.**

*Strategies to accomplish Objective 7.1*

Strategy 7.1.1 Develop transportation system improvements that will provide greater interconnection with surrounding regions, counties, municipalities and marketplaces.

Strategy 7.1.2 Build an efficient and effective transportation network that will support local tourism goals for the Lake~Sumter region.

Strategy 7.1.3 Support the Leesburg International Airport Master Plan and regional multimodal connectivity to and from the airport and support the development efforts of the Umatilla Municipal Airport.

Strategy 7.1.4 Increase transit availability and frequency to and from major employment centers as funding allows.

Strategy 7.1.6 Survey businesses to identify opportunities for van pools, ride-sharing or other creative travel demand management strategies.

Strategy 7.1.7 Conduct regional assessment of major employment locations (and emerging locations) and coordinate long term transportation planning to improve access to and from these locations through a variety of transportation modes.

Strategy 7.1.8 Coordinate regional bicycle and pedestrian projects with local eco-tourism opportunities.

Strategy 7.1.9 Coordinate with regional economic development interests to strategically locate new businesses in areas with high transportation accessibility via all modes.

Strategy 7.1.10 Coordinate with local governments to concentrate growth and require increased densities and TOD design principles at transit nodes, including potential future rail transit station locations.

Strategy 7.1.11 Increase the availability of park and ride facilities and bicycle parking to make alternative transportation more accessible and support seamless transfer between modes.

## **Objective 7.2 Improve interregional freight activities in the Lake~Sumter Region across all modes of transportation (truck, rail, air and water).**

### *Strategies to accomplish Objective 7.2*

Strategy 7.2.1 Conduct a freight study that analyzes the movement of freight and goods across the region with a focus on economic impact and economic development opportunities.

Strategy 7.2.2 Assist jurisdictions in finding ways to incentivize new freight business ventures through appropriate investment of public resources to create public-private partnerships.

Strategy 7.2.3 Work with local entities to identify promising innovations for local freight industries.

Strategy 7.2.4 Support the development of multi-modal freight centers such as in Sumter County at the confluence of I-75, Florida's Turnpike, SR 44 and CSX S-Line or in Tavares at the planned freight village at CR 561 and CR 448.

## *Goal 8 – Integrated Planning and Outreach*

### **Objective 8.1 Successful coordination among the LSMPO member governments and regional partners.**

#### *Strategies to accomplish Objective 8.1*

Strategy 8.1.1 Support continued review of development proposals in order to encourage consideration of alternative transportation modes.

Strategy 8.1.2 Encourage local governments to link their land use plans to their capital improvement plans and master street plans if one exists so that changes in the land use plan will be reflected in capacity improvement to the transportation system.

Strategy 8.1.3 Maintain effective and professional two-way relationships in planning coordination with all local government entities involved in transportation planning and project implementation processes.

Strategy 8.1.4 Improve mechanisms for sharing information, data, and expertise between the MPO and local governments.

Strategy 8.1.5 Continue to provide technical assistance to local governments on projects at all stages of project development.

## **Objective 8.2 Support the integration of land use plan development and transportation planning.**

### *Strategies to accomplish Objective 8.2*

Strategy 8.2.1 Encourage jurisdictions to seek a balance of housing and employment land uses within their communities to reduce trips and trip lengths and to encourage alternative transportation modes.

Strategy 8.2.2 Encourage local governments and private developers to consider all modes of transportation access in the development process.

Strategy 8.2.3 Work with local jurisdictions to promote land use patterns and site design standards which can be efficiently served by public transportation and help reduce VMT.

## **Objective 8.3 Address Environmental Justice compliance needs.**

### *Strategies to accomplish Objective 8.3*

Strategy 8.3.1 Identify areas of minority and low-income populations in the MPO area.

Strategy 8.3.2 Proactively engage all stakeholder groups to identify potential issues early in planning activities.

Strategy 8.3.3 Provide outreach to communities potentially affected by planning activities to ensure a significant and timely exchange of information.

Strategy 8.3.4 Ensure that MPO activities remain consistent with Federal Environmental Justice requirements.

Strategy 8.3.5 Concentrate transit service expansion into neighborhoods with urban densities of low-income residents.

## **Objective 8.4 Provide opportunities for public involvement.**

### *Strategies to accomplish Objective 8.4*

Strategy 8.4.1 Seek public involvement at the start of all planning projects and keep all participants regularly informed throughout, offering them additional ways to continue their involvement.

Strategy 8.4.2 Continue to follow procedures established in the MPO's Public Involvement Plan.

Strategy 8.4.3 Notify local media outlets early on in planning activities and follow up with timely press releases.

Strategy 8.4.4 Use the MPO website to advertise all ways residents and visitors can get involved in the planning process including soliciting public comment and posting recordings of public meetings through an online source such as UTube and Facebook.

Strategy 8.4.5 Regularly review and update the Public Involvement Plan (PIP).

## **Objective 8.5: Increase public interest**

### *Strategies to accomplish Objective 8.5*

Strategy 8.5.1 Send out press releases to local media outlets to inform them of MPO activities.

Strategy 8.5.2 Keep the MPO website current with updated information relevant to public concerns and interests.

Strategy 8.5.3 Use the Internet and MPO website to engage the public in discussions of current MPO related news alerts and planning topics including events and informational opportunities.

Strategy 8.5.4 Showcase past MPO projects that have successfully incorporated extensive public involvement.

Strategy 8.5.5 Devise a strategic communications plan to incorporate the use of online social media tools along with traditional media outlets.

Strategy 8.5.6 Assure early and continual involvement of all parties impacted by major transportation improvement projects.

Strategy 8.5.7 Conduct surveys of the public as to the effectiveness of public meetings or other specific outreach efforts.

Strategy 8.5.8 Utilize visualization techniques (mapping, 3-D animation, photographs) to communicate key issues, plans and policies to the general public.

Strategy 8.5.9 Create a public involvement strategy to promote Sumter County Scenic Heritage Byway.

# Plan Development

The development of Transportation 2035 involved an iterative process of technical analysis and public engagement to identify key policy goals, long term transportation needs and project priorities. The plan addresses transportation planning considerations for a 25-year planning horizon. The plan development process began in 2009 and culminated in October 2010. The following provides a summary of the key elements of the planning process.

*Transportation 2035 reflects long term transportation needs and priorities from 2014-2035, building upon the adopted FY 2009-2014 Transportation Improvement Program (TIP). For the purposes of the long range transportation needs technical analysis, all transportation improvement projects included in the five-year TIP were assumed completed. The TIP projects represent the assumed Existing plus Committed (E+C) transportation network.*

## Plan Development Schedule

	2009					2010												
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Vision, Goals &amp; Policies</b>																		
Preferred Growth Strategy (Land Use Analysis)	█																	
Draft Goals & Policy Considerations					█	█												
Refined Goals, Objectives and Strategies											█							
Public Workshop #1											█							
<b>Financial Resources</b>																		
Develop 2035 Financial Resources					█	█												
Develop 2035 Alternative Funding Strategies											█							
<b>Transportation Needs &amp; Options</b>																		
Regional Model Validation	█																	
Travel Demand Modeling					█	█												
Transportation Needs Assessment											█							
Public Workshop #2											█							
<b>Transportation Priorities</b>																		
Draft 2035 Cost Feasible Plan Options											█							
Public Workshop #3 (Task Force Meetings)											█							
<b>2035 Transportation Plan</b>																		
2035 Draft Cost Feasible Plan Development											█							
2035 Final Plan Adoption											█							
Final Public Hearing on 2035 Plan											█							

## Regional Growth and Land Use

Understanding long term transportation needs begins with an assessment and confirmation of regional land use dynamics, growth projections and growth management goals. The number and location of people, jobs and daily destinations across the region greatly influences future travel demand. Transportation 2035 is based on population and employment projections reflecting statewide estimates by the Bureau of Business and Economic Research (BEER). These county-based projections for 2035 represent an aggressive growth rate in both jobs and housing over the next twenty years (See Table 1). However, recognizing current economic conditions and the surplus of vacant housing within the region, these long-term estimates have been tempered to reflect a flat-line trend of growth through 2020, with a return to historic growth rates from 2020 to 2035. As the state's economy stabilizes, it is possible that these projections will be further tempered over the long term and reflected in the 2040 plan update as needed.

The MPO worked very closely with the member jurisdictions and their representatives to allocate these countywide estimates to the local level in terms of desired growth patterns. To do so, they worked with the Florida Department of Transportation (FDOT) and the East Central Florida Regional Planning Council (ECFRPC) to present two distinct growth scenarios for the Lake~Sumter MPO planning area. One scenario represented likely growth conditions if current patterns of development continued through 2035. A second scenario represented an alternative growth condition if the region followed a growth pattern that reflected the Centers, Corridors, Countryside and Conservation principles articulated through the How Shall We Grow process, and affirmed in the local Our Community, Our Future visioning effort. As a result of these discussions, member jurisdictions chose to endorse the alternative land use strategy for the region. The land use assumptions associated with this plan reflect the growth vision for the Lake~Sumter MPO planning area, not simply the advancement of locally adopted comprehensive plans.

**Table 1 Population and Employment Estimates**

	2010	2035
<b>Lake County</b>		
Population	293,500	504,600
Employment	113,900	195,800
<b>Sumter County</b>		
Population	98,900	231,900
Employment	31,600	88,100

*Note: these estimates are based on an extrapolation of the 2005 CFRPM socio-economic data sets and represent an approximation for travel demand modeling purposes. They are included herein as an illustration of the approximate increment of growth being planned for as part of Transportation 2035.*

## *Financial Resources*

Building upon anticipated growth for the region, the plan development process also involved the identification of existing and alternative funding sources from local, state and federal sources potentially available to fund transportation projects across the region. To complete this analysis, the MPO reviewed the most recent budget documents and capital improvement programs available for the Counties and selected municipalities within the MPO planning area. The funding sources and expenditure trends were



used as the basis of developing the baseline revenue projections for the Transportation 2035, which encompasses the 2014-2035 timeframe. Additionally, state and federal revenue forecasts were provided by the Florida Department of Transportation (FDOT). Projections for the 2035 L RTP include revenues available for the following types of expenditures:

- “Capacity Programs” refer to major programs that expand the capacity of roads, provide intersection improvements, public transportation infrastructure and service, new sidewalks, etc.
- “Operating” and “Maintenance” refers to capitalized maintenance for roads, including resurfacing, signals, mowing, potholes, etc. For transit, the term “operating” refers to the revenues associated with operating the transit system.
- “Enhancements” refers to programs that enhance the transportation system, such as the provision of bicycle/pedestrian facilities, provision of safety activities, landscaping, etc and.

The revenues projected to be available during the 2014-2035 period will help determine the funding available to develop the cost feasible element of Transportation 2035. Additionally, private sector contributions in the form of developer commitments to specific transportation facilities is another factor in supporting the cost feasibility of the plan.

## Sumter County

Sumter County uses revenues collected from road impact fees, gas taxes and ad valorem taxes to fund local transportation capacity expansion and maintenance improvements. The County also receives state and federal funds for capacity, maintenance, transit, and enhancements

Table 2 below presents the total county, state and federal funds available for transportation projects by mode in Sumter County from 2014 to 2035. A total \$351.4 million dollars are estimated to be available for projects from 2014 to 2035. These dollars as expressed in Year of Expenditure (YOE) accounting for inflationary factors.

**Table 2 Sumter County Revenues by Mode**

Time Period	Roads	Transit	Enhancements	Total
2014 - 2015	\$19,100,000	\$3,850,000	\$580,000	<b>\$23,530,000</b>
2016 - 2020	\$54,670,000	\$10,340,000	\$1,540,000	<b>\$66,550,000</b>
2021 - 2025	\$63,150,000	\$11,470,000	\$1,630,000	<b>\$76,250,000</b>
2026 - 2030	\$72,190,000	\$12,660,000	\$1,670,000	<b>\$86,520,000</b>
2031 - 2035	\$83,150,000	\$13,730,000	\$1,680,000	<b>\$98,560,000</b>
<b>Total</b>	<b>\$292,260,000</b>	<b>\$52,050,000</b>	<b>\$7,100,000</b>	<b>\$351,410,000</b>

## Lake County

Lake County uses revenues collected from road impact fees, gas taxes, local discretionary sales surtax (sales tax), and MSTU (ad valorem taxes) to fund local capacity expansion and maintenance improvements. The County also has a fixed-route transit system whose capital and operating expenses are funded through a combination of federal, state, and local sources, as demonstrated in the 2008 Lake County Transit Development Plan (TDP). Table 3 presents the total county, state and federal funds available for transportation projects by mode in Lake County, with a total of \$946.8 million dollars estimated to be available for projects from 2014 to 2035. These dollars as expressed in Year of Expenditure (YOE), accounting for inflationary factors.

**Table 3 Lake County Revenues by Mode**

Time Period	Roads	Transit	Enhancements & Sidewalks	Total
2014 - 2015	\$24,150,000	\$44,910,000	\$2,100,000	<b>\$71,160,000</b>
2016 - 2020	\$80,010,000	\$112,030,000	\$5,570,000	<b>\$197,610,000</b>
2021 - 2025	\$96,560,000	\$67,780,000	\$5,970,000	<b>\$170,310,000</b>
2026 - 2030	\$152,370,000	\$76,680,000	\$6,320,000	<b>\$235,370,000</b>
2031 - 2035	\$178,990,000	\$86,760,000	\$6,670,000	<b>\$272,420,000</b>
<b>Total</b>	<b>\$532,080,000</b>	<b>\$388,160,000</b>	<b>\$26,630,000</b>	<b>\$946,870,000</b>

## *Constrained Roadways & Multimodal Corridors*

Building on the regional growth vision, Transportation 2035 reflects recognition of the adopted Constrained Roadways Policy (See Map 2) and the designation of new Multimodal Corridors. This represents a shift in direction for the MPO to move away from addressing mobility needs through roadway widening alone. In particular, the focus of these policies is as follows:

### *Constrained Roadways*

In February of 2008, the Lake Sumter MPO adopted policy 2008-1, The Corridor Constraint Policy. The purpose of this policy is:

- a) To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
- b) To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts
- c) To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers
- d) To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
- e) To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity

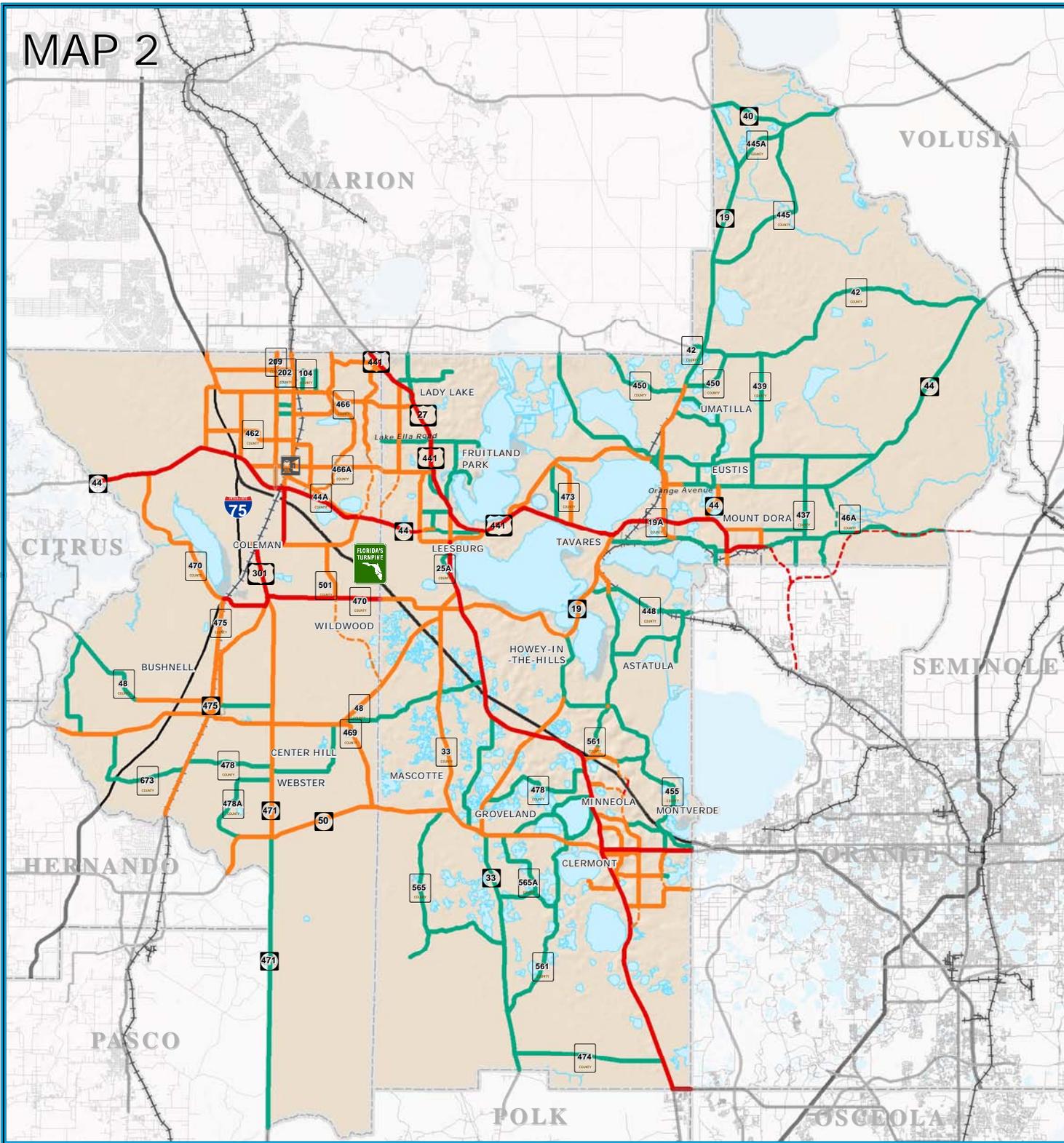
### *Multimodal Corridors*

The multimodal corridor designation indicates prioritization of project improvements along select corridors to improve transit quality of service, operational strategies to improve traffic flow, select intersection improvements to enhance mobility and pedestrian safety, designated bike lanes or parallel bike routes, and multimodal infrastructure improvements in 'centers' located along these corridors to support urban design and land use patterns where walking, biking and utilizing transit are encouraged as primary modes of transportation. It is not the intent of these corridor designations to restrict regional mobility in terms of vehicular traffic flow, but rather to ensure that a balanced multimodal corridor strategy can be implemented over time that supports a more robust choice of transportation options within these corridors.

# CONSTRAINED CORRIDORS & MAXIMUM LANES



## MAP 2



\\LAKE-SUMTER\MPO\GIS\Project\Specific Maps\2035\Long Range Transportation Plan\2035 Map Series\Final\2011\MAP\_2\_ConstrainedCorridorsMaximumLanes\_2035LongRangeTransportationPlan\_8x11.mxd

### LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

### MAXIMUM LANE CONSTRAINTS

- 6 Lanes *FUTURE* 6 Lanes
- 4 Lanes *FUTURE* 4 Lanes
- 2 Lanes *FUTURE* 2 Lanes

MAP COMPOSITION:  
FEBRUARY, 2011



0 4 8 1 INCH EQUALS 8 MILES

## *Safety and Security*

### *Safety*

In 2008 the MPO took over responsibility for collecting and analyzing local crash data. The Lake Sumter MPO's GIS based Crash Data Management System (CDMS) is a custom tool that helps address engineering and safety issues through the analysis of crash data. The CDMS tools are adapted to target safety concerns through the 3E approach (engineering, enforcement, and education), as well as integrating the State of Florida's Strategic Highway Safety Plan Emphasis Areas which include 1) aggressive driving, 2) intersection crashes 3) vulnerable road users 4) lane departure crashes. A key aspect of the CDMS is the ability to cross-reference county and state data sources to assess both regional and local crash related issues. The MPO's CDMS represents a collaboration of agencies with a common goal to provide innovative and timely solutions to address safety.

With this new safety monitoring process in place, the MPO will be responsible for generating regular reports and sharing information on safety issues to help coordinate with local and state jurisdictions to identify and recommend mitigation strategies address identified known safety problems. While safety is already a consideration in the current project prioritization process, this new system of monitoring will help provide more detailed information regarding crash locations, crash causes, crash rates and other important considerations that will aid in targeting improvements related to safety.

An additional area of focus on safety for the MPO is to support educational efforts to address transportation safety. Collaboration between professional sectors and others is important to raise awareness of safety issues. As the regional entity responsible for convening member jurisdictions and stakeholders to address transportation issues, the MPO will develop additional educational materials to inform and educate the public on the full range of safety issues relative to vehicular, pedestrian, bicycle and transit travel.



## *Security*

Federal law requires security to be part of the Lake~Sumter MPO transportation planning process. Awareness of both man-made and natural disaster security concerns have increased in recent years due to events like September 11, 2001, and Hurricanes Rita and Katrina. This element of the plan is intended to provide a new focus for the Lake~Sumter MPO region on interrelated security and transportation issues.



A secure transportation system is critical to overall national security from terrorism. Groups or individuals motivated to terrorize or injure people or the economy may well have transportation facilities as a target or a tool. Most assuredly, they would have a transportation element in an overall plan of terrorism. Thus, securing the transportation system is a critical consideration in overall security planning. While there are currently no identified high-threat facilities located within the MPO planning area, there are several transportation corridors that serve as hurricane evacuation routes. Roadways designated for hurricane evacuations are also considered during the project prioritization process and given additional priority ranking for improvements to ensure mobility along these corridors.

The Lake~Sumter MPO does not have primary responsibility for security issues, although some security issues may have an impact on transportation programs at the regional level. The MPO role in security may take many forms including facilitator, participant, or leader in the security-related activities.

In the event of a man-made or natural disaster the Lake~Sumter MPO will implement the procedures outlined in the Continuity of Operations Plan (COOP) adopted in 2006 and reviewed and updated annually, and coordinate directly with the Lake County Emergency Operation Centers (EOC) when activated and Sumter County Sheriff's Office.

## *Freight and Goods Movement*

Freight and goods movement is an evolving transportation issue within the Lake~Sumter region. The City of Tavares has a Freight Village Plan that will capitalize on the existing Florida Central Railroad tracks that run through the City. Sumter County is planning a large multi-modal freight center at the confluence of I-75, Florida's Turnpike Mainline, SR 44 and the CSX S-line. These local initiatives are in direct response to regional changes in



rail and truck freight patterns and a growing interest by the two counties in the economic development potential associated with freight and goods movement activities. Consideration of these existing initiatives is reflected in Transportation 2035, but more study and analysis is needed to fully develop an integrated freight and goods movement plan for the region. The MPO has identified a Regional Freight Study in the 2010-11 Unified Planning Work Program. Once the study is completed, the MPO will use the findings from the Regional Freight Study to better integrate freight and goods movement into the regional transportation planning process. Freight policies, strategies, and specific projects for the Lake~Sumter MPO region identified in the study will be incorporated into the next update of the Long Range Transportation Plan and Transportation Improvement Program.

## *Environmental Impacts*

Efficient Transportation Decision Making (ETDM) creates a connection between land use, transportation and environmental resource planning initiatives through early, interactive agency and public involvement. The purpose of the ETDM is to improve the efficiency of making transportation decisions by integrating transportation, land use, social, economic and environmental considerations early in the project development process.

An ETDM planning screen process is conducted for all major added-capacity projects prior to their inclusion in the Cost Feasible Plan. A major project is defined as new roadway construction, the addition of lanes to an existing roadway, fixed rail transit construction, public transportation projects, new bridge construction, bridge widening, new interchanges or major interchange modifications, or major capital improvements such as intermodal and transit centers. Proposed capacity projects in the MPO's adopted LRTP that did not have Project Development and Environment (PD&E) studies done are also eligible for the ETDM planning screen process.

As part of the plan development process, MPO staff worked with FDOT District Five to conduct planning environmental screening associated with the Efficient Transportation Decision Making (ETDM) process. This analysis was conducted for new roadways and transit projects identified in the Cost Feasible plan list of projects. The planning screen for these projects involves looking at:

- Air Quality
- Contaminated Sites
- Farmlands
- Floodplains
- Infrastructure
- Water Quality and Quantity
- Wetlands
- Wildlife Habitat
- Recreation Areas
- Archaeological and Historic Resources
- Socio-cultural Effects

## *Transportation Needs Analysis*

### *Roadways*

The transportation needs analysis began with the establishment of the existing plus committed network (E+C) to ensure that all projects identified in the five year work program and local capital improvement programs were properly coded into the Central Florida Regional Planning Model (CFRPM) version 5.0. These projects represent those anticipated to complete by 2014. Working with the Florida Department of Transportation, the study team then reviewed the CFRPM files against the locally adopted levels of service as identified in the Congestion Management System (CMS). As a result, the capacities of individual roadways were adjusted based on specific roadway characteristics and physical capacity. Once the base model analysis was complete and future roadway deficiencies identified, the study team began identifying specific projects and alternatives to address these long term needs.

Recognizing the MPO's adopted Constrained Roadways Map (See Map 2), constrained corridors were identified for operational and multimodal improvements. The remaining corridors with projected deficiencies were identified for improvements. Additionally, long term projects identified in the List of Priority Projects (LOPP) not funded in the five-year work program were also added to the list of project needs, reflecting local priorities. This list of projects was vetted through the public outreach process and further refined to reflect the constrained needs plan. This resulting needs assessment focused identifying projects and strategies to:

- Applying the appropriate transportation improvements to the appropriate facilities given the surrounding community context and quality of life goals.
- Optimizing regional corridors with management and operations strategies (i.e. intelligent transportation systems (ITS), timing signalization, intersection improvements)
- Strategic widening projects connecting major destinations and addressing future congestion issues.
- Additional roadway connections to disperse traffic more evenly across the network and increase network efficiency.

### *Transit and Intermodal Facility Needs*

Overall transit needs across the two-county region focus on efforts to maintain and enhance the accessibility of the transportation system for all users including the young, elderly, the economically disadvantaged and the disabled. Public transit provides transportation for citizens who typically cannot drive. In addition to this segment of the population, transit is increasingly being seen as a viable option for riders who may have access to an automobile, but choose to take transit because it provides a more attractive alternative or supports broader community goals. As such Transportation 2035 seeks to enhance and expand transit service as part of its long term multimodal mobility strategy.

A key message of the Lake County Transit Development Plan (TDP) was the need for enhanced coordination between local governments and other agencies to evaluate current demands and to plan for future public transportation needs in Lake County. In particular, it was recognized that the county is currently transitioning from its designation as a rural transit service provider to a small urban designation, based upon anticipated population increases in the county since the 2000 Census.

Proactively addressing the needs of residents and anticipating future demands has been an important part of the implementation strategy over the last year. The recommendations from the Lake County TDP most recent update have been incorporated into the Lake~Sumter MPO's 2035 Long Range Transportation Plan to ensure that transportation efforts of all government entities are consistent with the overall transportation goals for the region.

The transit needs identify improvements to the existing transit system as well as several expansions that address increasing frequency and hours of operation for fixed route bus service, premium transit on the SR 50 corridor in coordination with Lynx and intercity rail along the Florida Central Railroad corridor, also known as the Orange Blossom Express. Additionally the plan identifies several Multimodal Corridors where a combination of transit, management and operations, bicycle and pedestrian improvements will be targeted in the future.

It is anticipated the Sumter County will begin the development of a Transit Development Plan (TDP) in 2011-2012. The multimodal corridors identified in Transportation 2035 provide the beginning framework for considering future transit routes in the county. The TDP will accomplish multiple goals including:

- Developing a multimodal transportation system that supports the community vision and reflects the rural character of the county.
- Seeks to expand transportation choices and improve local and regional multimodal mobility.
- Reduce reliance on single occupant vehicles (SOV) as the primary mode choices and leverage transit investments to help reduce countywide vehicle miles traveled (VMT) per capita.

Intermodal connectivity between air, rail, vehicles, bicyclists and pedestrians is another factor of MPO planning. This plan incorporates recommendations from the Leesburg Airport Master Plan, as well as local initiatives to support water taxis, and seaplane facilities.

## *Bicycle and Pedestrian Needs*

A transportation system that supports bicycling and walking enhances health, reduces traffic congestion, promotes economic vitality, and improves quality of living. Good policies, plans and programs are developed and implemented at various levels of government, through institutional measures, and public involvement. In many cases, support from the private sector is essential for success. The MPO considers bicyclists and pedestrian needs through:



- On-going public participation (i.e. the Bicycle and Pedestrian Advisory Committee (BPAC) and other outreach events)
- Identifying common visions and goals for bicycle and pedestrian issues in plans and policies
- Creating a fact-base: documenting locations of existing facilities and their use (i.e. Bicycle Suitability Map)
- Identify and prioritize locations needing improvement, evaluate alternatives and determine solutions
- Establish key design procedures (Livable Roadway Guidelines, Complete Street Policies)
- Evaluate, review and revise plans and programs
- Coordinate with local jurisdictions to create more walkable, bikable land use and urban design policies

The bicycle and pedestrian needs assessment for Transportation 2035 builds upon these key initiatives and several planned efforts. Of note the plan incorporates the adopted Lake County Trails Master Plan and supports the development and implementation of a Sumter County Trails plan.

Additionally, to improve the environment for bicyclists and pedestrians, future bicycle and pedestrian needs projects will be identified annually by focusing on detailed assessments within bicycle and pedestrian emphasis areas which include buffers around schools and buffers along multimodal transportation corridors. Specifically this could include prioritizing projects that support:

- Improvements to the bicycle and pedestrian infrastructure within the 2-mile radius of Safe Routes to School Catchment area
- Improvements to the pedestrian infrastructure within the 1-mile radius of a transit station and bicycle infrastructure within a 3-mile buffer of a transit station

Specific improvements within these target areas will support improving pedestrian comfort and safety including but not limited to: sidewalk network connectivity, shaded and attractively landscaped walkways, safe roadway crossings (marked crossings, median islands, pedestrian warning signs and pedestrian signals) and comfortable waiting areas for transit.

## *Public Outreach Process*

The Lake~Sumter MPO actively seeks and considers public input on transportation policies and ultimately the prioritization of transportation investments. A major function of the MPO is to ensure that the public (comprised of a diverse constituency of interested and affected parties) maintains a strong voice in the transportation planning process. As part of the MPO planning process for Transportation 2035, the MPO implemented a broad public outreach strategy to ensure early and continued involvement in the development of the plan. These outreach efforts provided substantial public input that ultimately shaped the identified policies and projects in the plan.

The MPO prepared a project specific Public Involvement Plan for Transportation 2035. The plan complements the MPO's Public Involvement Plan which was prepared in accordance with Title 23 Code of Federal Regulations, Section 450.316(b)(1). The plan provided a process that ensured opportunities for the public to be involved in all phases of the planning process.



The public involvement process included multiple components including consultation with members of the MPO Governing Board, Citizen's Advisory Committee, Bicycle & Pedestrian Advisory Committee, Technical Advisory Committee, Transportation Disadvantaged Coordinating Boards for both Lake County and Sumter County and the four MPO Task Forces – South Lake, East Lake, North Lake Sumter, and LakeXpress - participated in the process. Three (3) public workshops were held in order to present the plan and solicit input from the community.

In addition to the workshops, the plan was presented at community outreach events as well as to Chambers of Commerce, Business Expos, Rotary Clubs, city and town councils and appropriate State and local agencies. A public involvement mailing list and e-mail list were utilized to inform the public about the workshops and to provide copies of the newsletters. In an effort to promote environmental justice and to meet the requirements of Title VI, special efforts were undertaken to involve population segments that are traditionally underserved and/or represented.

Several communication tools and outreach strategies were utilized throughout the plan development process including visualization techniques, interactive workshop activities, web-based information sharing, multimedia and informational exhibits displaying maps, charts, to effectively convey plan development content and key issues for consideration. Comment cards, flip charts, hands-on 'mark-ups' of maps and audio recordings of meetings were utilized to record community input at various outreach venues.



The MPOs website also served as the major information portal for the Transportation 2035 plan development. All of the plan information including workshop videos, presentations, and technical documents were made available to the public via the website. Advertisements for public meetings and workshops were posted online and placed in local newspapers. Three issues of the plan newsletter were distributed during the plan development process to present updates of plan progress, present technical analysis finding, announce upcoming meeting and provide other relevant information.



This outreach process resulted in the creation of locally driven goals, needs and cost feasible plan elements derived from sound technical analysis and compliance with all federal, state and local regulations.

# Multimodal Projects & Strategies

As described in the Plan Development section, the Lake Sumter MPO conducted technical analyses and solicited public input to identify a range of multimodal transportation projects and strategies to address long term mobility needs for the region. This list of projects and strategies represents the desired and anticipated projects necessary to support future growth within the two counties and advance the key transportation goals articulated throughout plan. This list of projects does not represent an unconstrained, 'get the red out' capacity building approach – rather it represents a more strategic, cost-conscious and livability focused approach to addressing future mobility needs. The following provides a summary of those projects and strategies by system elements.

## Roadway Network Elements

The roadway projects identified in the plan include (See Map 3 and Table 4):

- Strategic capacity improvements (roadway widenings) to local roadways, state roads, and on the Strategic Intermodal System (SIS).
- New links in network (new roadways and key connectors) to enhance accessibility of the system on local roadways and the Orlando-Orange County Expressway Authority (OOCEA) roadways.
- Management and operation strategies along the Multimodal Corridors.

## Transit and Intermodal Facility Elements

Transit and Intermodal Facility projects include (See Map 4 and Table 4):

- Enhancements and additions to the fixed route bus network
- Premium transit in the form of Bus Rapid Transit or Streetcars along the SR 50 Corridor
- Intercity Passenger Rail along the FCRR Corridor connecting downtown Tavares to downtown Orlando
- Designation of Multimodal Corridors
- Designation of Intermodal Facilities
- Improvements identified in the Leesburg Airport Master Plan



## *Bicycle and Pedestrian Elements*

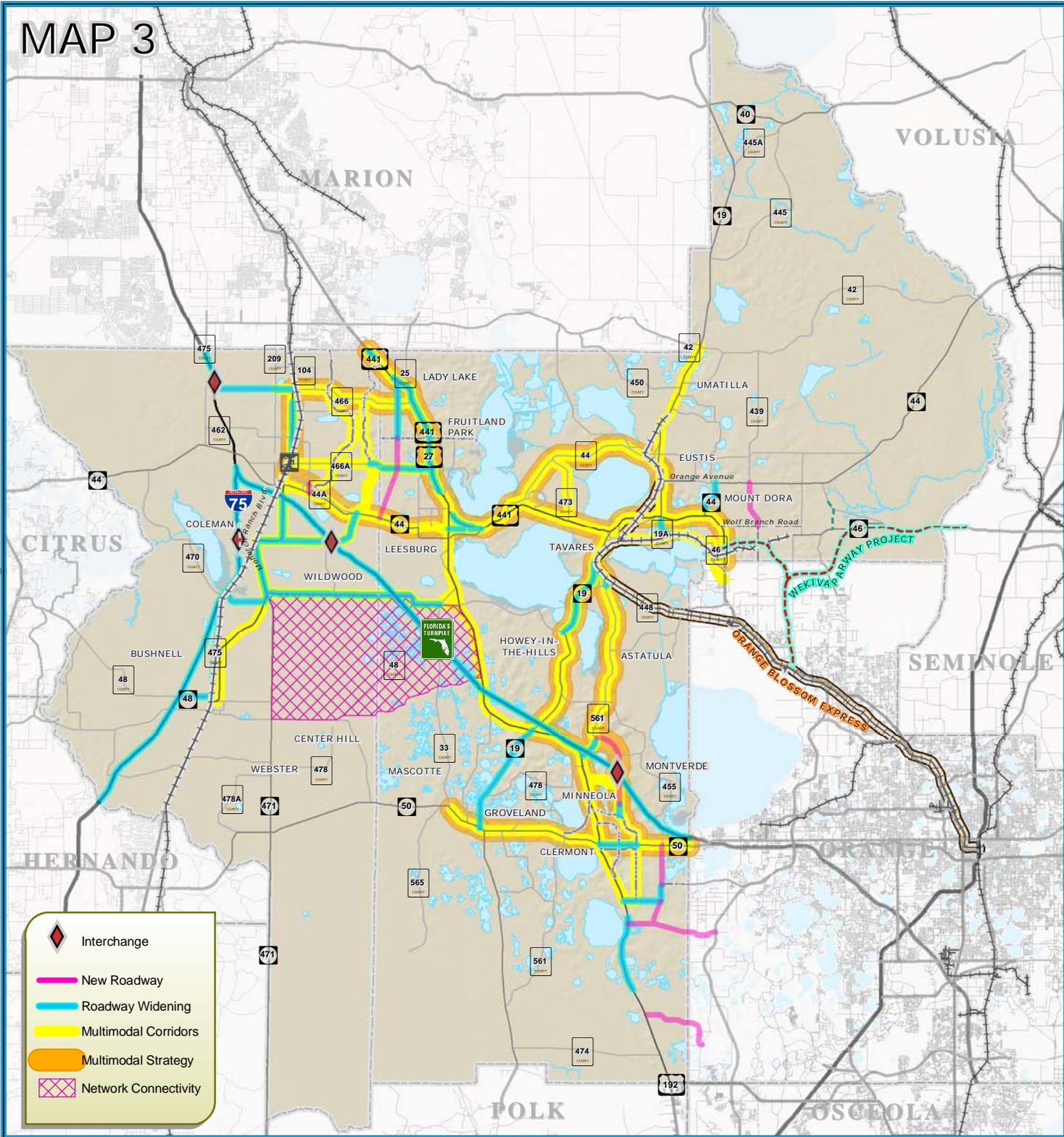
Enhancing the bicycle and pedestrian network across the two counties is a major goal of the plan. This plan incorporates the major trail projects identified in the 2008 Lake County Trails Master Plan, as well as recently identified projects of regional significance in Sumter County. Additionally, the plan calls for bicycle and pedestrian improvements along the designated multimodal corridors, around school catchment areas and adjacent to transit facilities. Specific bicycle and pedestrian improvements along the multimodal corridors have yet to be identified, but will be the subject of future studies. Additionally, new trails projects will be identified as a result of the upcoming Sumter County Trails Master Plan (See Map 5 and Table 4). The MPO's policy is to support the annual identification of project priorities through the Bicycle and Pedestrian Advisory Committee (BPAC).



# ROADWAY NEEDS PLAN



## MAP 3



- Interchange
- New Roadway
- Roadway Widening
- Multimodal Corridors
- Multimodal Strategy
- Network Connectivity

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad



1 INCH EQUALS 8 MILES

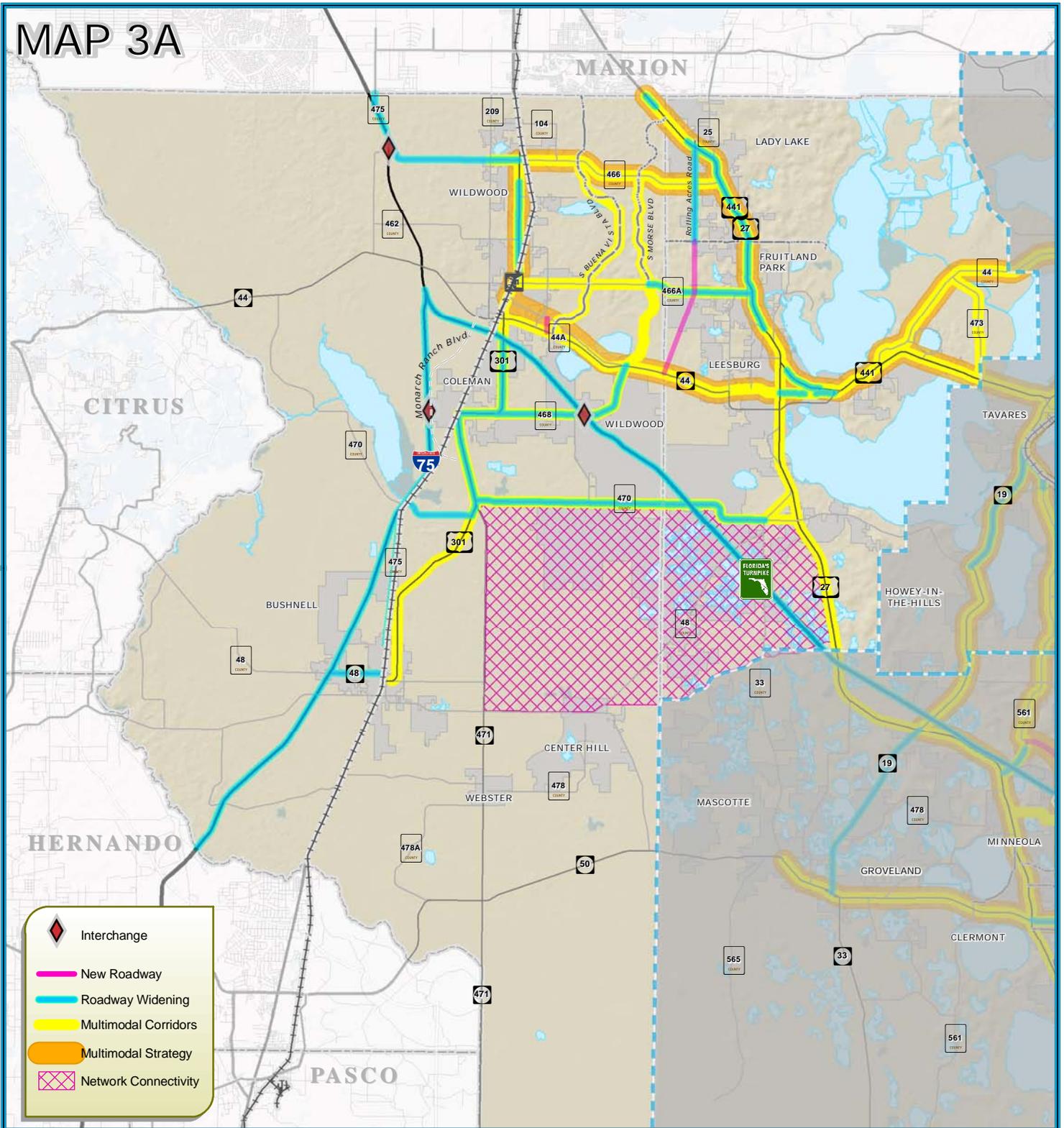
MAP COMPOSITION:  
FEBRUARY, 2011



# ROADWAY NEEDS PLAN



## MAP 3A



- Interchange
- New Roadway
- Roadway Widening
- Multimodal Corridors
- Multimodal Strategy
- Network Connectivity

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad



### North Lake~Sumter Task Force Area

MAP COMPOSITION: FEBRUARY, 2011

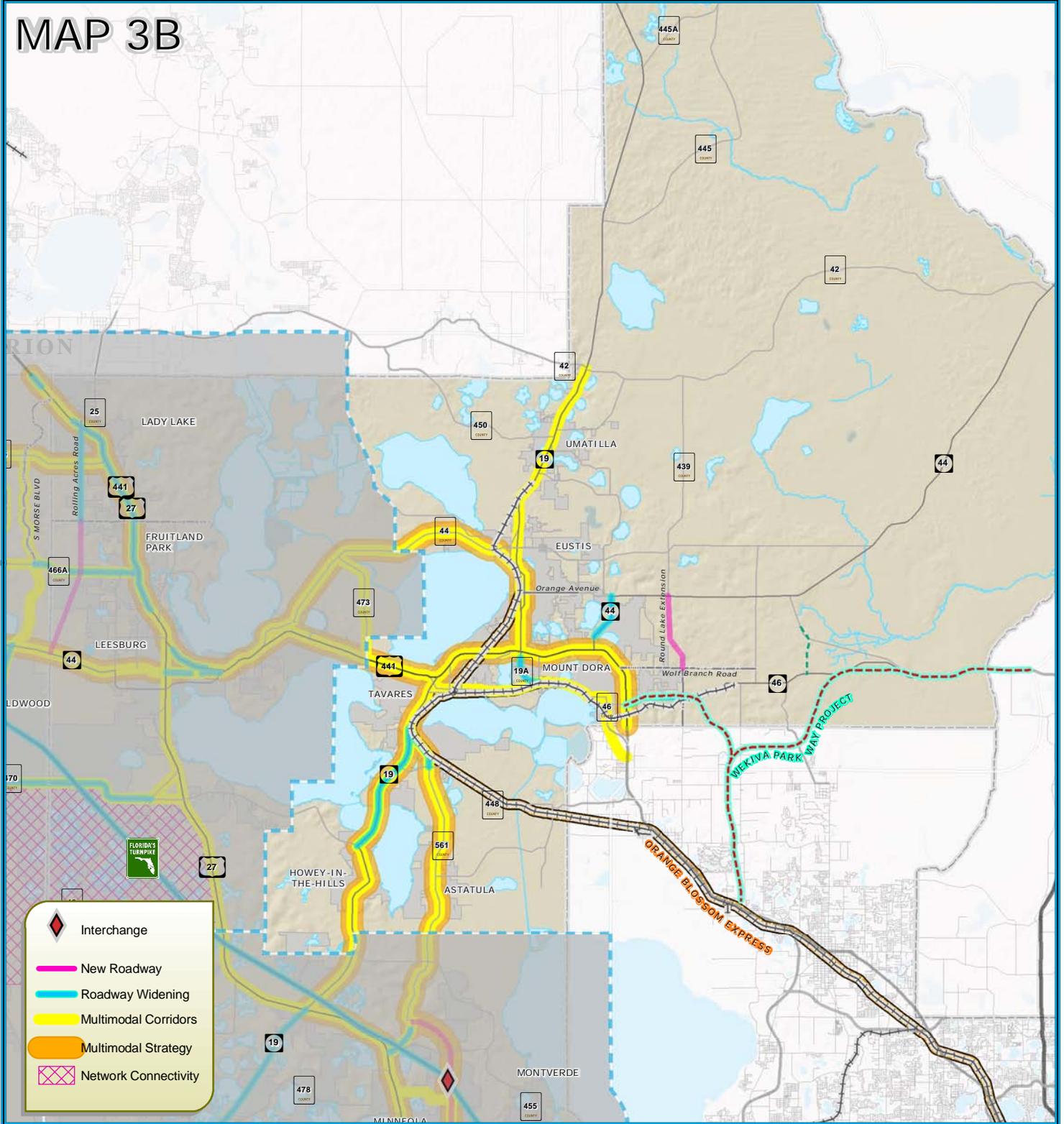


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# ROADWAY NEEDS PLAN



## MAP 3B



- Interchange
- New Roadway
- Roadway Widening
- Multimodal Corridors
- Multimodal Strategy
- Network Connectivity

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

**East Lake Task Force Area**

MAP COMPOSITION: FEBRUARY, 2011

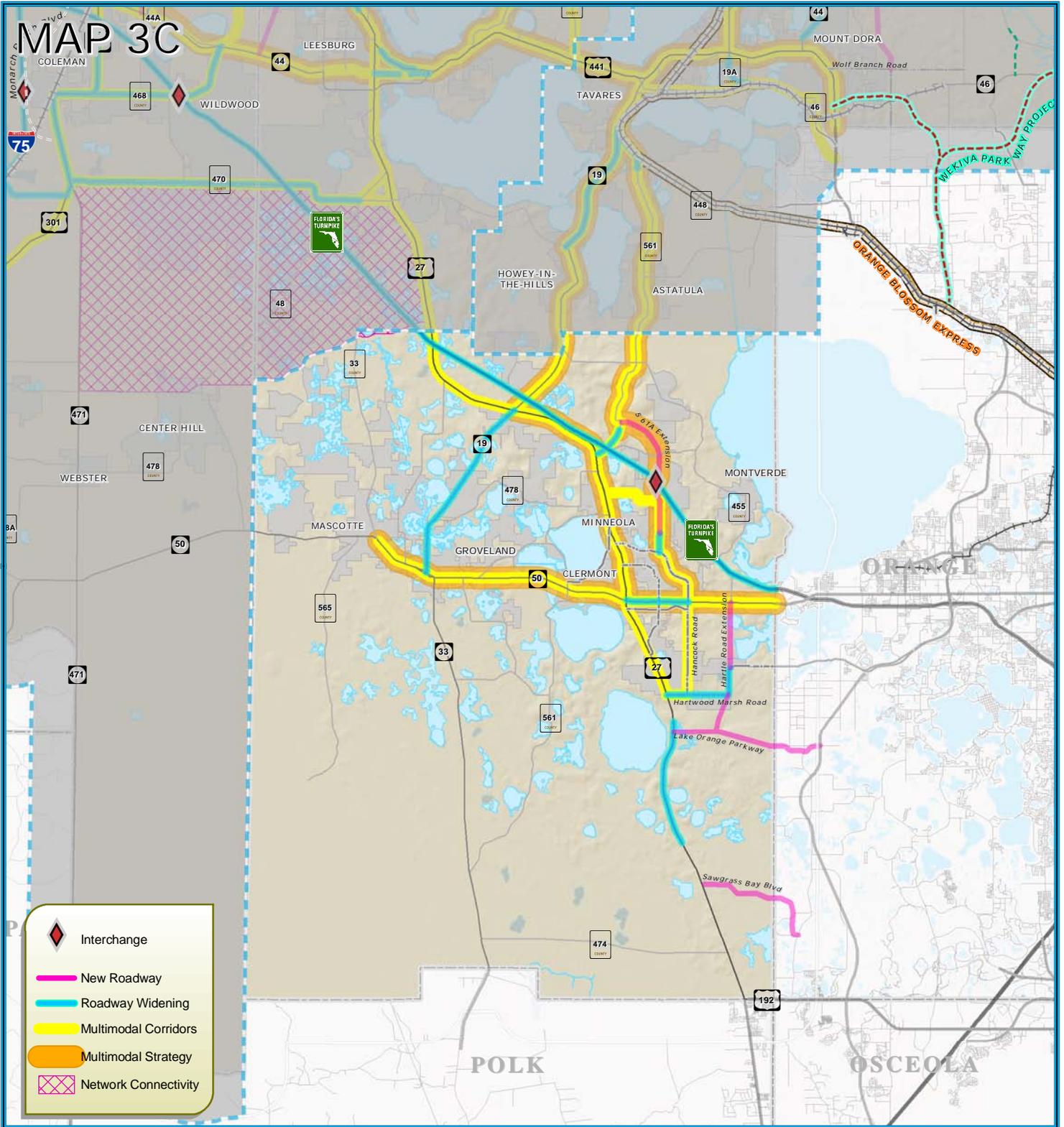


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# ROADWAY NEEDS PLAN



## MAP 3C



- Interchange
- New Roadway
- Roadway Widening
- Multimodal Corridors
- Multimodal Strategy
- Network Connectivity

**LEGEND:**

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

- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

**South Lake Task Force Area**

MAP COMPOSITION: FEBRUARY, 2011

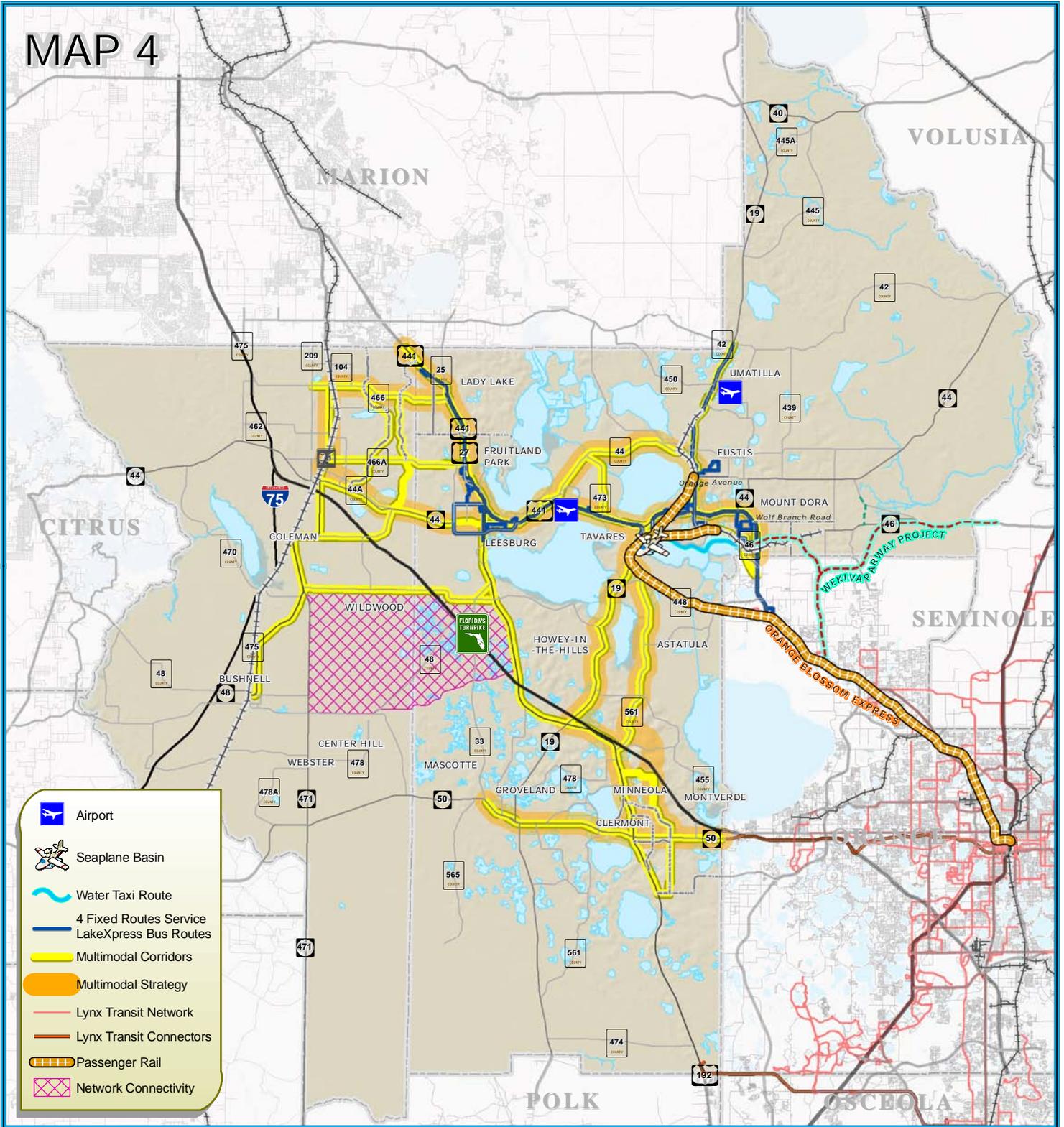
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1 INCH EQUALS 4.75 MILES



# TRANSIT AND INTERMODAL NEEDS PLAN



## MAP 4



- Airport
- Seaplane Basin
- Water Taxi Route
- 4 Fixed Routes Service
- LakeXpress Bus Routes
- Multimodal Corridors
- Multimodal Strategy
- Lynx Transit Network
- Lynx Transit Connectors
- Passenger Rail
- Network Connectivity

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

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1 INCH EQUALS 8 MILES

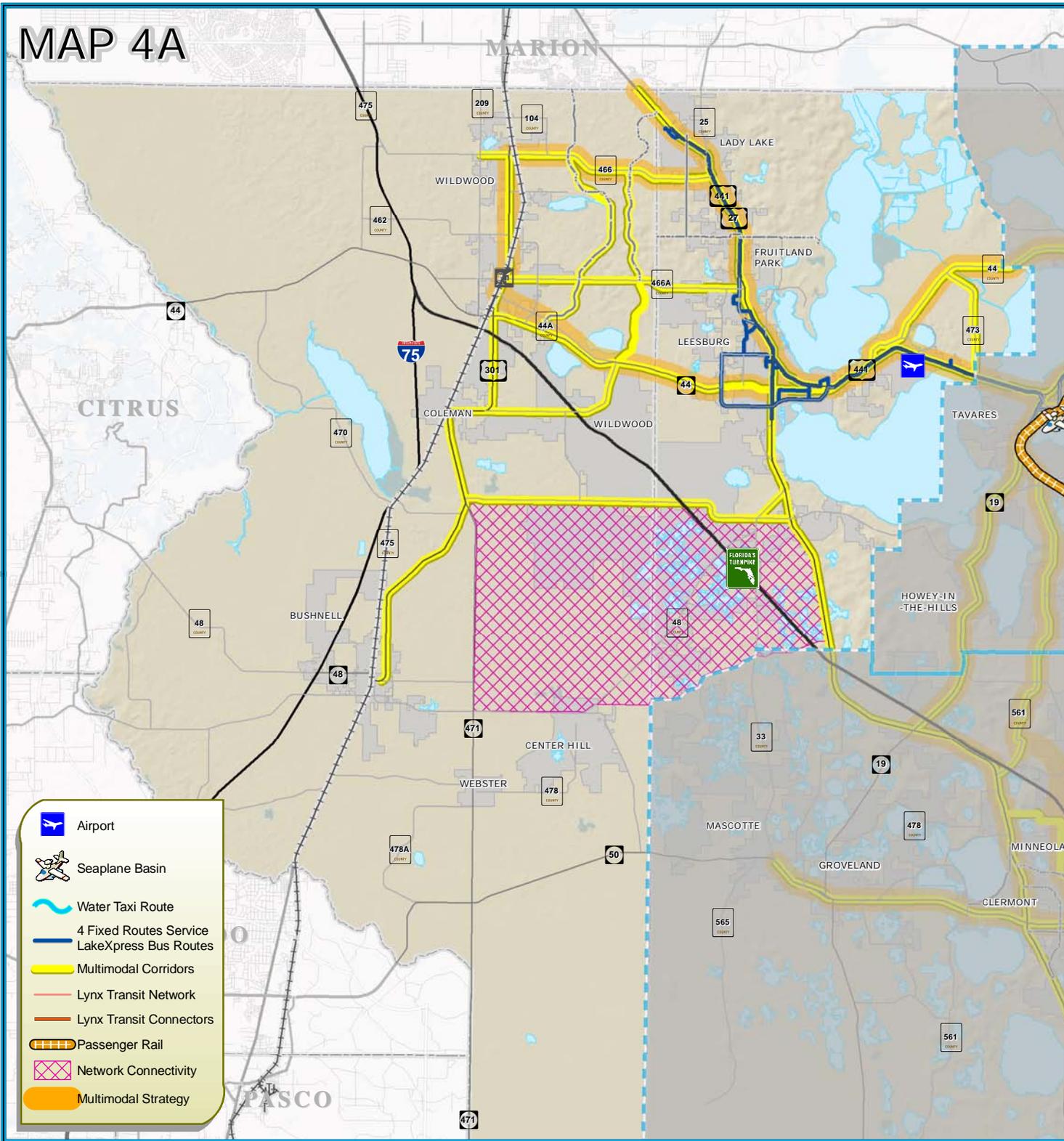
MAP COMPOSITION:  
FEBRUARY, 2011



# TRANSIT AND INTERMODAL NEEDS PLAN



## MAP 4A



**LEGEND:** County Road

State Road

US Highway

Interstate

Turnpike

Water Body

County Delineation

Amtrak Station  
-Bus Service Only

Active Railroad

### North Lake~Sumter Task Force Area

MAP COMPOSITION:  
FEBRUARY, 2011

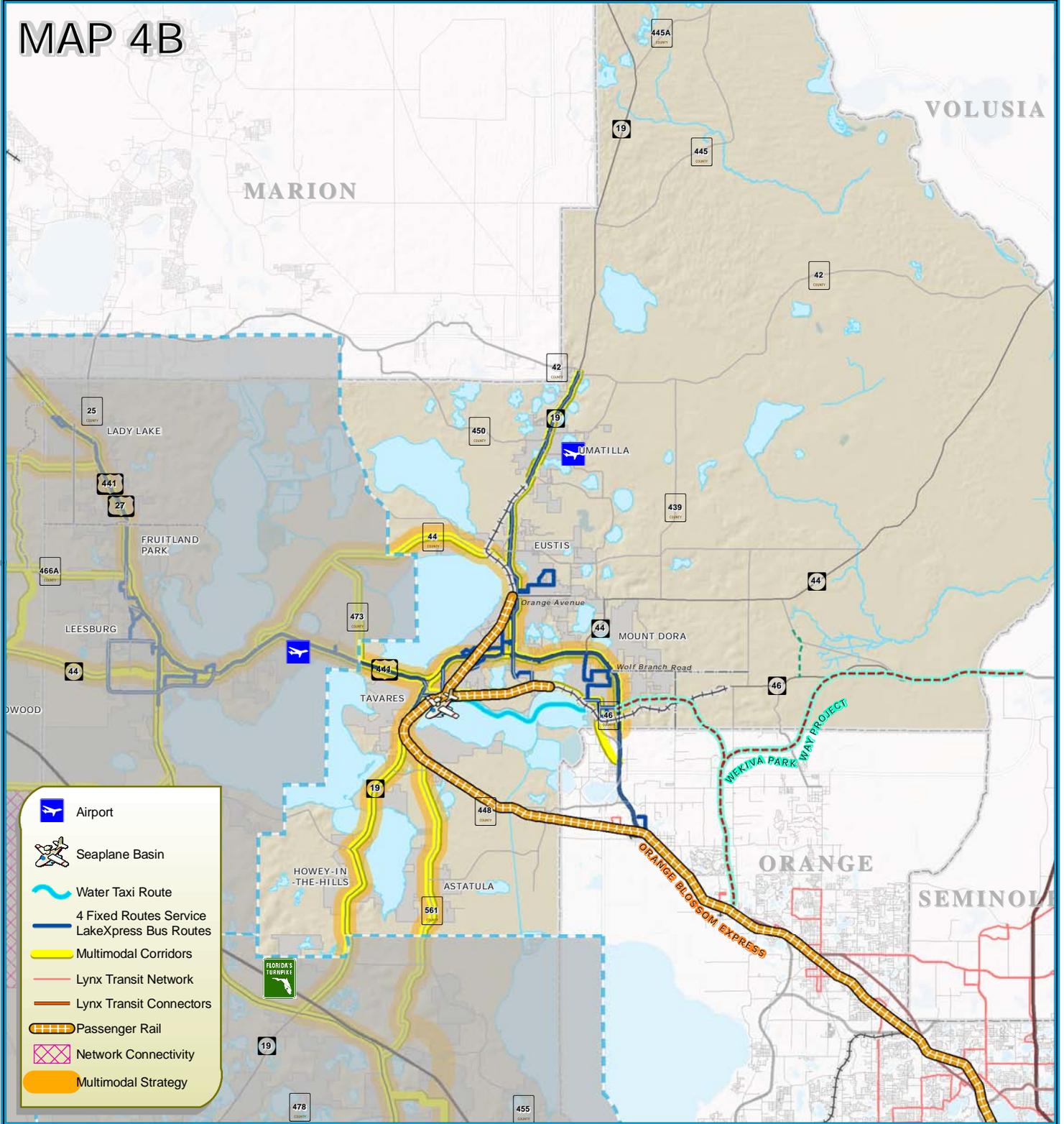


0 2,375 4,75  
1 INCH EQUALS 4.75 MILES

# TRANSIT AND INTERMODAL NEEDS PLAN



## MAP 4B



- Airport
- Seaplane Basin
- Water Taxi Route
- 4 Fixed Routes Service
- LakeXpress Bus Routes
- Multimodal Corridors
- Lynx Transit Network
- Lynx Transit Connectors
- Passenger Rail
- Network Connectivity
- Multimodal Strategy

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

**East Lake Task Force Area**

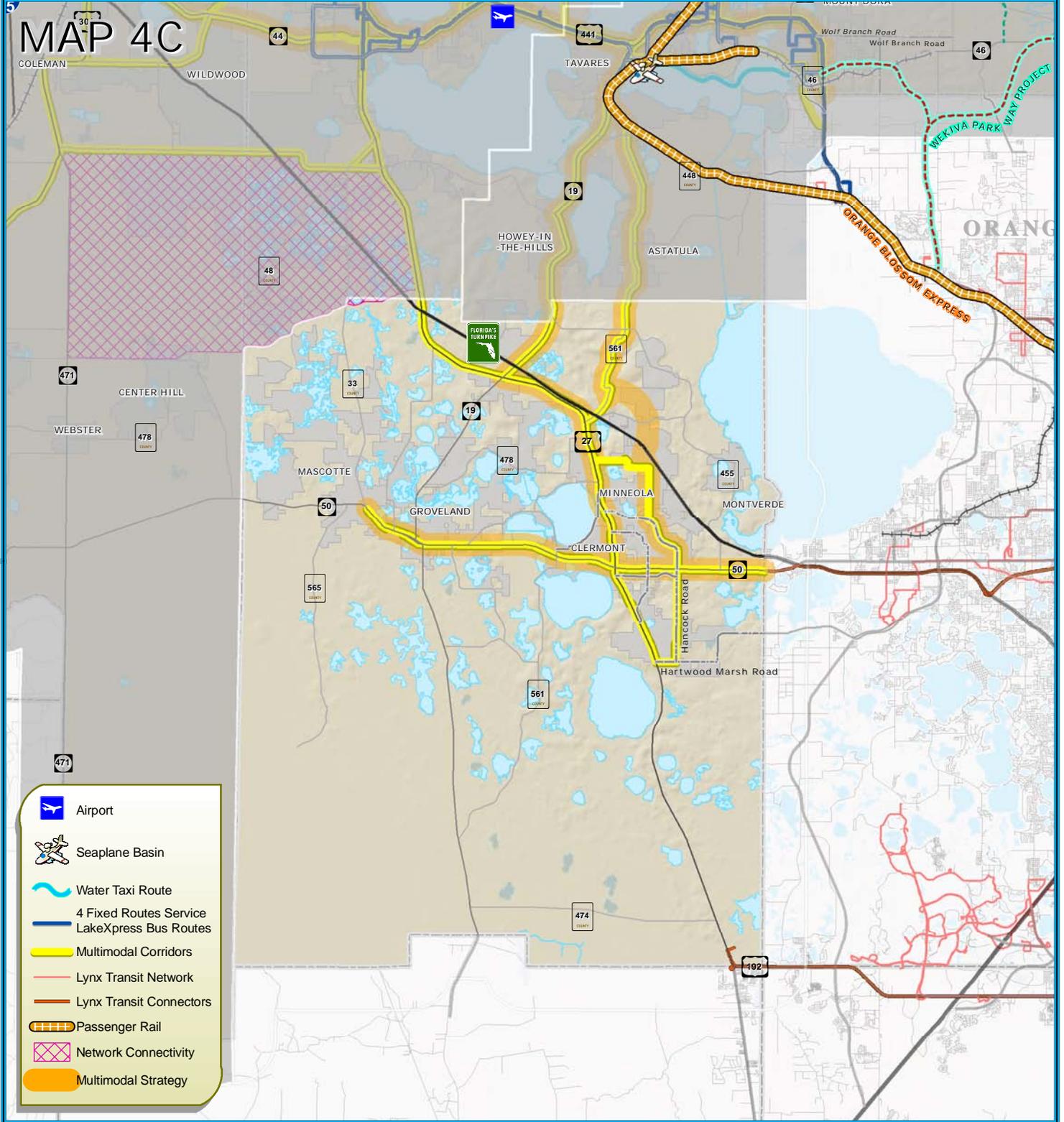
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MAP COMPOSITION:  
FEBRUARY, 2011



\\LAKE-SUMTER\MPO\GIS\Project\Specific\Maps\2035\LongRange Transportation Plan\2035\MapSeries\2035\MapSeries\Final\2011\MAP\_4B\_Transit and Intermodal Needs\_2035\LongRange TransportationPlan\_8x11.mxd

# TRANSIT AND INTERMODAL NEEDS PLAN

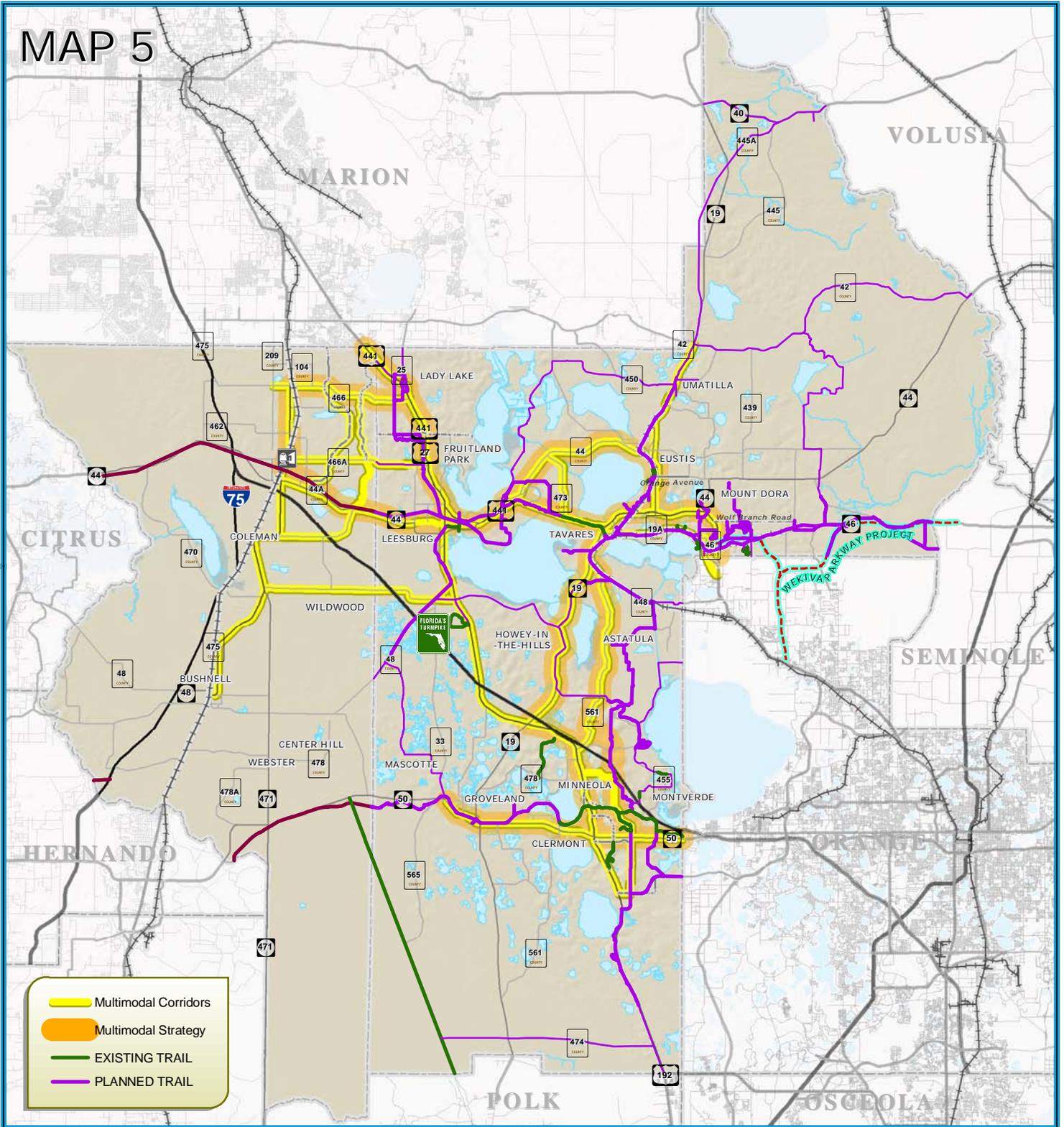


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# BICYCLE AND PEDESTRIAN NEEDS PLAN



## MAP 5



-  Multimodal Corridors
-  Multimodal Strategy
-  EXISTING TRAIL
-  PLANNED TRAIL

**LEGEND:**

-  County Road
-  State Road
-  US Highway
-  Interstate
-  Turnpike
-  Water Body
-  County Delineation
-  Amtrak Station
-  -Bus Service Only
-  Active Railroad



1 INCH EQUALS 8 MILES

MAP COMPOSITION:  
FEBRUARY, 2011





TRANSPORTATION 2035 LAKE~SUMTER MPO  
TABLE 4 - NEEDS PROJECTS

Street	From	To	County	Miles	Project Scope	Project Costs (VOE\$)
<b>ROADWAYS</b>						<i>(in millions)</i>
<b>State Strategic Intermodal System (SIS) Corridors</b>						
Clermont Interchange	SR 50/US 27		Lake	1.00	New Interchange (urban)	\$ 80.1
US 27/SR 25	Lake Louisa Road	Boggy Marsh Road	Lake	4.38	State Widen Road (4 to 6 lanes)	\$ 0.4
SR 93/I-75 Villages Interchange*	I-75/C-466		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
Monarch Ranch Interchange*	I-75/C-514		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
US 27/SR 25	CR 561 East	CR 561 West	Lake	2.14	State Widen Road (4 to 6 lanes)	\$ 25.1
US 27/SR 25	Lake Louisa Road	Boggy Marsh Road	Lake	4.38	State Widen Road (4 to 6 lanes)	\$ 45.5
SR 93/I-75	Hernando County Line	SR 91/Florida's Turnpike	Sumter	21.83	Widen Freeway (4 to 6 lanes)	\$ 115.3
<b>Florida's Turnpike</b>						
Minneola Interchange	SR 91/Florida's Turnpike/Turkey Farm Road		Lake	1.00	New Interchange (Mainline)	\$ 29.6
C-468 Interchange	SR 91/Florida's Turnpike/C-468		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
SR 91/Florida's Turnpike	Minneola Interchange	Orange County Line	Lake	5.76	Widen Freeway (6 to 8 lanes)	\$ 42.3
SR 91/Florida's Turnpike	Sumter County Line	Minneola Interchange	Lake	18.00	Widen Freeway (4 to 6 lanes)	\$ 132.1
SR 91/Florida's Turnpike	I-75	Sumter County Line	Sumter	10.67	Widen Freeway (4 to 6 lanes)	\$ 78.3
<b>Orlando Orange County Expressway Authority (OOCEA)</b>						
SR 46	US 441	Orange County Line (connect to SR 429)	Lake	2.02	State Widen Road (2 to 6 lanes)	\$ 30.1
Wekiva Parkway (SR 429 / SR 46)	Seminole County Line	Orange County Line	Lake	10.00	State New 4 Lane Road	\$ 117.4
<b>State Roads / Other Arterials</b>						
US 27/US 441	Lake Ella Road	MLK JR Boulevard	Lake	3.24	State Widen Road (4 to 6 lanes)	\$ 33.7
US 27/US 441	Avenida Central	Lake Ella Road	Lake	4.18	State Widen Road (4 to 6 lanes)	\$ 61.0
US 441/SR 500	Perkins Street	SR 44	Lake	1.36	State Widen Road (4 to 6 lanes)	\$ 12.4
SR 48	I-75	C-475	Sumter	1.84	State Widen Road (2 to 4 Lanes)	\$ 14.3
SR 44*	Orange Avenue	US 441	Lake	1.66	State Widen Road (2 to 4 Lanes) with Frontage	\$ 9.5
SR 50 / SR 33	CR 565 (Villa City Road)	CR 565 (Montevista)	Lake	1.89	New 4 Lane Road	\$ 21.2
US 441	SR 44	SR 46	Lake	2.50	State Widen Road (4 to 6 lanes)	\$ 43.0
SR 19	CR 561	CR 48	Lake	4.77	State Widen Road (2 to 4 Lanes)	\$ 138.2
SR 19	CR 561	CR 448	Lake	1.45	State Widen Road (2 to 4 Lanes)	\$ 18.7
SR 19	CR 448	Bridge	Lake	1.74	State Widen Road (2 to 4 Lanes)	\$ 20.8
SR 19	Bridge	Bridge	Lake	0.63	New 4 Lane Bridge	\$ 88.3
SR 19	Bridge	CR 48	Lake	0.80	State Widen Road (2 to 4 Lanes)	\$ 10.3
US 301/SR 35	SR 91/Florida's Turnpike	C-468	Sumter	2.74	State Widen Road (2 to 4 Lanes)	\$ 37.6
US 301/SR 35	C-468	C-470 west	Sumter	4.30	State Widen Road (2 to 4 Lanes)	\$ 58.9
SR 44 / US 27			Lake	0.25	Upgrade Intersection (turn lanes)	\$ 0.7
SR 19	CR 455	CR 48	Lake	3.93	Turn Lanes / Safety Improvement	\$ 28.9
SR 19	SR 50	CR 478	Lake	1.92	State Widen Road (2 to 4 Lanes)	\$ 28.4
SR 19	CR 478	US 27 / SR 25	Lake	4.73	State Widen Road (2 to 4 Lanes)	\$ 69.8
SR 19	US 27 / SR 25	CR 455	Lake	2.73	State Widen Road (2 to 4 Lanes)	\$ 40.2

\* Developer funding percentage of total cost (Local funding is 50% or less)

TRANSPORTATION 2035 LAKE~SUMTER MPO  
TABLE 4 - NEEDS PROJECTS

Street	From	To	County	Miles	Project Scope	Project Costs (YO\$)
<b>ROADWAYS (Cont.)</b>						
<b>Lake County (Local Funds)</b>						
CR 466A	Morse Boulevard	US 27	Lake	3.69	Widen Road (2 to 4 Lanes)	\$ 35.7
Hartwood Marsh Road	US 27	Hancock Road	Lake	0.71	Widen Road (2 to 4 Lanes)	\$ 6.8
CR 48	East of US 27 (Palatka Bridge)	CR 33	Lake	2.64	Widen Road (2 to 4 Lanes)	\$ 23.5
CR 470*	Sumter County Line	CR 33	Lake	3.87	Widen Road (2 to 4 Lanes)	\$ 14.1
North Hancock Road Extension*	SR 91 /Florida's Turnpike	CR 50	Lake	1.30	Widen Road (2 to 4 Lanes)	\$ 1.4
Rolling Acres Road	US 27/US 441	CR 466	Lake	1.28	Widen Road (2 to 4 Lanes)	\$ 13.6
Citrus Grove Road*	US 27	N. Hancock Road/Florida's Turnpike	Lake	2.00	Widen Road (2 to 4 Lanes)	\$ 11.1
CR 500A (Old 441)	SR 19	Diston Avenue/Florida Central RR	Lake	0.67	Corridor Study	\$ 1.0
CR 561 / CR 561A Realignment*	CR Old 50	CR 561	Lake	5.66	New 4 Lane Road	\$ 39.9
CR 561	SR 19	CR 448	Lake	1.62	Widen Road (2 to 4 Lanes)	\$ 18.7
CR 19A	US 441	CR 44C	Lake	1.22	Widen Road (2 to 4 Lanes)	\$ 14.5
Hook Street*	Hancock Road	Hartle Road	Lake	1.43	Corridor Study	\$ 0.3
Round Lake Road Extension	Wolf Branch Road	SR 44	Lake	2.57	New 4 Lane Road	\$ 28.4
Round Lake Road	SR 46	SR 44	Lake	3.57	Widen Road (2 to 4 Lanes)	\$ 36.4
Hartle Road	SR 50	Hartwood Marsh Road	Lake	2.29	New 4 Lane Road	\$ 32.7
US 27 Reliever	US 27/US 441	SR 44	Lake	6.70	New 4 Lane Road	\$ 115.7
Lake-Orange Parkway	US 27	Orange County Line	Lake	4.70	State New 4 Lane Road	\$ 97.4
Hartle Road	Hartwood Marsh Road	Lake-Orange Parkway	Lake	1.20	New 4 Lane Road	\$ 20.7
Sawgrass Bay Boulevard Extension	US 27	Orange County Line	Lake	4.60	New 4 Lane Road	\$ 79.4
CR 48*	Sumter County Line	CR 470	Lake	6.10	Widen Road (2 to 4 Lanes)	\$ 80.7
<b>Sumter County (Local Funds)</b>						
C-468	SR 91/Florida's Turnpike	SR 44	Sumter	2.56	Widen Road (2 to 4 Lanes)	\$ 24.8
C-466A	US 301	C-139 / C-462	Sumter	1.16	Widen Road (2 to 4 Lanes)	\$ 17.5
C-470*	SR 93/I-75	Lake County	Sumter	9.58	Widen Road (2 to 4 Lanes)	\$ 50.7
C-475	SR 48	C-470	Sumter	4.97	Widen Road (2 to 4 Lanes)	\$ 57.3
C-470	SR 44	I-75	Sumter	9.85	Corridor Study	\$ 1.0
C-468*	US 301	SR 91/Florida's Turnpike	Sumter	3.10	Widen Road (2 to 4 Lanes)	\$ 9.1
C-466	C-475	US 301/SR 35	Sumter	4.45	Widen Road (2 to 4 Lanes)	\$ 52.7
C-48	CR 625	I-75	Sumter	1.76	Corridor Study	\$ 1.8
C-48	US 301	Lake County	Sumter	10.20	Corridor Study	\$ 1.8
C-475	County Line	C-466	Sumter	2.18	Widen Road (2 to 4 Lanes)	\$ 28.9
C-501	C-468	C-470	Sumter	3.18	Corridor Study	\$ 1.8
C-462	CR 209	C-466A	Sumter	1.00	Corridor Study	\$ 1.0
Monarch Ranch Boulevard*	US 301	SR 44	Sumter	3.00	New 4 Lane Road	\$ 51.2
<b>TRANSIT</b>						
Orange Blossom Express	Lake County Line	Eustis	Lake		Phases 1, 2 & 3 Commuter Rail	\$ 48.0
Route 1 - Cross County Connector	Lady Lake	Eustis	Lake		Fixed Route Bus	\$ 2.56
Route 2 - Leesburg Circulator	Leesburg	Leesburg	Lake		Fixed Route Bus	\$ 0.73
Route 3 - Mount Dora Circulator	Mount Dora	Mount Dora	Lake		Fixed Route Bus	\$ 1.66
Route 4 - Umatilla to Zellwood	Umatilla	Zellwood	Lake		Fixed Route Bus	\$ 0.91
US 192 - Lynx	Lake County Line	US 192 Wal-Mart Park and Ride/US 27	Lake		Fixed Route Bus	\$ 0.89
SR 50 - Lynx	Lake County Line	Clermont Park and Ride/US 27	Lake		Fixed Route Bus	\$ 1.21
Sumter County Transit	TBD	TBD	Sumter		TBD	
<b>CORRIDOR OPERATIONAL ENHANCEMENTS</b>						
Regional Management & Operations Projects	Countywide				Multimodal Corridors / ITS	\$ 34.00
<b>BICYCLE AND PEDESTRIAN</b>						
Lake County Trails Masterplan		Countywide	Lake		Projects TBD by Masterplan	\$ 38.00
Sumter County Trails / Regional Projects		Countywide	Sumter		Regional Trails / Bike / Pedestrian Projets	

\* Developer funding percentage of cost (Local contributions 50% or less)

## *Cost Feasible Elements*

Distinct from the constrained needs plan, the cost feasible plan elements identify those project priorities that can likely be funded over the next 25 years given available revenues. This cost feasible plan includes locally, state, federal and privately funded projects. The cost feasible plan demonstrates that approximately 58% of the total transportation needs are likely to be funded.

The following pages include tables and maps (See Maps 6 and 7, and Table 5) illustrating the cost feasible plan projects. Of note, specific bicycle and pedestrian projects have not been identified in the cost feasible plan as they will be prioritized annually. Additionally, specific projects that fall into the Maintenance and Operations (M&O) category have not been specified, but it is the MPO's intent to allocate approximately \$1.0 million per year of the Other Arterial Funds to support M&O projects. It is likely that these projects will be identified through the Congestion Management System Process or as a result of a future Intelligent Transportation System (ITS) plan targeting operational improvements along designated multimodal corridors.

The cost feasible projects list represents the next round of projects that are likely to move into the local Capital Improvement Plans (CIPs) and the five year Transportation Improvement Plan (TIP) and are also consistent with the List of Priority Projects (LOPP).

## *Developer Funding Assumptions*

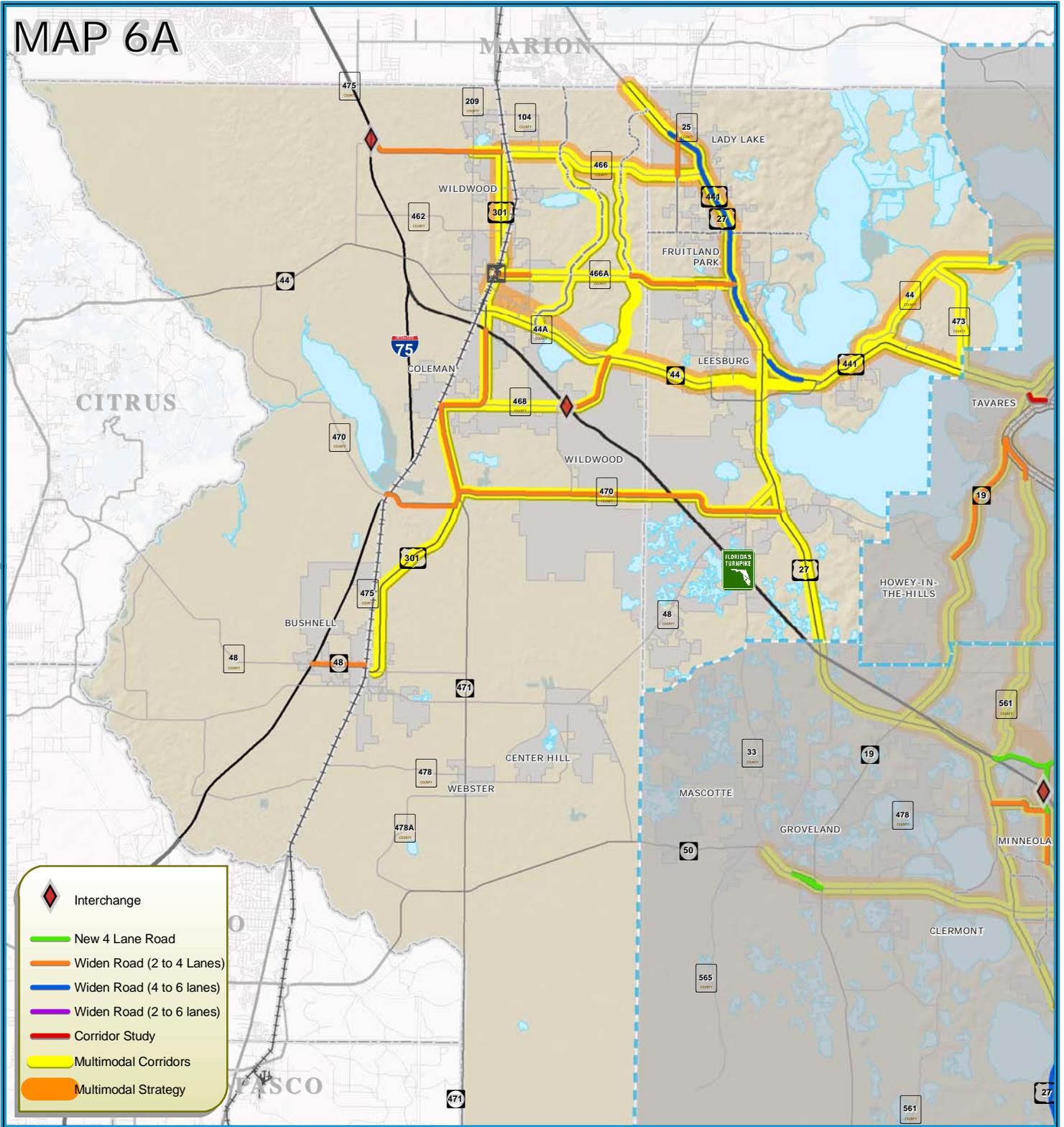
Included in the Cost Feasible Plan are several projects that will be fully or partially funded by anticipated developer commitments. The need for these projects is directly tied to growth associated with proposed Developments of Regional Impact (DRI) or sub-DRI level projects. While there is no guarantee that these developments and the associated developer commitments will move forward, these are reasonable assumptions for long range planning purposes. Should the development projects not materialize, these projects will not be funded with public funds and therefore would eventually be eliminated from the cost feasible list. Additionally, the need for these projects could also change. Developer funded projects identified in Table 5 are noted with an asterisk. Details concerning the private sector funding commitments for each project can be found in the technical appendix.



# COST FEASIBLE ROADWAY PROJECTS



## MAP 6A



- Interchange
- New 4 Lane Road
- Widen Road (2 to 4 Lanes)
- Widen Road (4 to 6 lanes)
- Widen Road (2 to 6 lanes)
- Corridor Study
- Multimodal Corridors
- Multimodal Strategy

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

**North Lake~Sumter Task Force Area**

MAP COMPOSITION: FEBRUARY, 2011

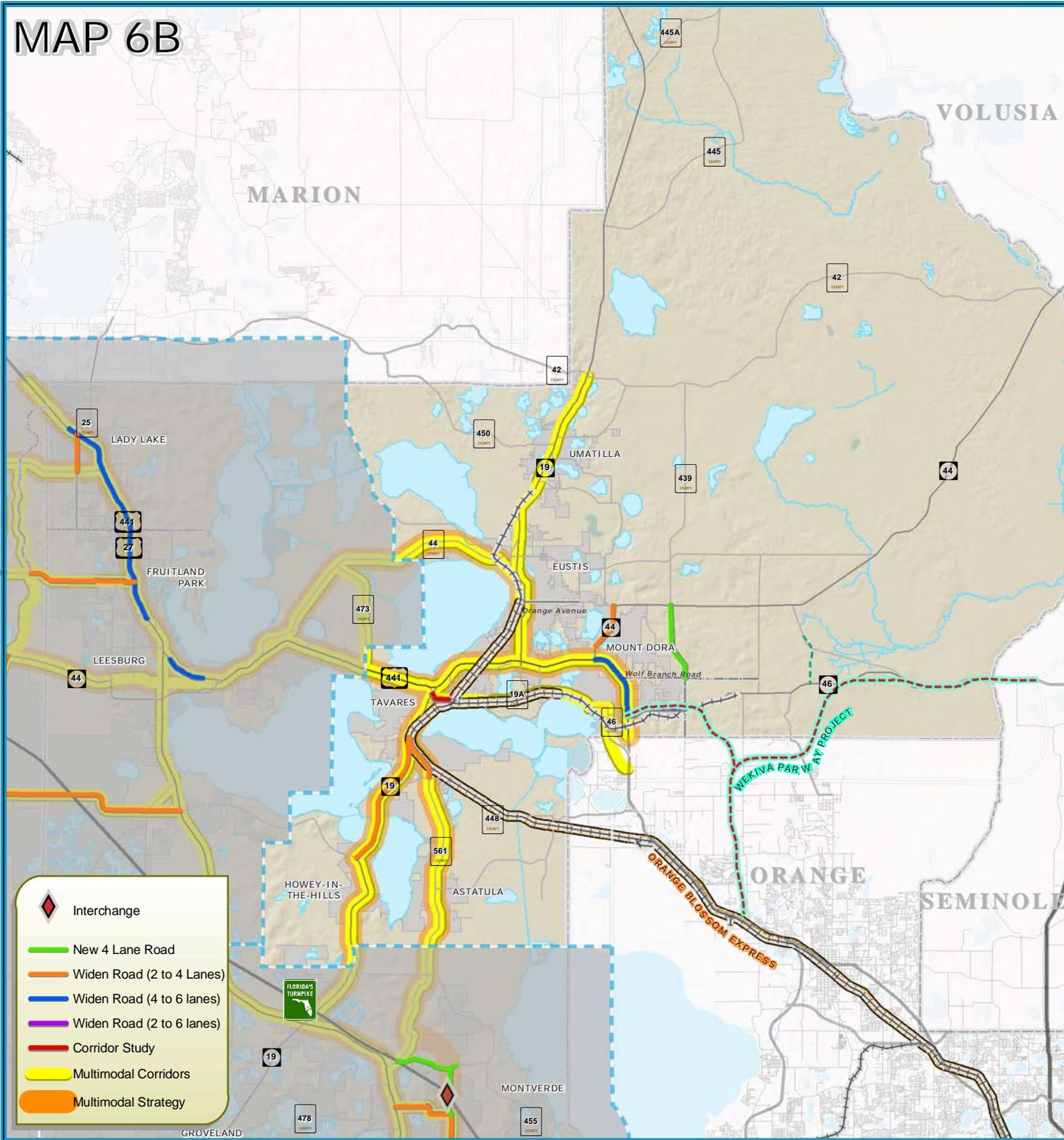


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# COST FEASIBLE ROADWAY PROJECTS



## MAP 6B



- Interchange
- New 4 Lane Road
- Widen Road (2 to 4 Lanes)
- Widen Road (4 to 6 lanes)
- Widen Road (2 to 6 lanes)
- Corridor Study
- Multimodal Corridors
- Multimodal Strategy

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

**East Lake Task Force Area**

MAP COMPOSITION: FEBRUARY, 2011

1 INCH EQUALS 8 MILES

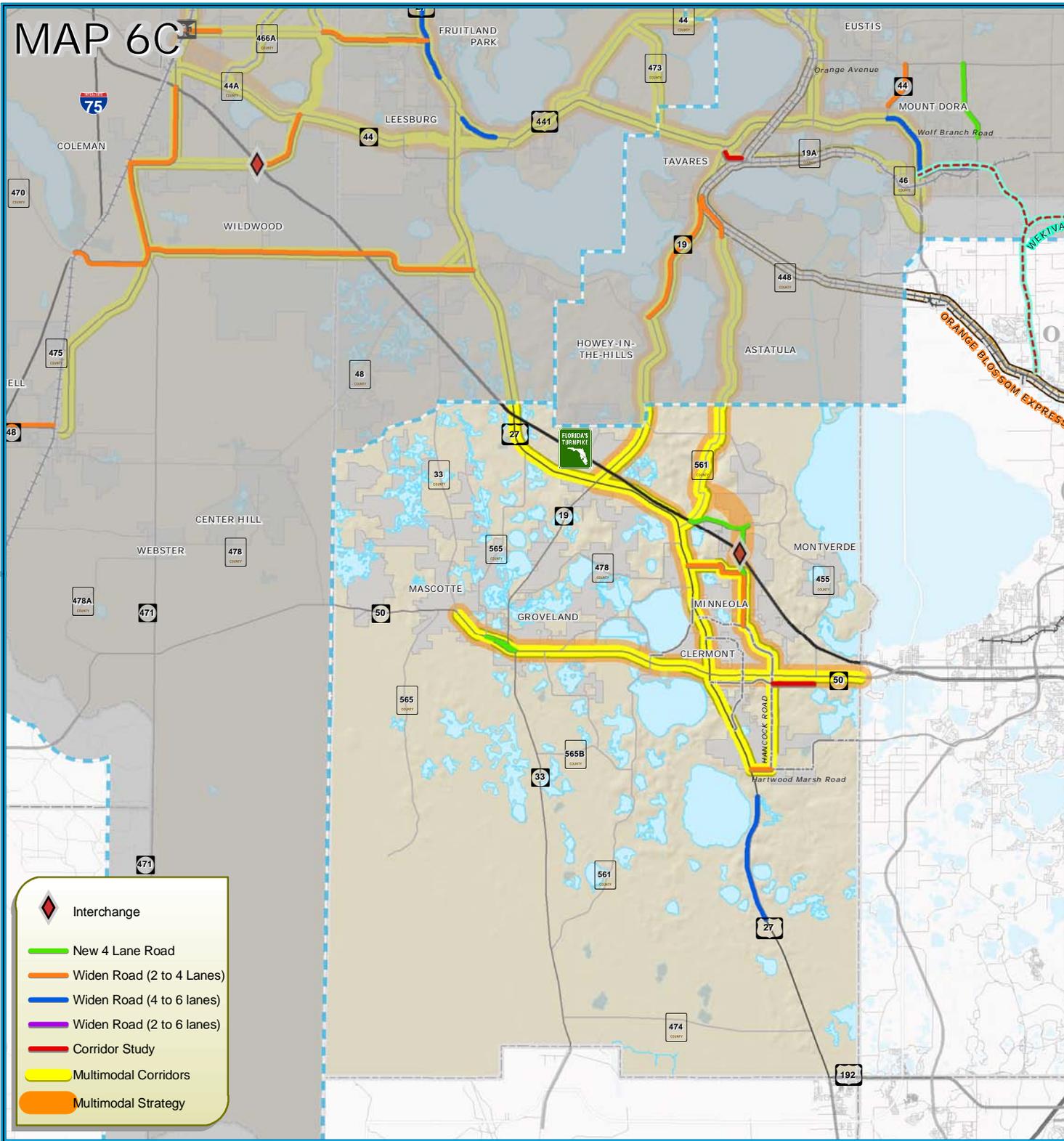


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# COST FEASIBLE ROADWAY PROJECTS



## MAP 6C



- Interchange
- New 4 Lane Road
- Widen Road (2 to 4 Lanes)
- Widen Road (4 to 6 lanes)
- Widen Road (2 to 6 lanes)
- Corridor Study
- Multimodal Corridors
- Multimodal Strategy

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station - Bus Service Only
- Active Railroad

**South Lake Task Force Area**

MAP COMPOSITION: FEBRUARY, 2011

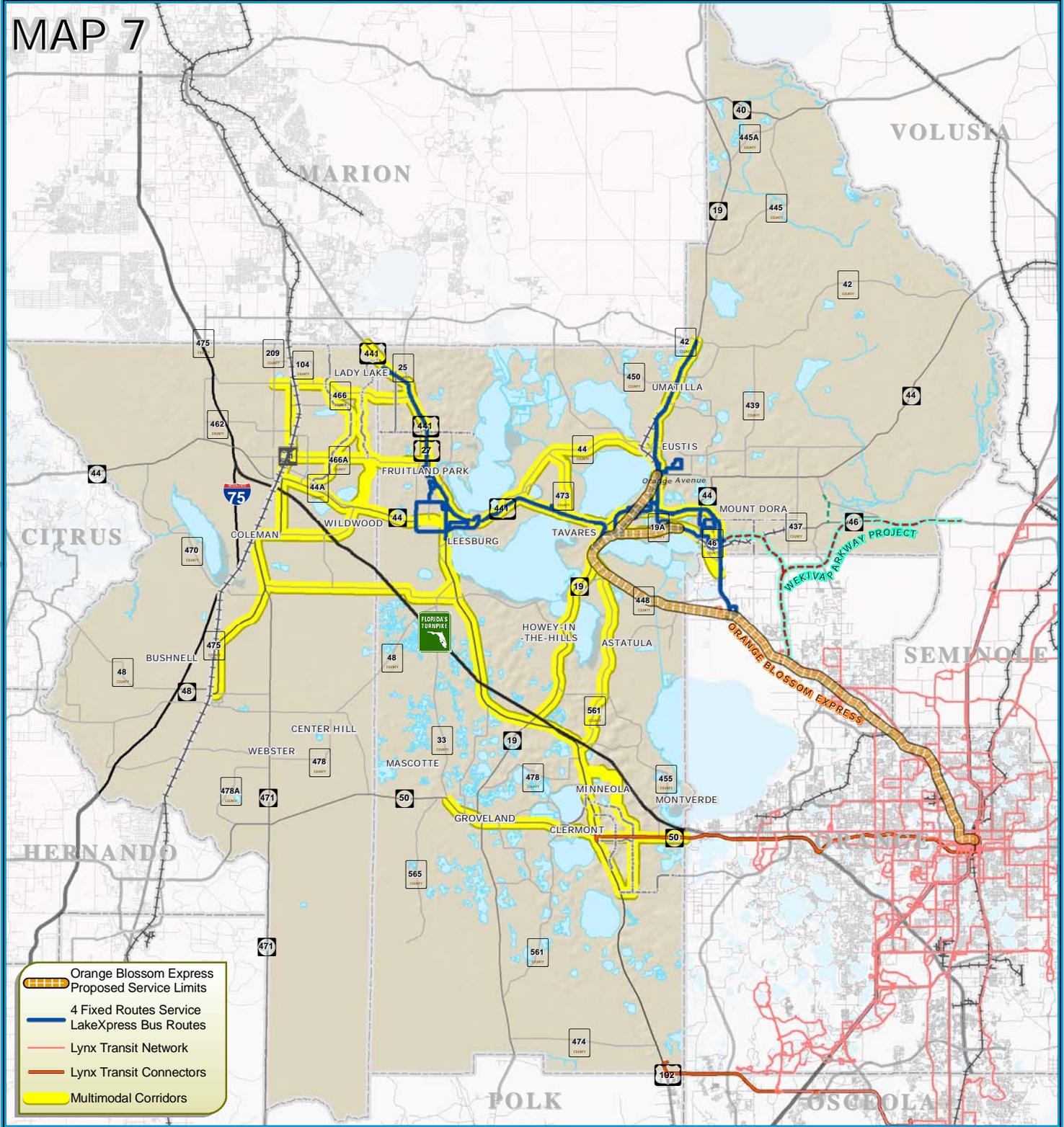


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# COST FEASIBLE TRANSIT PROJECTS



## MAP 7



- Orange Blossom Express Proposed Service Limits
- 4 Fixed Routes Service LakeXpress Bus Routes
- Lynx Transit Network
- Lynx Transit Connectors
- Multimodal Corridors

**LEGEND:**

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad



1 INCH EQUALS 8 MILES

MAP COMPOSITION: FEBRUARY, 2011



\\LAKESUMTER.MPO\GIS\Projects\Specific\Maps\2035\LongRange Transportation Plan\2035\MapSeries\2035\MapSeries\Final\2011\MAP 7 - Cost Feasible Transit Projects - TRANSIT\_2035\LongRange Transportation Plan\_8x11.mxd

TRANSPORTATION 2035 LAKE~SUMTER MPO  
TABLE 5 - COST FEASIBLE PLAN PROJECTS

Street	From	To	County	Miles	Project Scope	Project Costs (YOES)
<b>ROADWAYS</b>						
<i>(in millions)</i>						
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SR 93/I-75 Villages Interchange*	I-75/C-466		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
<b>Unfunded SIS Needs</b>						
Monarch Ranch Interchange*	I-75/C-514		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
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<b>Florida's Turnpike</b>						
Minneola Interchange	SR 91/Florida's Turnpike/Turkey Farm Road		Lake	1.00	New Interchange (Mainline)	\$ 29.6
C-468 Interchange	SR 91/Florida's Turnpike/C-468		Sumter	1.00	New Interchange (Mainline)	\$ 29.6
<b>Unfunded Turnpike Needs</b>						
SR 91/Florida's Turnpike	Minneola Interchange	Orange County Line	Lake	5.76	Widen Freeway (6 to 8 lanes)	\$ 42.3
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<b>Unfunded State Road / Other Arterial Needs</b>						
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TRANSPORTATION 2035 LAKE~SUMTER MPO  
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C-470	SR 44	I-75	Sumter	9.85	Corridor Study	\$ 1.0
C-468*	US 301	SR 91/Florida's Turnpike	Sumter	3.10	Widen Road (2 to 4 Lanes)	\$ 9.1
C-466	C-475	US 301/SR 35	Sumter	4.45	Widen Road (2 to 4 Lanes)	\$ 52.7
<b>Unfunded Sumter County Needs</b>						
C-48	CR 625	I-75	Sumter	1.76	Corridor Study	\$ 1.8
C-48	US 301	Lake County	Sumter	10.20	Corridor Study	\$ 1.8
C-475	County Line	C-466	Sumter	2.18	Widen Road (2 to 4 Lanes)	\$ 28.9
C-501	C-468	C-470	Sumter	3.18	Corridor Study	\$ 1.8
C-462	CR 209	C-466A	Sumter	1.00	Corridor Study	\$ 1.0
Monarch Ranch Boulevard*	US 301	SR 44	Sumter	3.00	New 4 Lane Road	\$ 51.2
<b>TRANSIT</b>						
Orange Blossom Express	Lake County Line	Eustis	Lake		Phases 1, 2 & 3 Commuter Rail	\$ 48.0
Route 1 - Cross County Connector	Lady Lake	Eustis	Lake		Fixed Route Bus	\$ 2.56
Route 2 - Leesburg Circulator	Leesburg	Leesburg	Lake		Fixed Route Bus	\$ 0.73
Route 3 - Mount Dora Circulator	Mount Dora	Mount Dora	Lake		Fixed Route Bus	\$ 1.66
Route 4 - Umatilla to Zellwood	Umatilla	Zellwood	Lake		Fixed Route Bus	\$ 0.91
US 192 - Lynx	Lake County Line	US 192 Wal-Mart Park and Ride/US 27	Lake		Fixed Route Bus	\$ 0.89
SR 50 - Lynx	Lake County Line	Clermont Park and Ride/US 27	Lake		Fixed Route Bus	\$ 1.21
Sumter County Transit	TBD	TBD	Sumter		TBD	
<b>CORRIDOR OPERATIONAL ENHANCEMENTS</b>						
Regional Management & Operations Projects	Countywide				Multimodal Corridors / ITS	\$ 34.00
<b>BICYCLE AND PEDESTRIAN</b>						
Lake County Trails Masterplan		Countywide	Lake		Projects TBD by Masterplan	\$ 38.00
Sumter County Trails / Regional Projects		Countywide	Sumter		Regional Trails / Bike / Pedestrian Projets	

\* Developer funding percentage of cost (Local contributions 50% or less)

## *Alternative Funding Strategies*

The process for developing Transportation 2035 demonstrated substantial shortages in transportation funding for the Lake~Sumter MPO Area over the next 25 years. Regarding state or federal projects and revenue projections, state or federal policy changes would have to occur to generate additional funding beyond the current fuel-tax system. Additional fuel taxes would have to be implemented or a shift would have to occur to diversify transportation funding sources beyond just fuel taxes. At the local level, the projected funding gap is more acute and the solutions are more varied. Locally, additional projects and programs have been identified that will require revenue sources in order to be implemented. To fund these additional projects and programs, as identified in the Transportation Needs Analysis, alternative funding sources will likely need to be explored. The following provides a breakdown of these alternative strategies for both counties and is expressed in current year (2010) dollars. The adoption of this plan puts in motion additional analysis and study of these alternatives.

### *Sumter County*

The following options are available to Sumter County to consider when a policy decision is needed to generate additional revenue to fund transportation projects. The options are prioritized (in numerical order) to reflect the logical phasing of alternatives over time as local conditions change.

#### **Additional Transportation Impact Fee Revenues – Option 1**

In 2009, Sumter County adopted a new transportation impact fee. The fee was adopted by the board of county commissioners at a rate of 50 percent of the calculated impact fee. If development rates are high and if Sumter County begins to experience a shortfall of revenues to support the road capacity program, the Board of County Commissioners could first examine increasing the transportation impact fee from the current 50 percent of the calculated fee. Depending on the timing of an impact fee increase, it is projected that an increase to the calculated rates Sumter County could potentially generate an additional \$131.3 million in road impact fee revenue between 2014 and 2035. This option is a short-term option implementable by action of the Sumter County Board of County Commissioners.

## Implementing up to Five Cents of the 2nd Local Option Gas Tax (LOGT) – Option 2

Sumter County has implemented each fuel tax statutorily available except for the five cents of the 2nd Local Option Gas Tax (LOGT). The revenue potential for this option, should all five cents be approved, is estimated at \$55 million from 2014-2035. Initially, the additional revenue source would generate approximately \$2.5 million per fiscal year. The revenue source could be implemented by a supermajority vote of the board of county commissioners or the board could opt to put the question to the voters through referendum. The revenue option is subject to a formula that provides portions to each municipality. This funding option would provide an effective diversification in revenue streams because of the expansion of revenues from fuel taxes acting as a balance to the adopted transportation impact fee. This option is a moderate-term option to be considered if funding gaps are occurring due to lack of impact fee revenues or insufficient existing fuel tax revenues.

**Table 7 Sumter County Enhanced Revenue – 2<sup>nd</sup> Local Option Gas Tax (2014-2035)**

	Time Period					Total
	2014-2015	2016-2020	2021-2025	2026-2030	2031-2035	
Sumter County BOCC <sup>1</sup>	\$4,540,000	\$11,354,200	\$11,350,000	\$11,350,000	\$11,350,000	\$49,960,000
Bushnell <sup>2</sup>	\$170,000	\$430,000	\$430,000	\$430,000	\$430,000	\$1,900,000
Wildwood <sup>3</sup>	\$360,000	\$900,000	\$900,000	\$900,000	\$900,000	\$3,950,000
<b>Total</b>	\$5,070,000	\$12,684,200	\$12,680,000	\$12,680,000	\$12,680,000	\$55,810,000

<sup>1</sup> Based on the distribution of the 1st LOGT, the Sumter County BOCC would be entitled to approximately 90 percent of the 2nd LOGT revenues

<sup>2</sup> Based on the distribution of the 1st LOGT, the City of Bushnell would be entitled to approximately 2.5 percent of the 2nd LOGT revenues

<sup>3</sup> Based on the distribution of the 1st LOGT, the City of Wildwood would be entitled to approximately 5.3 percent of the 2nd LOGT revenues

### **Adoption of a One-Cent Local Discretionary Sales Surtax – Option 3**

Sumter County also has available the option to enact the One-Cent Local Discretionary Sales Surtax. If the tax was implemented by 2014, it is estimated that Sumter County could potentially generate an additional \$128.2 million in revenues by 2035. The surtax is available as a referendum item to be decided by voters. The revenues could be utilized for any capital project. It is suggested that this revenue source, due to the scale of magnitude of the funds potentially generated, could address major roadway capacity needs. This option could prove to be quite effective in filling any major transportation funding gaps. This voter-decided option is a long-term option and would signify a major shift in funding policy for Sumter County.

### *Lake County*

The following options are available to Lake County to consider when a policy decision is needed to generate additional revenue to fund transportation projects. The options are prioritized (in numerical order) to reflect the logical phasing of alternatives over time as local conditions change.

### **Implementation of New Impact Fee – Option 1**

In 2009-10 a study was conducted to identify a new methodology and approach for calculating Lake County Transportation Impact Fees. Lake County's existing transportation impact fee, as adopted in 2001, was intact at time of adoption of Transportation 2035, but was suspended in March 2010 for at least one year. While the cost feasible plan assumes the impact fees will be reinstated by 2014, it is likely that the new impact fee study could lead to the adoption of a new impact fee ordinance. As such, a new rate for the impact fee could be established. Based on the historic trends and the current rate, the existing impact fee ordinance has proven to be insufficient to keep pace with regionally-significant county roadway capacity needs. While additional revenue is possible through a new impact fee, one of the primary concerns stated in the December 2008 report of the Transportation Alternative Funding Task Force is that Lake County's current funding policy has created a dependency on transportation impact fees as the sole funding source for road capacity. Therefore the option of an updated transportation impact fee is a viable short-term option that could be implemented by the Lake County Board of County Commissioners, is not the only option that should be considered to address long term local transportation funding needs.

## Implementing up to Five Cents of the 2nd Local Option Gas Tax (LOGT) – Option 2

Lake County has implemented each fuel tax statutorily available except for the five cents of the 2nd Local Option Gas Tax (LOGT). The revenue potential for this option, should all five cents be approved, is estimated at \$135 million from 2014-2035. Initially, the additional revenue source would generate approximately \$6 million per fiscal year. The revenue source could be implemented by a supermajority vote of the board of county commissioners or the board could opt to put the question to the voters through referendum. The revenue option is subject to a formula that provides portions to each municipality. This funding option would provide an effective diversification in revenue streams because of the expansion of revenues from fuel taxes acting as a balance to the adopted transportation impact fee. This option is a moderate-term option to be considered if funding gaps are occurring due to lack of impact fee revenues or insufficient existing fuel tax revenues.

**Table 8 Lake County Enhanced Revenue – 2<sup>nd</sup> Local Option Gas Tax (2014-2035)**

	Time Period					Total
	2014-2015	2016-2020	2021-2025	2026-2030	2031-2035	
Lake County	\$8,582,100	\$21,455,250	\$21,455,250	\$21,455,250	\$21,455,250	\$94,403,100
Clermont	\$469,932	\$1,174,830	\$1,174,830	\$1,174,830	\$1,174,830	\$94,403,100
Eustis	\$884,344	\$2,210,860	\$2,210,860	\$2,210,860	\$2,210,860	\$9,727,784
Lady Lake	\$215,288	\$538,220	\$538,220	\$538,220	\$538,220	\$2,368,168
Leesburg	\$1,010,988	\$2,527,470	\$2,527,470	\$2,527,470	\$2,527,470	\$11,120,868
Minneola	\$79,166	\$197,915	\$197,915	\$197,915	\$197,915	\$870,826
Mt. Dora	\$536,040	\$1,340,100	\$1,340,100	\$1,340,100	\$1,340,100	\$5,896,440
Tavares	\$463,376	\$1,158,440	\$1,158,440	\$1,158,440	\$1,158,440	\$5,097,136
<b>Total</b>	\$12,241,234	\$30,603,085	\$30,603,085	\$30,603,085	\$30,603,085	\$134,653,574

Source: The distribution of gas tax revenues is from the 2009-2010 Florida LCIR document. Revenue estimates for the 2nd LOGT are based on the value per penny of the 1st LOGT based on the FY 2009-10 distribution among the Lake BOCC and the municipalities. For purposes of this projection, it is assumed that gas tax revenues will remain constant through 2035.

### **Adoption of a One-Cent Local Discretionary Sales Surtax – Option 3**

The existing Lake County one-cent sales tax approved by voters in 2002 sunsets in 2017. Should the penny tax be extended at that time and if the decision is made to allocate revenues to transportation improvements, additional sales tax revenues of \$244.1 million are projected to be available for transportation projects through 2035. This would be a substantial revenue stream for transportation capital projects. Currently, the sales tax is divided into thirds, with one-third going to the Lake County Board of county Commissioners, one-third going to the Lake County School District and one-third divided among the 14 municipalities within Lake County. Consideration could be given to the allocation of the revenues from the sales tax. Several options exist including dedicating the sales tax revenues to transportation. Lake County currently utilizes its third of the penny by committing half the proceeds to capital projects such as facilities and the other half to road maintenance. Municipalities are not currently committing any of their portions to road capacity or maintenance. It is suggested that this revenue source, due to the scale of magnitude of the funds potentially generated, could address major roadway capacity needs. This option could prove to be quite effective in filling any major transportation funding gaps. This voter-decided option is a long-term option and could signify a major shift in transportation funding policy for Lake County should a greater portion be committed to transportation.

### *Unfunded Needs*

The long term strategies for addressing unfunded transportation needs include:

- Continued coordination with member jurisdictions to seek public-private partnerships to fund future roadway, transit and bicycle and pedestrian needs associated with new growth plans.
- Continued emphasis on exploring creative funding strategies and approaches to increase local revenues for transportation funding.
- Continued coordination with member jurisdictions on coordinated land use and transportation planning to encourage non-vehicular modes of travel.

*For additional information on*

# TRANSPORTATION 2035:

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