

OCTOBER 2017

Contact: Vickie.Wyche@dot.state.fl.us

(386) 943-5185

**LAKE COUNTY
CONSTRUCTION IN PROGRESS**

238275-2-52-01 SR 46 from West of US 441 to East of Vista View Lane (Section 3B)

238275-3-52-01 SR 46 from East of Vista View Lane to East of Round Lake Road (Section 3A)

SR 46/US 441 Interchange Reconstruction

NTP given on 8/29/2017 to start within 60 days.

LANE CLOSURE: No Lane closures anticipated

238319-2-52-01

SR 19 Over Little Lake Harris Bridge #110026 – new Bridge construction/approach, drainage system, pond construction, privacy wall, signing and pavement marking, lighting, sidewalk, driveway.

Estimated completion date: January 23, 2020 – 11% complete

Time/work began: 6/15/2017 (D/B Team started working on design) Actual construction starts 10/2017

Leware Construction Company of Florida, Inc.

Project cost: \$22.2

LANE CLOSURE: No Lane closures anticipated

238422-1-52-01

SR 25/US 27 from N. Boggy Marsh Road to N. of Lake Louisa Road. Add lanes and reconstruct

Estimated completion date: October 11, 2018 – 61% COMPLETE

Ranger Construction

Project cost: \$37,503,443.23 - Time/work began: 2/14/2016

LANE CLOSURES: March 5th, 2017 to October 1st, 2018

Two inside northbound lane closure on US 27 from south of Margaux Drive to north of Lake Louisa Road for 24 hours a day.

430651-1-52-01

SR 44 from SR 25/US 27/14th Street to SR 500 (US 441)

Resurfacing of the roadway pavement, sidewalk improvements, and the addition of a median separating opposing traffic directions.

Estimated completion date: March 15, 2018 – 13% COMPLETE

D.A.B. Constructors, Inc.

Project cost: \$2.9 million

LANE CLOSURES: No Lane closures anticipated

432333-1-52-01

SR 25/500 (US 441) from Avenida Central/Griffin Avenue to Sumter County Line – Milling and Resurfacing

Estimated completion date: December 7, 2017 – 57% COMPLETE

D.A.B. Constructors, Inc.

Project cost: \$2.0

LANE CLOSURES: No Lane closures anticipated

434658-1-52-01

SR 50 from North Bay Lake Avenue to Fiske Avenue

Drainage improvements (flooding issues)

Time/work began: 7/5/2017

DAB Constructors, Inc.

Estimated completion date: October 12, 2017 – 91% complete

Project cost: \$350,000

LANE CLOSURES: No Lane closures anticipated

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LAKE COUNTY
Other Projects Pending

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Construction funded FY 2020 estimate \$33 million.
2. **SR 500 (US 441) from Perkins Street to SR 44** (FM238394-3) Construction not funded.
3. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2017/2022. (FM 429356-1) 429356-2 US 441 Utility Relocation, JPA with City of Mt. Dora FY 2017. Construction not funded
4. **SR 44 (CR 44B) from SR 500 (US 441) to SR 44** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870-1). Right of way FY 2014/16. Construction not funded.
5. **SR 19 from CR 48 to CR 561** - An environmental study (PD&E complete 4/2015) into possible widening along the 4.7 miles from CR 48 to CR 561 (FM No. 238319-1). Design estimate \$2.9 million in FY 2014/17. Construction not funded
6. **CR 466A (Miller St.) Lake-Sumter County Line to US 27** - A \$8.7 million TRIP grant to Lake County Right-of-Way funds in FY 2014 (FM 430253-1). Construction on Segment (2). JPA with Lake County (ROW) 2014
7. **CR 466A (Miller St.) from US 27 to Sunny Court** – A \$5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2015. JPA with Lake County.
8. **CR 466A (Miller Street) Phase 3 from Cut-off Road to Sunny Court** - \$2.5 million grant for Right-of-Way in Fiscal Year 2016 (FM 430253-3). LAP with Lake County. (Construction on FM430253-4).

OCTOBER 2017

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SUMTER COUNTY
CONSTRUCTION IN PROGRESS

242626-3-52-01:

I-75 from South of CR 470 to SR 91 (FL Turnpike) in Sumter County

Widening of 4-lane divided Highway to 6-lane divided Highway (7.59 miles)

Estimated completion date: November 21, 2017 - 95% complete

Time/work began: 2/26/2015

Project cost: \$43.1 million

LANE CLOSURES: No lane closures anticipated

240418-2:

SR 48 reconstruction from E. of I-75 Ramps to CR 475 (Main Street) and US 301 Mill & Resurface from S. of Cherokee Ave. to Noble Ave. in Sumter county – Add Lanes and Rehabilitate Pavement (1.365 miles)

Estimated completion date: September 28, 2017 – 100%

Signal work /signs continue to be installed, contractor continue to work on punch list, and flooding issues @ Marathon station.

LANE CLOSURES:

433959-1-52-01

State Road 35/US 301 begins south of Cherokee Avenue and ends just north of Noble Avenue. (Bushnell) (0.906)

Estimated completion date: Summer 2017

Milling and resurfacing the four-lane, undivided roadway and parking shoulders, and providing sidewalk improvements at several locations to meet ADA requirements

Project cost: \$8.8 mill

LANE CLOSURES: No Lane closures anticipated.

Other Projects Pending

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/20 (FM No. 430132-1).
2. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)
3. **CR 466W from CR 209 to US 301** – A \$1.6 million grant to Sumter County in FY 2015 for resurfacing existing pavement (Super Pave), remark Pavement and Sod. JPA with Sumter County (FM No. 428443-1).

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4. **CR 475 from C-470 to CR 542** - A \$3.26 million grant to Sumter County in FY 2015/16 for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). JAP with Sumter County
5. **CR 673 from US 301 to I-75** – A \$2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.



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Project Website:
www.d5wpph.com

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Project 1: SR 44

From East of Britt Rd to East of Valley Hill Ln

- **FM No.:** 439142-1
- **Work Mix:** Resurfacing
- **Phase:** Design / Construction
- **Year Funded:** FY 2019 / 2021
- **Cost:** \$780,000 / \$3.63 M

Project Addition



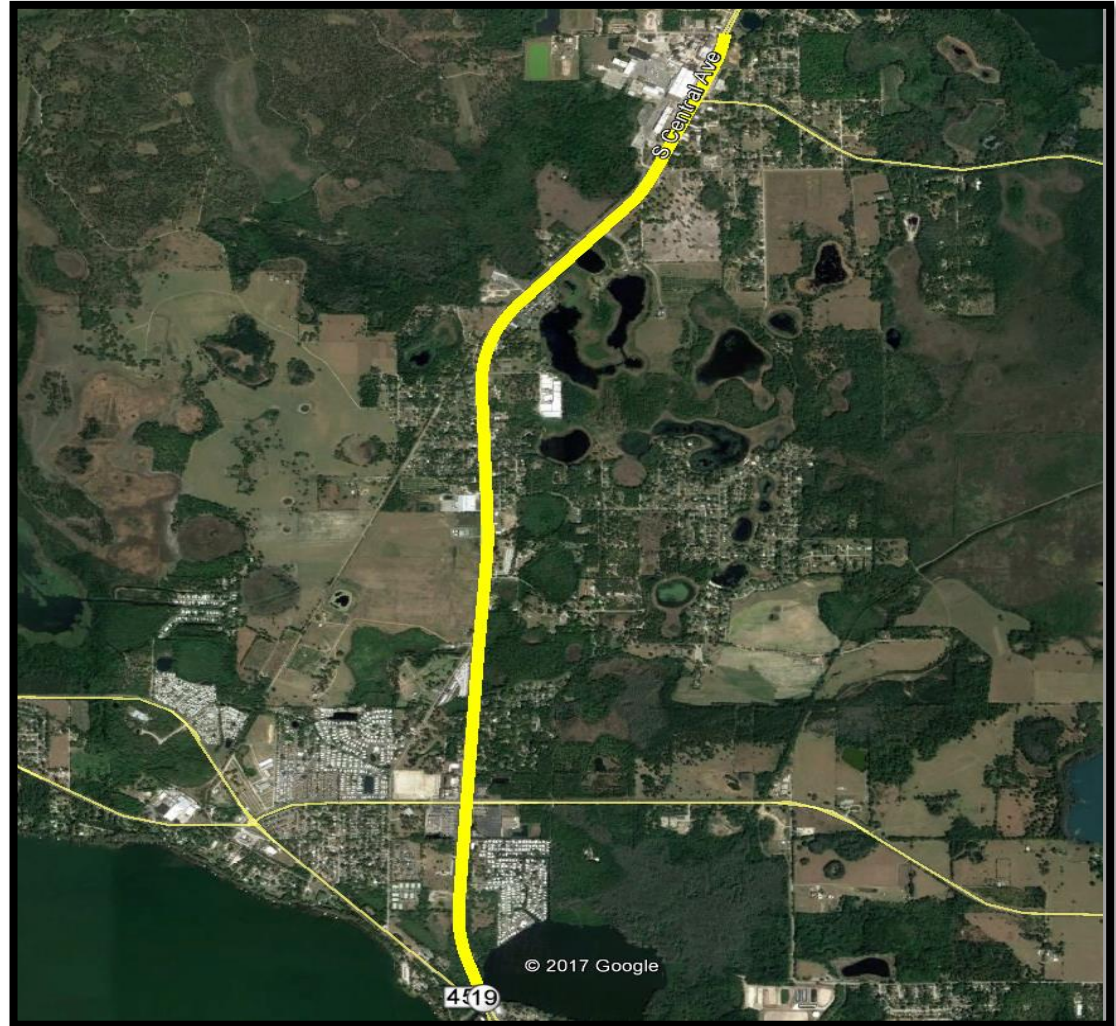


Project 2: SR 19

From CR 452 to Golden Gem Dr, S of Umatilla

- **FM No.:** 441135-1
- **Work Mix:** Resurfacing
- **Phase:** Design / Construction
- **Year Funded:**
 - Design - FY 2019
 - Construction - FY 2021
- **Cost:**
 - Design - \$1.01 M
 - Construction - \$5.88 M

Project Addition



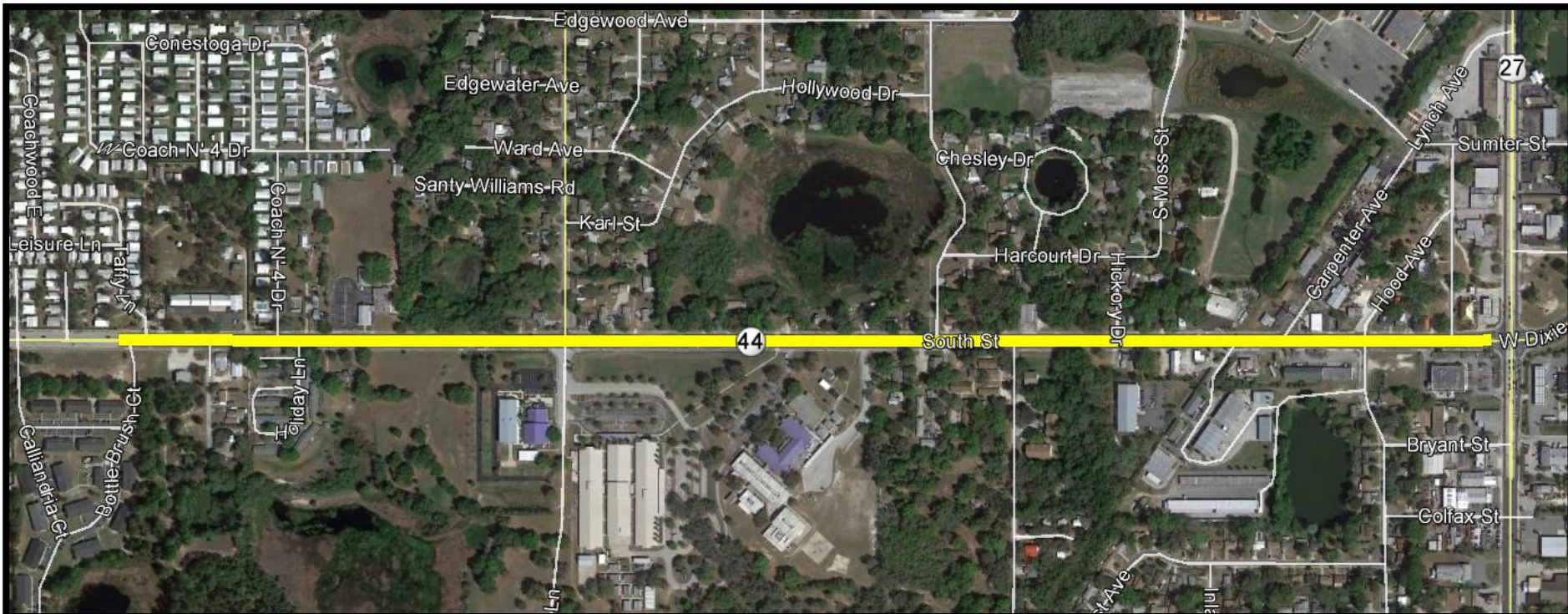


Project 3: SR 44 / South Street

From Bottle Brush Court to US 27

- **FM No.:** 441137-1
- **Work Mix:** Resurfacing
- **Phase:** Design / Construction
- **Year Funded:** FY 2019 / FY 2021
- **Cost:** \$813,000 / \$2.70 M

Project Addition





Project 4: CR 42

From SR 44 to Marion County

- **FM No.:** 441364-2
- **Work Mix:** Safety Project
- **Phase:** Construction
- **Year Funded:** FY 2021
- **Cost:** \$1.67 Million

Project Addition

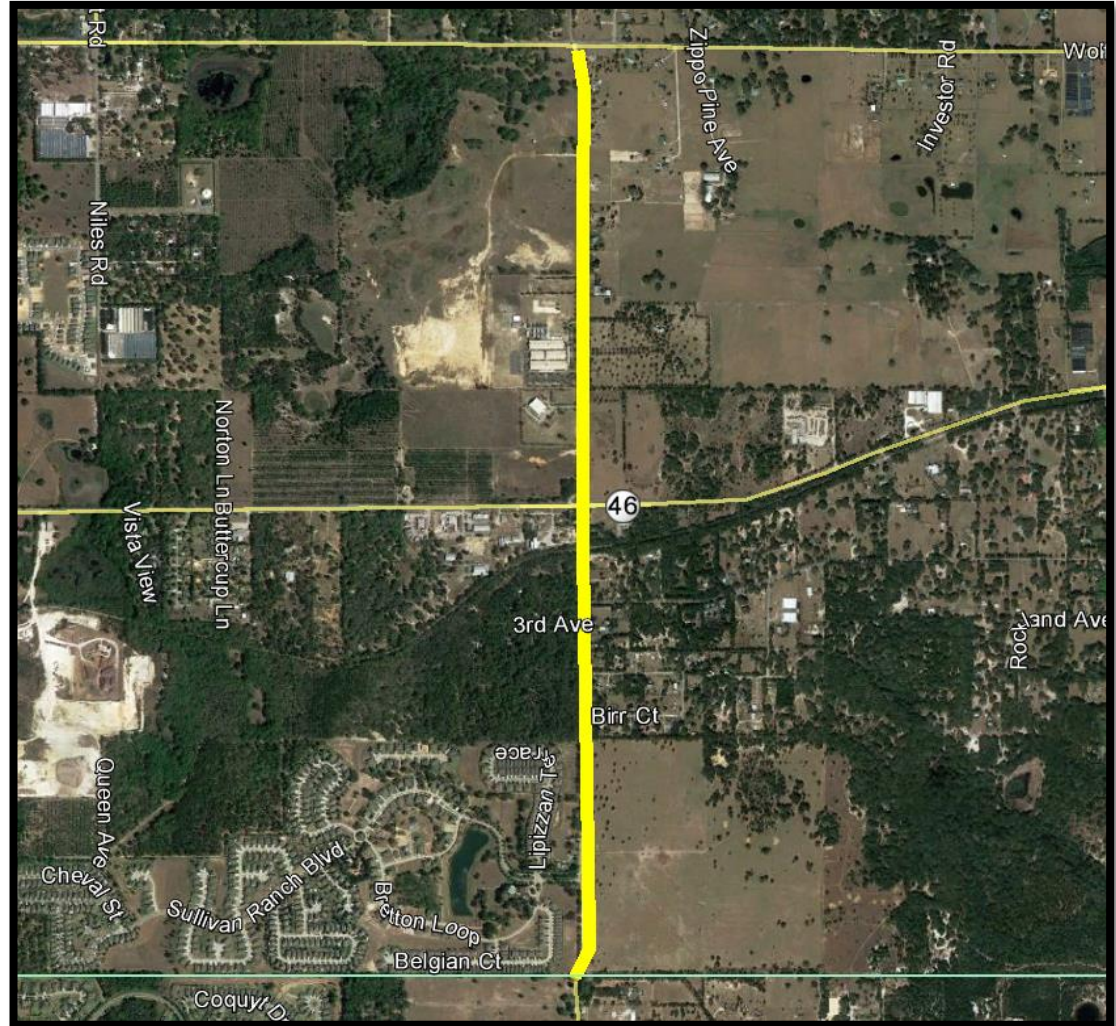




Project 5: Round Lake Rd Wide & Extend From Lake/Orange Co. Line to SR 44

- **FM No.:** 441710-1
- **Work Mix:** New Road Construction
- **Phase:** Design
- **Year Funded:** FY 2020
- **Cost:** \$589,136

Project Addition



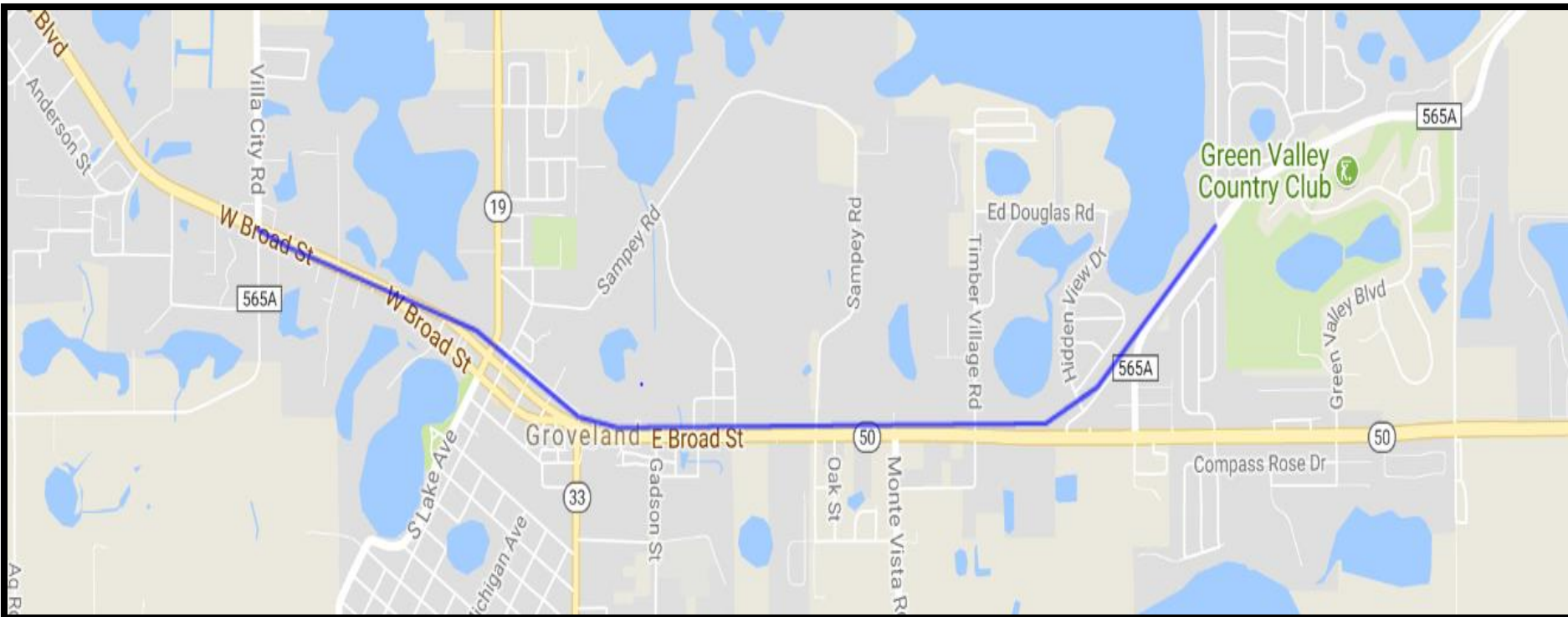


Project 6: South Lake Trail Ph 3B

From 2nd St to Silver Eagle Rd

- **FM No.:** 422570-3
- **Work Mix:** Bike Path / Trail
- **Phase:** ROW / Construction
- **Year Funded:**
 - ROW - Deferred from FY 2020 to FY 2022
 - Construction – Deferred from FY 2022 to FY 2024
- **Cost:** \$3.08 Million / \$2.24 Million

Deferred Project



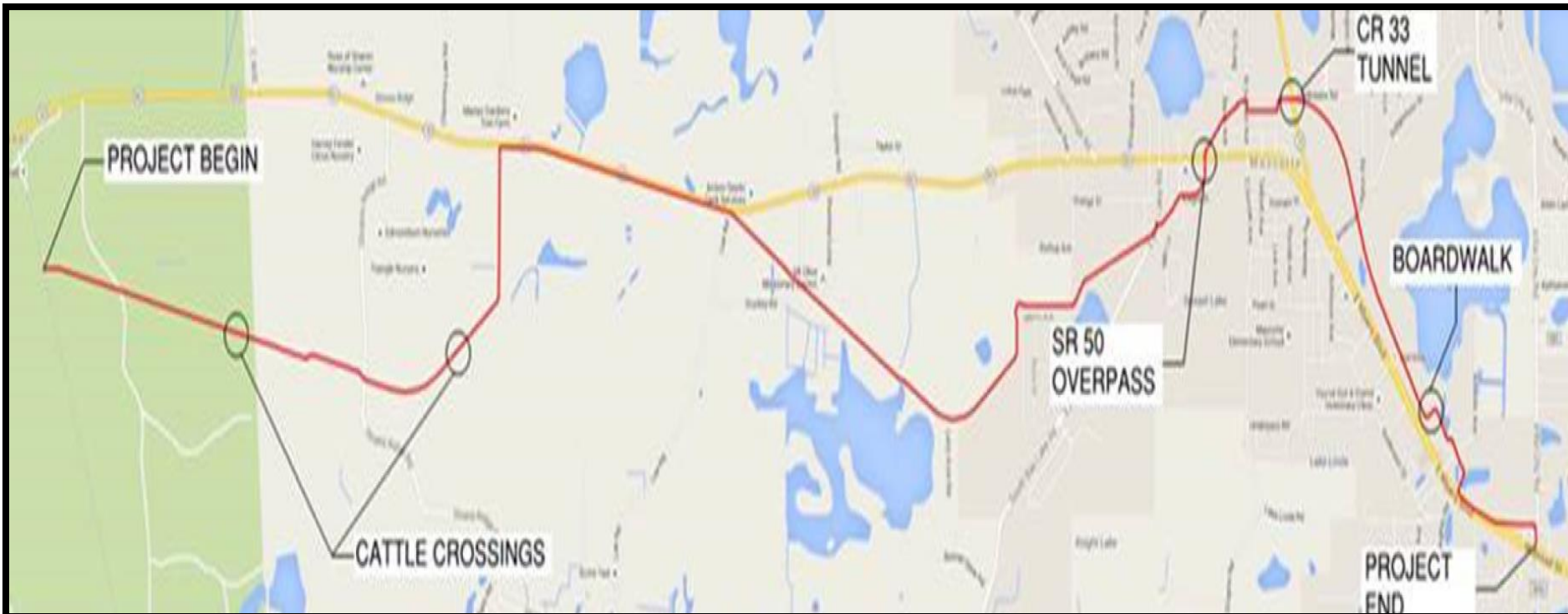


Project 7: South Lake Trail Ph 4

From Van Fleet Trail to Villa City Rd (CR 565)

- **FM No.:** 435893-1
- **Work Mix:** Bike Path / Trail
- **Phase:** ROW / Construction
- **Year Funded:**
 - ROW – Deferred from FY 2018-2023 to FY 2021-2025
 - Construction – Deferred from FY 2022 to FY 2025
- **Cost:** \$9.97 Million / \$13.7 Million

Deferred Project





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SUMTER COUNTY

A blue silhouette of Sumter County, Florida, is centered on the page. The text "SUMTER COUNTY" is overlaid on the map in a bold, grey, sans-serif font.

D5 WPPH 2017

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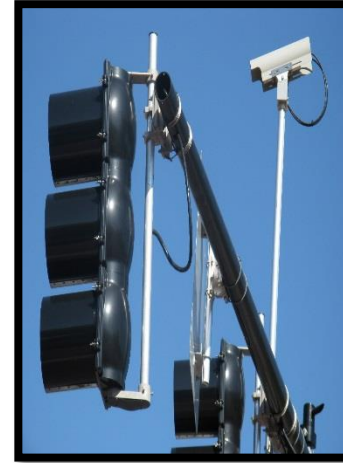


Project 1: Sumter County ITS Architecture Study - Countywide

- **FM No.:** 436365-1
- **Work Mix:** ITS
Communication System
- **Phase:** Design
- **Year Funded:** FY 2019
- **Cost:** \$100,000

Project Addition

Sumter County



ITS Architecture Study



Project 2: SR 44

From NW 68th Blvd to End of Rural Section

- **FM No.:** 441014-1
- **Work Mix:** Resurfacing
- **Phase:** Design / Construction
- **Year Funded:** FY 2019 / FY 2021
- **Cost:** \$510,000 / \$11.88 M

Project Addition



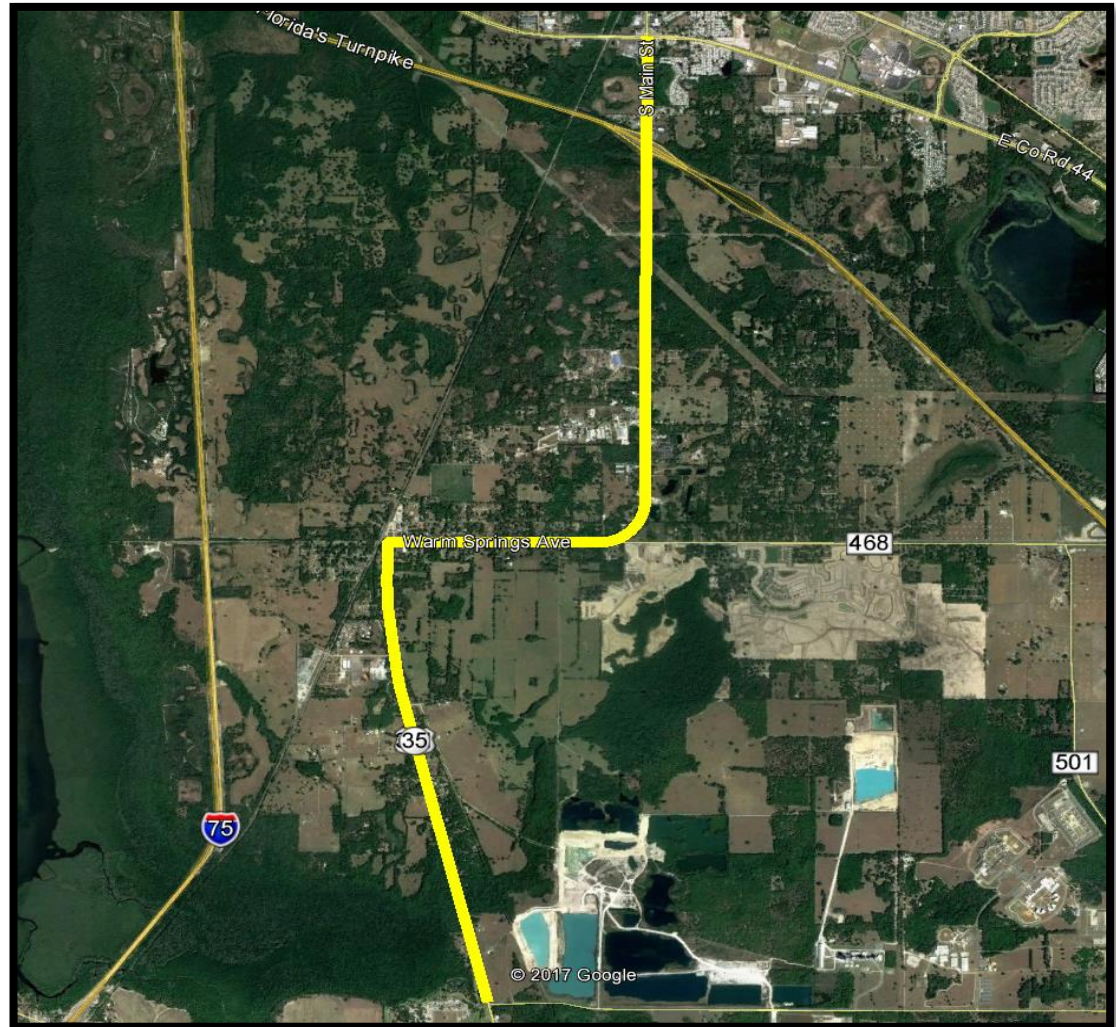


Project 3: SR 35 (US 301)

From CR 470 to SR 44

- **FM No.:** 430132-1
- **Work Mix:** Add Lanes and Reconstruct
- **Phase:** Design
- **Year Funded:** Deferred from FY 2020 to FY 2021
- **Cost:** \$2.98 Million

Deferred Project



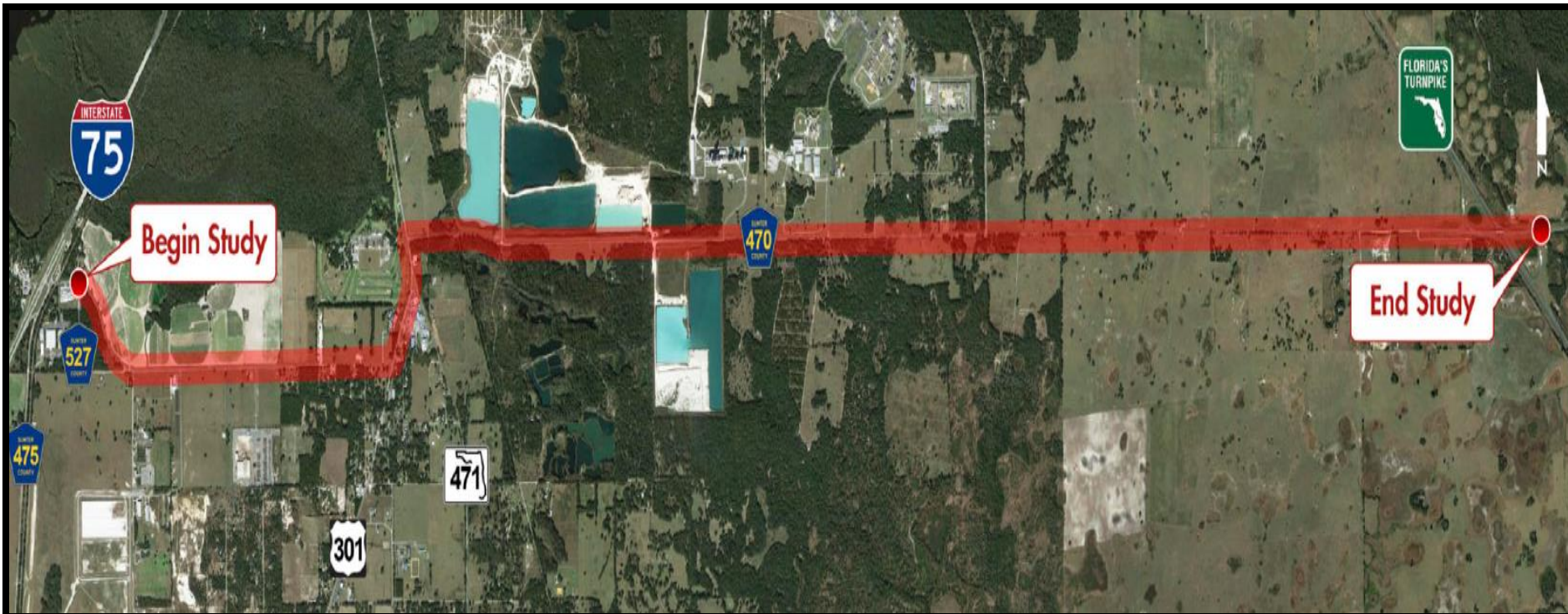


Project 4: C-470

From CR 527 to SR 91 (FL Turnpike)

- **FM No.:** 434912-1
- **Work Mix:** Add Lanes & Rehabilitate Pvmnt
- **Phase:** Design
- **Year Funded:** Deferred from FY 2020 to FY 2021
- **Cost:** \$5.14 Million

Deferred Project





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Project Website:
www.d5wpph.com

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Contact Information

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Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



DISTRICT FIVE PROJECT OVERVIEW

Florida's Turnpike Enterprise continues to make significant project investments in District Five. In FY 2017 and FY 2018, current Turnpike projects total over \$419 million within Brevard, Osceola, Orange, Lake, Seminole and Sumter Counties.

The following summarizes project phase information that is referenced in subsequent project tables.

Phase		Funding Code
ENV	Environmental	C2, C8
PDE	Project Development and Environment	21, 22
PE	Preliminary Engineering	31, 32
ROW	Right of Way	41, 43, 45, 4B
RRU	Railroad and Utilities	56, 57
CST	Construction	52, 53, 54, 58, 61, 62
DSB	Design-Build	52, 53, 54, 58, 61, 62

Summary of Major Project Funding by Project Type

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2018/19 through FY 2022/23) that are located in District Five.

Project Type	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
New Road Construction	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
New Interchange	\$0	\$2,956,000	\$7,110,000	\$57,060,000	\$1,550,000	\$68,676,000
Add Lanes & Reconstruction	\$49,398,000	\$9,153,000	\$218,475,000	\$287,641,000	\$285,993,000	\$850,660,000
Interchange Improvements	\$14,663,000	\$9,463,000	\$4,100,000	\$55,065,000	\$0	\$83,291,000
Resurfacing	\$25,837,000	\$94,104,000	\$103,017,000	\$2,397,000	\$0	\$225,355,000
Other	\$465,000	\$8,736,000	\$0	\$0	\$0	\$9,201,000
All-Electronic Tolling	\$89,367,000	\$15,700,000	\$0	\$0	\$0	\$105,067,000
Total	\$179,730,000	\$160,112,000	\$332,702,000	\$402,163,000	\$287,543,000	\$1,362,250,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



Summary of Major Projects by County

The major Turnpike project expenditures by county in the Tentative Five-Year Work Program are shown in the following table. The five-year funding amount for All-Electronic Tolling (AET) Phase 8 (\$89,423,000), a major regional project spanning Palm Beach, Martin, St. Lucie, and Indian River Counties in District Four, Okeechobee County in District One, and Osceola County in District Five, is included in the "Regional" row. Also included in this row is the funding for AET Conversion along the Northern Coin System (\$15,644,000) through various counties within District Five.

County	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Lake	\$34,582,000	\$22,783,000	\$151,503,000	\$6,468,000	\$279,093,000	\$494,429,000
Orange	\$36,280,000	\$59,758,000	\$59,122,000	\$71,524,000	\$1,550,000	\$228,234,000
Osceola	\$8,540,000	\$44,025,000	\$51,098,000	\$320,503,000	\$6,900,000	\$431,066,000
Seminole	\$10,461,000	\$15,037,000	\$12,475,000	\$0	\$0	\$37,973,000
Sumter	\$500,000	\$2,809,000	\$58,504,000	\$3,668,000	\$0	\$65,481,000
Regional	\$89,367,000	\$15,700,000	\$0	\$0	\$0	\$105,067,000
Total	\$179,730,000	\$160,112,000	\$332,702,000	\$402,163,000	\$287,543,000	\$1,362,250,000

Lake County Projects

W Widen the Turnpike / SR 91 between the Orange / Lake County Line (MP 274) and Minneola (MP 278)
FPN: 435785-1

The project widens a segment of the Turnpike / SR 91 between the Orange / Lake County Line and the Minneola interchange. The widening will increase the number of travel lanes from four to eight. These new lanes will be express lanes. Work includes pavement widening, and milling and resurfacing. Project Length: 5.1 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$1,260,000	\$0	\$0	\$0	\$0	\$1,260,000
PE	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000
ROW	\$4,119,000	\$0	\$0	\$0	\$0	\$4,119,000
RRU	\$0	\$20,000	\$0	\$0	\$0	\$20,000
CST	\$0	\$0	\$129,907,000	\$900,000	\$0	\$130,807,000
Total	\$7,179,000	\$20,000	\$129,907,000	\$900,000	\$0	\$138,006,000



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23

Summary of Projects

FDOT District Five



W Widen the Turnpike / SR 91 between Minneola (MP 278) and US 27 (MP 289)
FPN: 435786-1

The project widens a segment of the Turnpike / SR 91 between the Minneola interchange and the US 27. The widening will increase the number of travel lanes from four to eight. These new lanes will be express lanes. Work includes pavement widening, and milling and resurfacing. Project Length: 10.3 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$1,060,000	\$0	\$0	\$0	\$0	\$1,060,000
PE	\$22,237,000	\$0	\$0	\$0	\$0	\$22,237,000
ROW	\$0	\$0	\$3,464,000	\$0	\$0	\$3,464,000
RRU	\$0	\$0	\$0	\$2,450,000	\$0	\$2,450,000
CST	\$0	\$0	\$0	\$0	\$279,093,000	\$279,093,000
Total	\$23,297,000	\$0	\$3,464,000	\$2,450,000	\$279,093,000	\$308,304,000

W Widen the Turnpike / SR 91 between US 27 (MP 289) and Lake / Sumter County Line (MP 298)
FPN: 435787-1

The project widens a segment of the Turnpike / SR 91 between US 27 and the Lake / Sumter County Line. The widening will increase the number of travel lanes from four to eight. These new lanes will be express lanes. Work includes pavement widening, and milling and resurfacing. Project Length: 8.5 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$0	\$1,060,000	\$0	\$0	\$0	\$1,060,000
PE	\$0	\$0	\$18,132,000	\$0	\$0	\$18,132,000
ROW	\$0	\$0	\$0	\$3,118,000	\$0	\$3,118,000
Total	\$0	\$1,060,000	\$18,132,000	\$3,118,000	\$0	\$22,310,000

R Reconstruct and resurface Turnpike / SR 91 from MP 284.4 to MP 285.5
FPN: 437167-2

The project provides roadway improvements on the Turnpike / SR 91 from MP 284.4 to MP 285.5. Work includes improvements to the northbound and southbound travel lanes and shoulders to address the pavement settlement and southbound outside shoulder pavement distress. Project Length: 1.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
CST	\$1,960,000	\$0	\$0	\$0	\$0	\$1,960,000
Total	\$1,960,000	\$0	\$0	\$0	\$0	\$1,960,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



R Resurface the Turnpike / SR 91 from Minneola (MP 278) to south of Leesburg Toll Plaza (MP 288)
FPN: 440294-1,2

This project resurfaces a segment of the Turnpike / SR 91 from Minneola to south of the Leesburg Toll Plaza. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 8.7 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$2,146,000	\$0	\$0	\$0	\$0	\$2,146,000
CST	\$0	\$21,703,000	\$0	\$0	\$0	\$21,703,000
Total	\$2,146,000	\$21,703,000	\$0	\$0	\$0	\$23,849,000

Orange County Projects

I New Interchange on the Turnpike / SR 91 at Sand Lake Road / SR 482 (MP 257)
FPN: 433663-1

The project constructs a new interchange on the Turnpike / SR 91 at Sand Lake Road / SR 482. This will be a full interchange, with access to / from the Turnpike / SR 91 in both the northbound and southbound directions.

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$0	\$0	\$110,000	\$0	\$0	\$110,000
ROW	\$0	\$2,956,000	\$0	\$0	\$0	\$2,956,000
RRU	\$0	\$0	\$7,000,000	\$0	\$0	\$7,000,000
CST	\$0	\$0	\$0	\$57,060,000	\$1,550,000	\$58,610,000
Total	\$0	\$2,956,000	\$7,110,000	\$57,060,000	\$1,550,000	\$68,676,000

W Widen the Turnpike / SR 91 between south of Clermont / SR 50 (MP 272) and the Orange / Lake County Line (MP 274)
FPN: 435784-1

The project widens a segment of the Turnpike / SR 91 from south of Clermont / SR 50 to the Orange / Lake County Line. The widening will increase the number of travel lanes from four to eight. The new lanes will be express lanes. The project will be combined with Lake County project (FPN: 435785-1) and will extend north to Minneola (MP 278). Project Length: 2.8 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$10,000	\$0	\$0	\$0	\$0	\$10,000
PE	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
ROW	\$3,305,000	\$0	\$0	\$0	\$0	\$3,305,000
CST	\$0	\$0	\$47,912,000	\$2,700,000	\$0	\$50,612,000
Total	\$4,715,000	\$0	\$47,912,000	\$2,700,000	\$0	\$55,327,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
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Interchange Improvements on the Turnpike / SR 91 at I-4 (MP 259)
FPN: 437166-2

This is an interchange improvement project on the Turnpike / SR 91 at I-4. This project constructs direct connect ramps from southbound on the Turnpike / SR 91 to the westbound I-4 express lanes and from northbound on the Turnpike / SR 91 to the eastbound I-4 express lanes. This project will improve traffic operations and safety at the interchange.

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
DSB	\$0	\$4,551,000	\$0	\$0	\$0	\$4,551,000
Total	\$0	\$4,551,000	\$0	\$0	\$0	\$4,551,000



Interchange Improvements on the Turnpike / SR 91 at SR 528 / Orlando South (MP 254)
FPN: 438547-1

This is an interchange improvement project which will construct a direct connection between the Turnpike / SR 91, SR 528 and US 17/92/441, eliminating weaving maneuvers and shortening the length of movements between roadways.

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$14,663,000	\$0	\$0	\$0	\$0	\$14,663,000
ROW	\$0	\$0	\$0	\$11,764,000	\$0	\$11,764,000
RRU	\$0	\$0	\$4,100,000	\$0	\$0	\$4,100,000
Total	\$14,663,000	\$0	\$4,100,000	\$11,764,000	\$0	\$30,527,000



Resurface Turnpike / SR 91 between north of SR 50 (MP 267B) and north of SR 50 (MP 272)
FPN: 439457-1

The project resurfaces a segment of the Turnpike / SR 91 between north of the SR 50 / Ocoee interchange and north of the SR 50 / Winter Garden / Clermont interchange. This is a pavement only project. Work includes milling and resurfacing, and pavement marking improvements. Project Length: 3.9 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
CST	\$14,271,000	\$0	\$0	\$0	\$0	\$14,271,000
Total	\$14,271,000	\$0	\$0	\$0	\$0	\$14,271,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



R Resurface the Turnpike / SR 91 between north of I-4 (MP 259) and south of SR 429 (MP 267A)
 FPN: 440293-1,2

The project resurfaces a segment of the Turnpike / SR 91 between north of I-4 and south of SR 429. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 6.9 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$2,166,000	\$0	\$0	\$0	\$0	\$2,166,000
CST	\$0	\$23,515,000	\$0	\$0	\$0	\$23,515,000
Total	\$2,166,000	\$23,515,000	\$0	\$0	\$0	\$25,681,000

O Tandem Truck Staging Lot at Turkey Lake Service Plaza (MP 263)
 FPN: 441309-1

This project will relocate the existing Tandem Truck Staging Lot at I-4 to the Turkey Lake Service Plaza. The work includes concrete pavement design, potential Turnpike NB mainline off-ramp widening, pond reconstruction near the Hiawasse Road overpass and within the Turkey Lake Service Plaza, roadside ditch reconstruction, and lighting improvements at the plaza.

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$450,000	\$0	\$0	\$0	\$0	\$450,000
RRU	\$15,000	\$0	\$0	\$0	\$0	\$15,000
CST	\$0	\$8,736,000	\$0	\$0	\$0	\$8,736,000
Total	\$465,000	\$8,736,000	\$0	\$0	\$0	\$9,201,000

N Construct new facility between Woodbury Road and SR 520 (Colonial Parkway / SR 504)
 FPN: 440314-1

The project constructs a new four-lane, limited access toll facility between Woodbury Road and SR 520 along SR 50 / Colonial Drive in Orange County. Project Length: 7.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000
Total	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23

Summary of Projects

FDOT District Five



Osceola County Projects



Widen the Turnpike / SR 91 between US 192/441 (MP 242) and Osceola Parkway (MP 249)
 FPN: 436194-1

The project widens a segment of the Turnpike / SR 91 between US 192/441 and Osceola Parkway. The widening will increase the number of travel lanes from four to eight. The new lanes will be express lanes. Work includes pavement widening, milling and resurfacing, bridge reconstruction, and roadside safety enhancements. Project Length: 6.9 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$150,000	\$0	\$0	\$0	\$0	\$150,000
ROW	\$1,437,000	\$1,223,000	\$0	\$0	\$0	\$2,660,000
RRU	\$0	\$0	\$0	\$10,000,000	\$0	\$10,000,000
CST	\$0	\$0	\$0	\$262,605,000	\$6,900,000	\$269,505,000
Total	\$1,587,000	\$1,223,000	\$0	\$272,605,000	\$6,900,000	\$282,315,000



Resurface the Turnpike / SR 91 between south of Three Lakes Toll Plaza (MP 236) and south of Kissimmee Park Road (MP 240)
 FPN: 436516-1,3

The project resurfaces a segment of the Turnpike / SR 91 between south of Three Lakes Toll Plaza and south of Kissimmee Park Road. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 3.8 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$628,000	\$0	\$0	\$0	\$0	\$628,000
CST	\$0	\$7,396,000	\$0	\$0	\$0	\$7,396,000
Total	\$628,000	\$7,396,000	\$0	\$0	\$0	\$8,024,000



Resurface the Western Beltway from MP 0 to MP 5.3
 FPN: 440289-1,2

The project resurfaces the Western Beltway / SR 429 from MP 0 to MP 5.3. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 5.3 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PDE	\$0	\$400,000	\$0	\$0	\$0	\$400,000
PE	\$0	\$0	\$1,249,000	\$0	\$0	\$1,249,000
CST	\$0	\$0	\$46,000	\$405,000	\$0	\$451,000
Total	\$0	\$400,000	\$1,295,000	\$405,000	\$0	\$2,100,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



R Resurface the Western Beltway / SR 429 from MP 5.3 to MP 11
FPN: 440290-1,2

The project resurfaces the Western Beltway / SR 429 from MP 5.3 to MP 11. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 5.7 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PDE	\$0	\$400,000	\$0	\$0	\$0	\$400,000
PE	\$0	\$0	\$1,242,000	\$0	\$0	\$1,242,000
CST	\$0	\$0	\$46,000	\$405,000	\$0	\$451,000
Total	\$0	\$400,000	\$1,288,000	\$405,000	\$0	\$2,093,000

R Resurface the Turnpike / SR 91 from MP 288.7 to MP 297.9
FPN: 440295-1,2

The project resurfaces the Turnpike / SR 91 from MP 288.7 to MP 297.9. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 9.2 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PDE	\$400,000	\$0	\$0	\$0	\$0	\$400,000
PE	\$0	\$1,437,000	\$0	\$0	\$0	\$1,437,000
CST	\$0	\$0	\$15,395,000	\$0	\$0	\$15,395,000
Total	\$400,000	\$1,437,000	\$15,395,000	\$0	\$0	\$17,232,000

R Resurface the Turnpike / SR 91 from MP 190.5 to MP 198.5
FPN: 440700-1,2

The project resurfaces the Turnpike / SR 91 from MP 190.5 to MP 198.5. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 8.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$1,550,000	\$0	\$0	\$0	\$0	\$1,550,000
CST	\$0	\$18,704,000	\$0	\$0	\$0	\$18,704,000
Total	\$1,550,000	\$18,704,000	\$0	\$0	\$0	\$20,254,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



Widen the Turnpike / SR 91 from south of Kissimmee Park Road (MP 238) to US 192/441 (MP 242)
FPN: 441224-1

The project widens a segment of the Turnpike / SR 91 from south of Kissimmee Park Road to US 192/441. The widening will increase the number of travel lanes from four to eight. The new lanes will be express lanes. Work includes pavement widening, milling and resurfacing, bridge reconstruction, and roadside safety enhancements. Project Length: 4.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$0	\$0	\$0	\$600,000	\$0	\$600,000
PDE	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
PE	\$2,375,000	\$6,600,000	\$0	\$0	\$0	\$8,975,000
ROW	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000
RRU	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Total	\$3,875,000	\$6,850,000	\$0	\$2,200,000	\$0	\$12,925,000



Interchange Improvements on the Turnpike / SR 91 at Kissimmee Park Road (MP 240)
FPN: 441224-2

The project improves the interchange on the Turnpike / SR 91 at Kissimmee Park Road. The project will complete the interchange, providing full access for traffic to and from the north as well as to and from the south. The PD&E and design for the interchange modification will be conducted concurrently.

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ROW	\$0	\$4,912,000	\$0	\$0	\$0	\$4,912,000
CST	\$0	\$0	\$0	\$43,301,000	\$0	\$43,301,000
Total	\$0	\$4,912,000	\$0	\$43,301,000	\$0	\$48,213,000



Resurface the Turnpike / SR 91 from MP 227.0 to MP 235.0
FPN: 441718-1,2

The project resurfaces the Turnpike / SR 91 from MP 227.0 to MP 235.0 Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 8.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PDE	\$500,000	\$0	\$0	\$0	\$0	\$500,000
PE	\$0	\$2,203,000	\$0	\$0	\$0	\$2,203,000
CST	\$0	\$0	\$31,420,000	\$0	\$0	\$31,420,000
Total	\$500,000	\$2,203,000	\$31,420,000	\$0	\$0	\$34,123,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



R Resurface the Turnpike / SR 91 from MP 198.5 to MP 207.0
FPN: 441719-1,-2

The project resurfaces the Turnpike / SR 91 from MP 198.5 to MP 207.0. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 7.5 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PDE	\$0	\$500,000	\$0	\$0	\$0	\$500,000
PE	\$0	\$0	\$1,700,000	\$0	\$0	\$1,700,000
CST	\$0	\$0	\$0	\$1,587,000	\$0	\$1,587,000
Total	\$0	\$500,000	\$1,700,000	\$1,587,000	\$0	\$3,787,000

Seminole County Projects

P W Widen the Seminole Expressway / SR 417 from Orange / Seminole County Line (MP 37) to Aloma Ave
FPN: 429335-3

The project widens a segment of the Seminole Expressway / SR 417 from the Orange/Seminole County Line to Aloma Avenue. The widening is a partnership project between Florida's Turnpike Enterprise and the Central Florida Expressway Authority. Work includes pavement widening, milling and resurfacing, bridge reconstruction, and roadside safety enhancements. Project Length: 1 mile

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
CST	\$8,745,000	\$0	\$0	\$0	\$0	\$8,745,000
Total	\$8,745,000	\$0	\$0	\$0	\$0	\$8,745,000

R Resurface Seminole Expressway / SR 417 between Aloma Avenue / SR 426 (MP 38) and SR 434 (MP 44)
FPN: 440291-1,2

The project resurfaces a segment of the Seminole Expressway / SR 417 between Aloma Avenue / SR 426 and SR 434. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 6.5 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$1,316,000	\$0	\$0	\$0	\$0	\$1,316,000
CST	\$0	\$14,113,000	\$0	\$0	\$0	\$14,113,000
Total	\$1,316,000	\$14,113,000	\$0	\$0	\$0	\$15,429,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



R Resurface Seminole Expressway / SR 417 from MP 44.5 to MP 49.9
FPN: 440292-1,2

The project resurfaces a segment of the Seminole Expressway / SR 417 from MP 44.5 to MP 49.9. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 5.4 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$0	\$924,000	\$0	\$0	\$0	\$924,000
PDE	\$400,000	\$0	\$0	\$0	\$0	\$400,000
CST	\$0	\$0	\$12,475,000	\$0	\$0	\$12,475,000
Total	\$400,000	\$924,000	\$12,475,000	\$0	\$0	\$13,799,000

Sumter County Projects

W Widen the Turnpike / SR 91 between Lake / Sumter County Line (MP 298) to County Road 468 (MP 301)
FPN: 435788-1

The project widens a segment of the Turnpike / SR 91 between the Lake / Sumter County Line to County Road 468. The widening will increase the number of travel lanes from four to eight. The new lanes will be express lanes. Work includes pavement widening, milling and resurfacing, bridge reconstruction, and roadside safety enhancements. Project Length: 3.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$0	\$0	\$75,000	\$0	\$0	\$75,000
PE	\$0	\$0	\$6,221,000	\$0	\$0	\$6,221,000
ROW	\$0	\$0	\$0	\$1,334,000	\$0	\$1,334,000
Total	\$0	\$0	\$6,296,000	\$1,334,000	\$0	\$7,630,000

W Widen the Turnpike / SR 91 from County Road 468 (MP 301) to I-75 (MP 309)
FPN: 435789-1

The project widens a segment of the Turnpike / SR 91 from County Road 468 to I-75. The widening will increase the number of travel lanes from four to eight. The new lanes will be express lanes. Work includes pavement widening, milling and resurfacing, bridge reconstruction, and roadside safety enhancements. Project Length: 8.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$0	\$0	\$1,525,000	\$0	\$0	\$1,525,000
PE	\$0	\$0	\$11,239,000	\$0	\$0	\$11,239,000
ROW	\$0	\$0	\$0	\$2,334,000	\$0	\$2,334,000
Total	\$0	\$0	\$12,764,000	\$2,334,000	\$0	\$15,098,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



R Resurface Turnpike / SR 91 from MP 297.9 to MP 308.9
FPN: 441717-1,2

The project resurfaces a segment of the Turnpike / SR 91 from MP 297.9 to MP 308.9. Work includes milling and resurfacing, guardrail installation, signing, and pavement marking improvements. Project Length: 11 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$0	\$2,809,000	\$0	\$0	\$0	\$2,809,000
PDE	\$500,000	\$0	\$0	\$0	\$0	\$500,000
CST	\$0	\$0	\$39,444,000	\$0	\$0	\$39,444,000
Total	\$500,000	\$2,809,000	\$39,444,000	\$0	\$0	\$42,753,000

Regional Projects

T Implement All-Electronic Tolling (AET) Phase 8 on the Turnpike / SR 91
FPN: 431737-1

The project implements Phase 8 of an overall program to convert portions of the Turnpike System to a cashless, all-electronic toll collection system. The limits of AET Phase 8 conversion project begin at Lantana Toll Plaza (MP 88) on the Turnpike / SR 91 in Palm Beach County, and extend north through Martin, St. Lucie, Indian River, and Okeechobee Counties, to Three Lakes Toll Plaza (MP 236) on the Turnpike / SR 91 in Osceola County. The AET Phase 8 conversion project includes the removal and replacement of 30 ramp toll plazas and two mainline toll plazas. Project Length: 148 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
RRU	\$80,000	0	0	0	0	\$80,000
CST	\$73,643,000	\$15,700,000	\$0	\$0	\$0	\$89,343,000
Total	\$73,723,000	\$15,700,000	\$0	\$0	\$0	\$89,423,000

T Implement All-Electronic Tolling (AET) on the Turnpike / SR 91
FPN: 441322-1

The project implements a program to convert portions of the Turnpike System to a cashless, all-electronic toll collection system. The limits of this conversion project begin at Three Lakes Toll Plaza (MP 236) on the Turnpike / SR 91 in Osceola County, and extend north through Orange and Lake Counties to the I-75 interchange (MP 309) on the Turnpike / SR 91 in Sumter County. This conversion project includes the removal and replacement of ramp toll plazas at eight different interchanges. Project Length: 73 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
CST	\$15,644,000	\$0	\$0	\$0	\$0	\$15,644,000
Total	\$15,644,000	\$0	\$0	\$0	\$0	\$15,644,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23
Summary of Projects
FDOT District Five



Summary of Minor Project Funding by Project Type

Minor projects may include bridge paintings, signing/pavement markings, communications, guardrail/safety improvements, landscaping, canal revetment, and other miscellaneous types. The table below summarizes the funding programmed for minor projects for Turnpike roadways throughout the District.

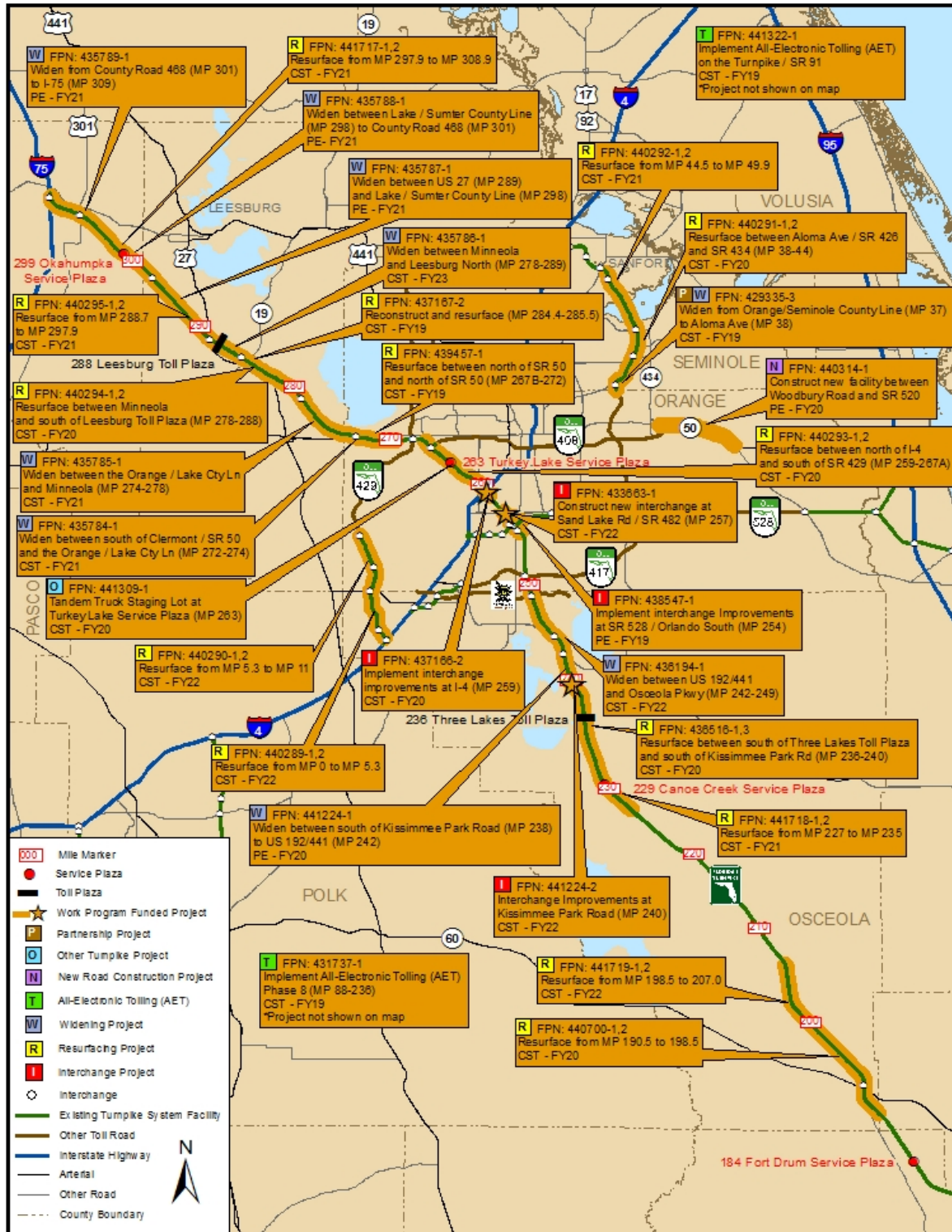
Project Type	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Bridge Painting	\$994,000	\$13,107,000	\$0	\$0	\$0	\$14,101,000
Signing / Pavement Markings	\$7,007,000	\$409,000	\$0	\$0	\$0	\$7,416,000
Miscellaneous	\$7,133,050	\$0	\$0	\$2,668,000	\$0	\$9,801,050
Minor Projects Total	\$15,134,050	\$13,516,000	\$0	\$2,668,000	\$0	\$31,318,050

Summary of All Project Funding

Projects	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Minor Projects Total	\$15,134,050	\$13,516,000	\$0	\$2,668,000	\$0	\$31,318,050
Major Projects Total	\$179,730,000	\$160,112,000	\$332,702,000	\$402,163,000	\$287,543,000	\$1,362,250,000
Total	\$194,864,050	\$173,628,000	\$332,702,000	\$404,831,000	\$287,543,000	\$1,393,568,050



Florida's Turnpike Enterprise Tentative Five-Year Work Program - FY 2018/19 thru FY 2022/23 Summary of Projects FDOT District Five

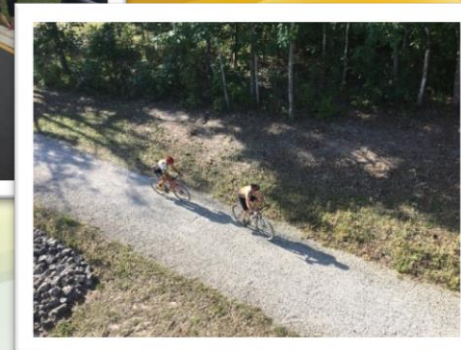
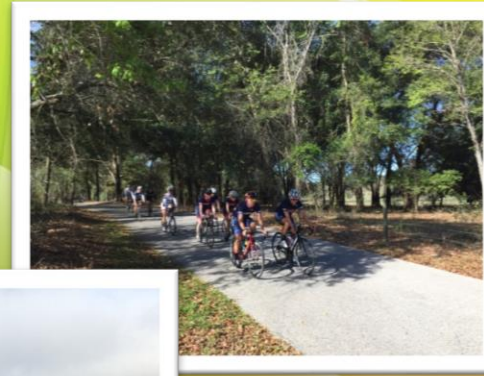




Lake-Sumter MPO

BPAC PRESENTATION

November 9, 2017



**GREAT INSIGHTS.
GREATER OUTCOMES.**



Agenda



- Project overview
- Needs/opportunities
- Public engagement
- Proposed trail alignments and Master plan
- Next steps

Project Overview

Update of the Trails Master Plan

- Alignments: new opportunities
- Priorities
- Trailheads: locations
- Staffing/funding
- Trail design standards

Update of the Parks Master Plan

- Parks: upgrades, new facilities
- Public lands: acquisition, facilities
- Staffing/Funding

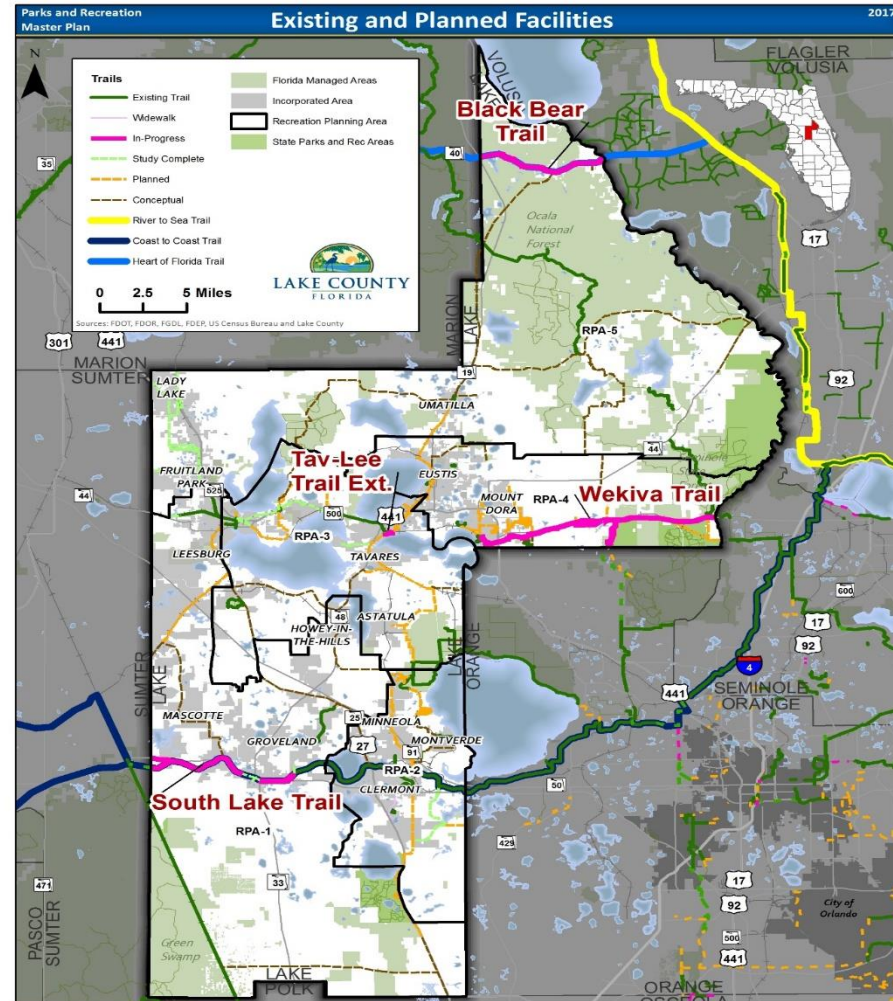
Project Overview

Existing, from the 2008 plan:

- 18.2 miles of County Trails
- 11.5 miles of local trails
- 162 miles of blueways
- 185 miles of nature/park trails
- **21 miles planned for construction**

Funded/ Under construction:

- Wekiva Trail
- South Lake Trail (C2C)
- Black Bear Scenic Trail (PD&E)
- North Lake Trail Phase III (PD&E)



Needs/Opportunities



- Development of loop trail/connections to trails
- Enhanced/improved water-based trails
 - Alexander Springs Trail, Palatka Run Paddling Trail etc.
- Collaboration with developers (Wellness Way) and Lake County Public Works Department
- Make better regional connections – at County lines (Volusia, Sumter, Ocala)
- Incorporate (eco)tourism into trails (and parks planning)
- Trailheads, trail amenities
- Coordination with MPO for funding opportunities
- Trails/Parks in the Four Corners part of the County
 - Highest anticipated population growth, limited/no facilities
- Staffing

Public Engagement

What we heard:

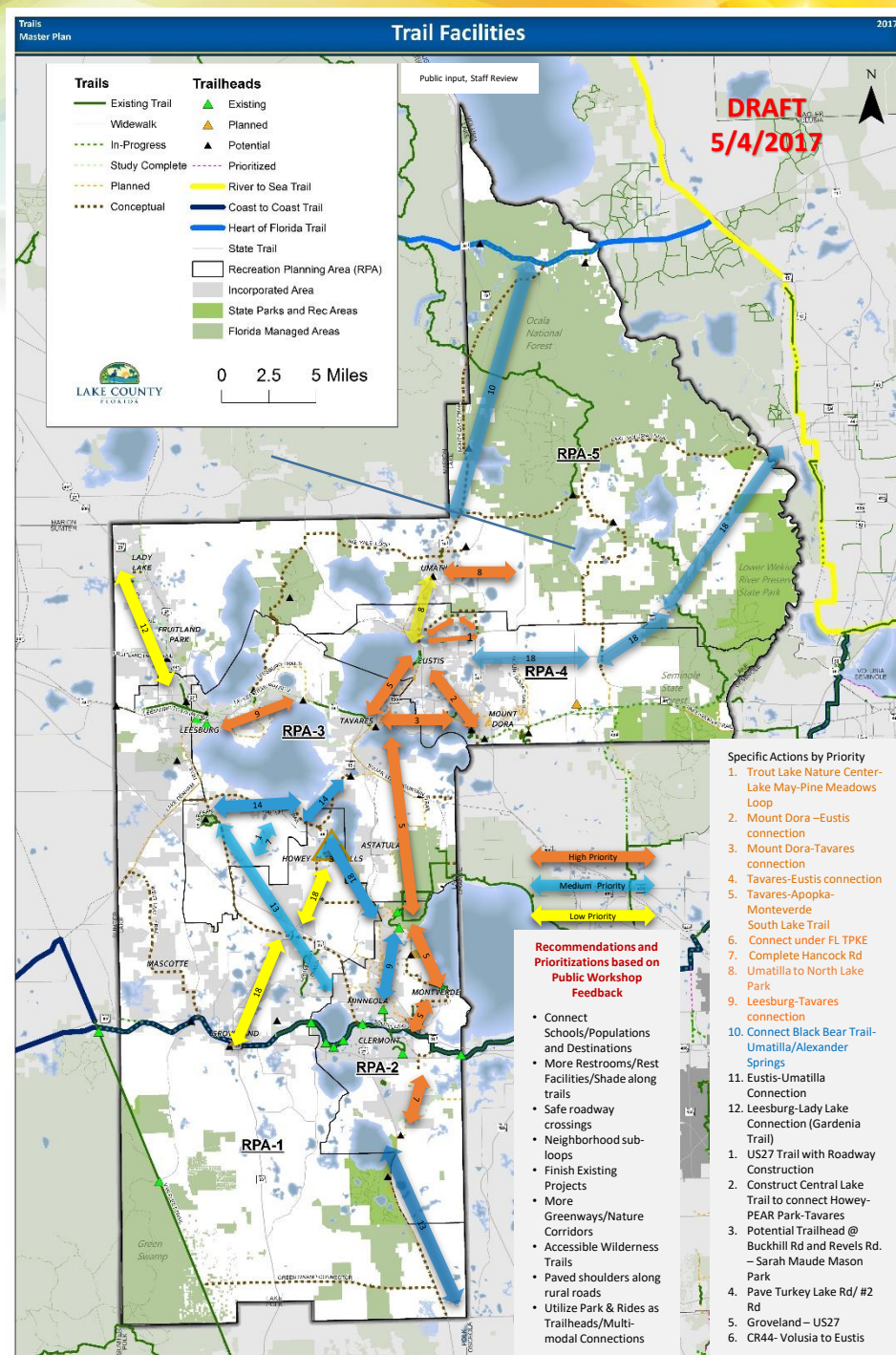
- “Maintain what we have”
- “Finish what we start”
- 40% of online survey respondents use multi-use trails daily or weekly
- Collaborate to maximize funding opportunities
- Connections, amenities needed



Public Engagement

What we heard: trail opportunities

- Create a Trout Lake Nature Center/Lake May Reserve, and Pine Meadows Conservation Area loop
- Create a Tavares, Eustis, Mount Dora and Umatilla loop
- Coordinate with FDOT on a trail along US27
- Connect Umatilla to North Lake Community Park
- Work on North Lake Trail from Umatilla to Astor



Trail Opportunities



- Four Corners to South Lake Trail
- South Lake Trail to Tavares
- North Lake Trail
- Trout Lake Nature Center/Lake May Reserve, and Pine Meadows Conservation Area loop
- Umatilla to North Lake Community Park
- Tav-Dora
- Tav-Lee
- Wekiva Trail
- Gardenia Trail

Proposed Alignments-

Four Corners to Monteverde/South Lake Trail



Everything in **RED** is built or funded for construction:

- South Lake Trail/Coast to Coast
- N Hancock Rd

Trail along CR 455 (blue)

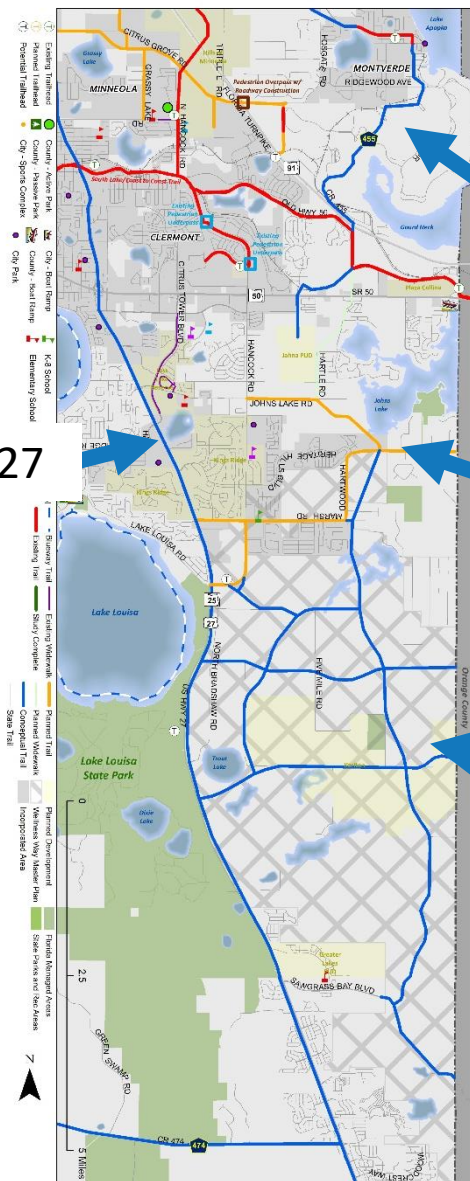
Lake County Public Works Planned Trails (yellow)

- John's Lake Rd
- Hartwood Marsh Rd (connecting to Orange County)
- Citrus Grove Rd
- Grassy Lake Rd

Wellness Way (connecting to Orange County)

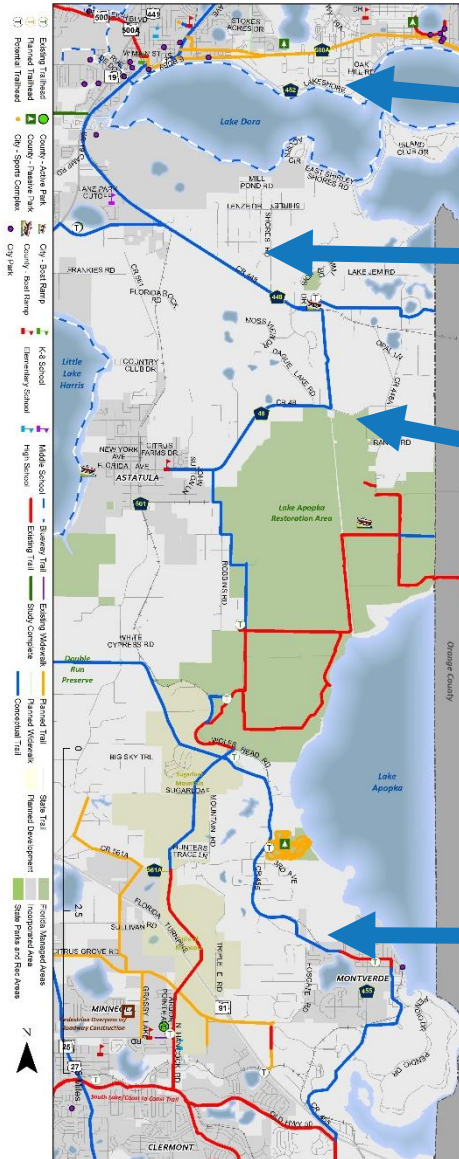
Connections to:

- Apopka Loop Trail
- Orange County



Proposed Alignments –

South Lake Trail to Tavares



Old 441 or Rail bed

CR 448

CR 48

CR 455

Connections to:

- Lake Apopka Loop
- South Lake Trail
- North Lake Trail

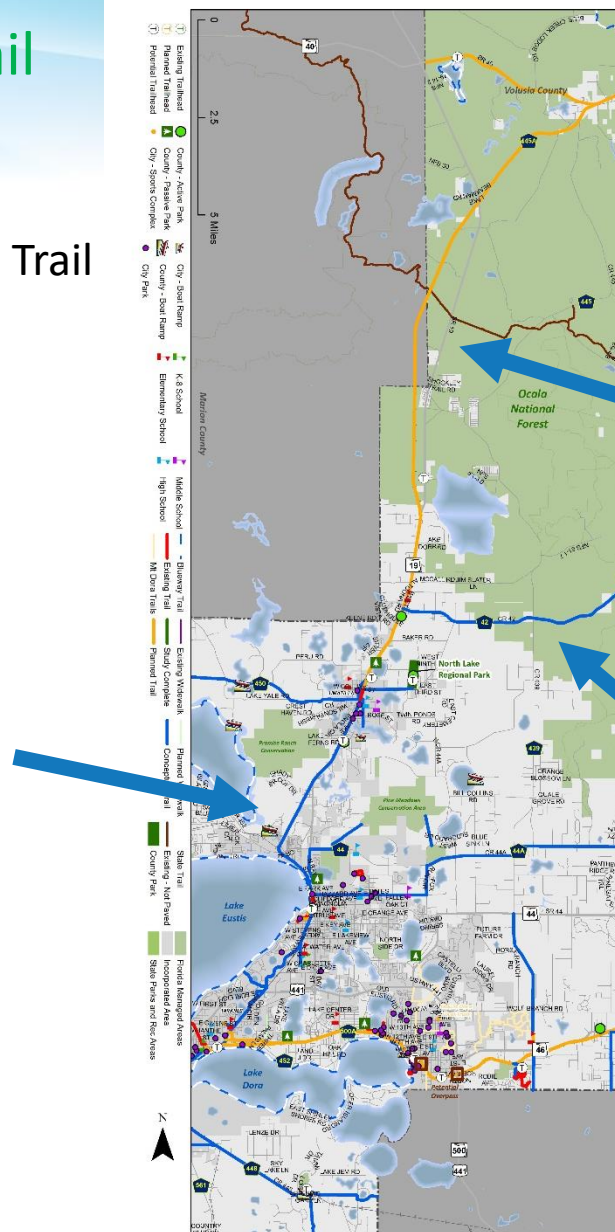
Proposed Alignments - North Lake Trail

Connections to:

- Umatilla
- Black Bear Scenic Trail

North Lake Trail

- Phase I, II



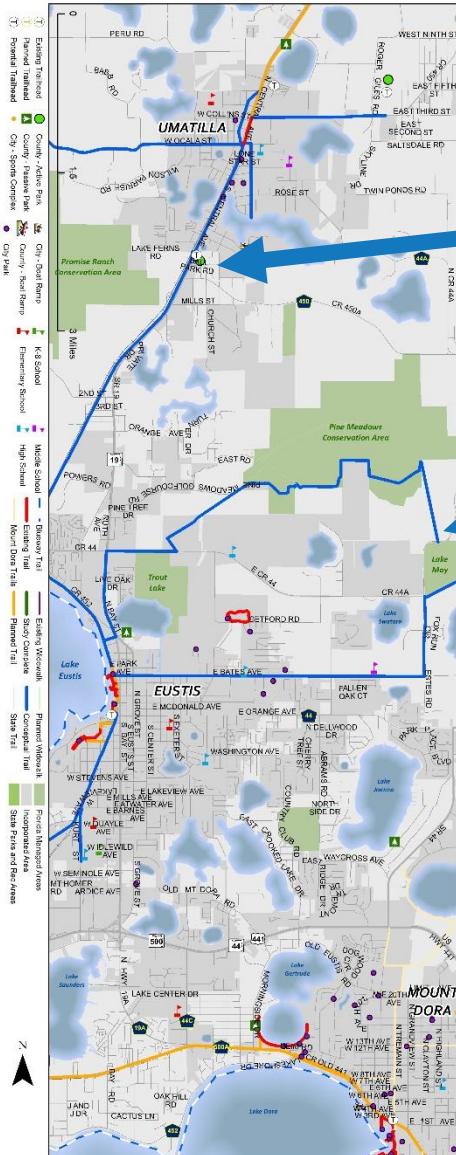
North Lake Trail, Phase III

- PD&E (Project Design and Engineering) 2018 to analyze and define the preferred alignment
 - US19, 445
 - US19, 445a

CR42 (connecting to Volusia County/River to Sea Trail)

Proposed Alignments-

Trout Lake Nature Center/Lake May Reserve, and Pine Meadows Conservation Area loop



North Lake Trail

Lake May Loop Trail

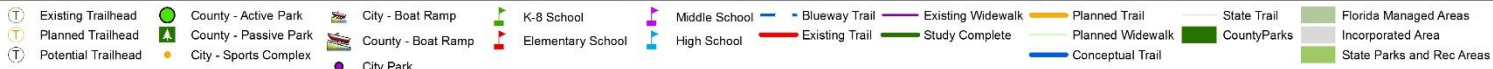
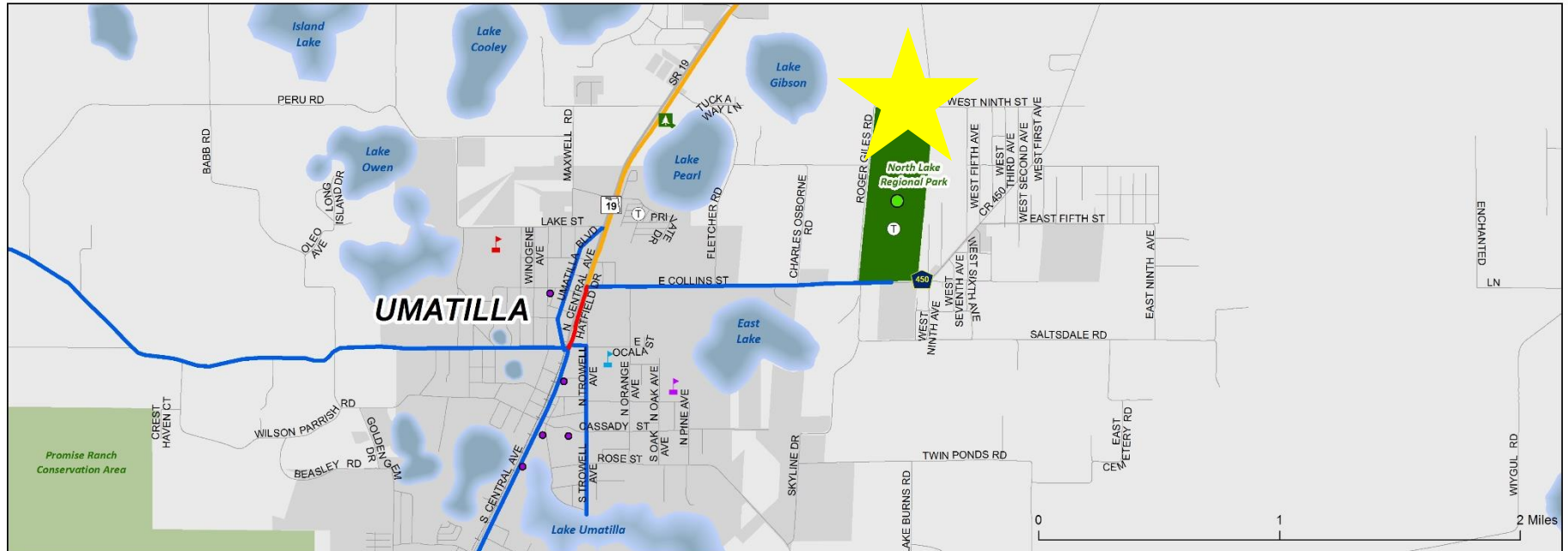
Connecting:

- Trout Lake Nature Center, Lake May Reserve and the Pine Meadows Conservation Area
- North Lake Trail

Proposed Alignments - Umatilla to North Lake Community Park

Connections to:

- Umatilla
- North Lake Trail



Proposed Alignments - Tav-Dora Trail

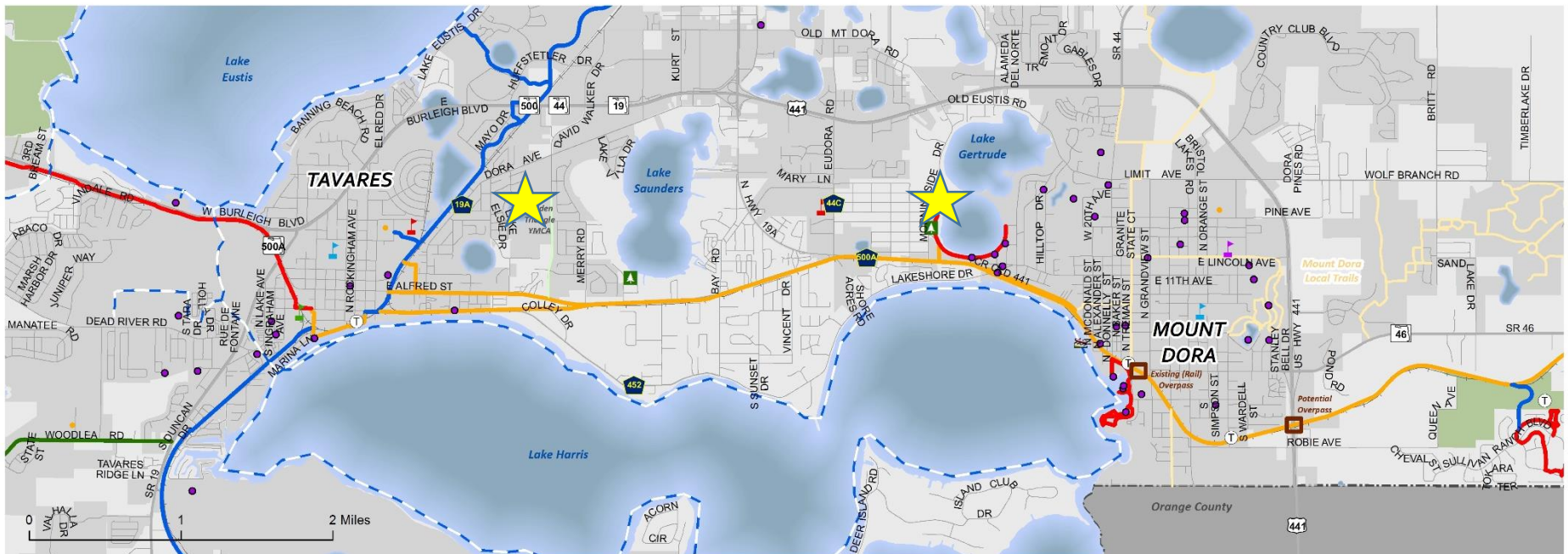
Alignment on Old 441 or the old rail line

Spur trails:

- YMCA ★
- Sylvan Shores ★

Connections to:

- Mount Dora
- Tav-Lee Trail
- North Lake Trail



Existing Trailhead	County - Active Park	City - Boat Ramp	K-8 School	Middle School	Bluesday Trail	Existing Widewalk	Planned Widewalk	State Trail	Incorporated Area
Planned Trailhead	County - Passive Park	County - Boat Ramp	Elementary School	High School	Existing Trail	Study Complete	Conceptual Trail	Florida Managed Areas	State Parks and Rec Areas
Potential Trailhead	City - Sports Complex	City Park			Mt Dora Trails	Planned Trail			



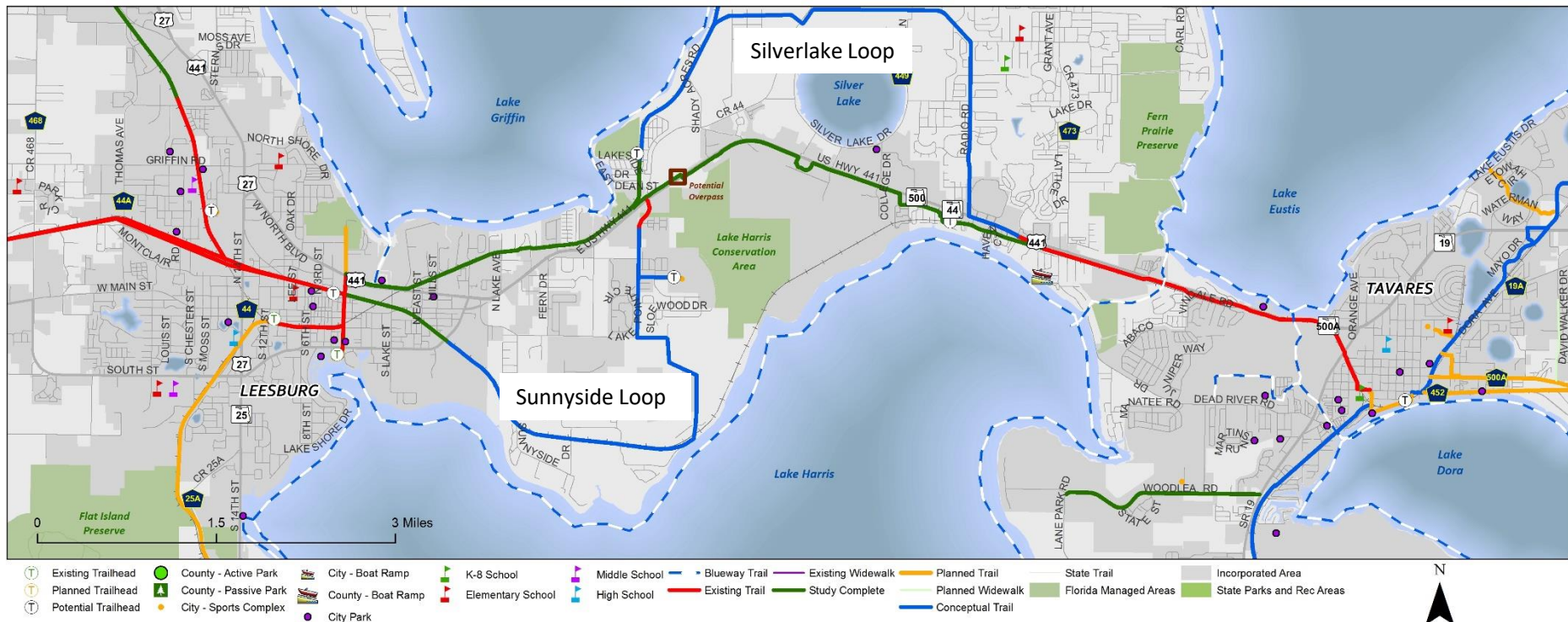
Proposed Alignments - Tav-Lee Trail



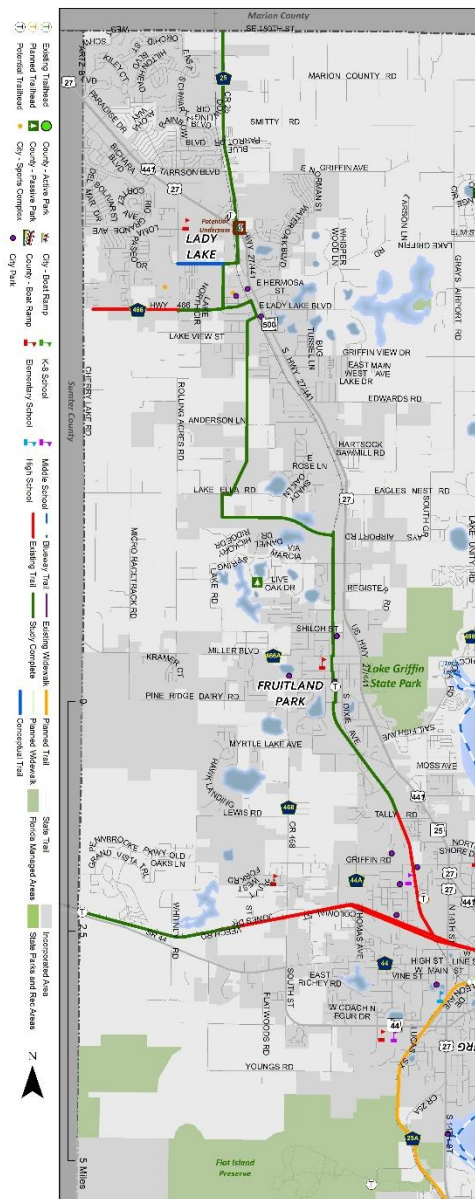
- Coordination with Airport and FDOT
- Loop trails:
 - Leesburg-Sunnyside loop
 - Silverlake Loop

Connections to:

- Tavares
- Leesburg



Proposed Alignments - Gardenia Trail



- PD&E completed
- Identified the preferred alignment

Connections to:

- Lady Lake
- Fruitland Park
- Tav-Lee Trail
- Ocala County

Proposed Alignments - Wekiva Trail

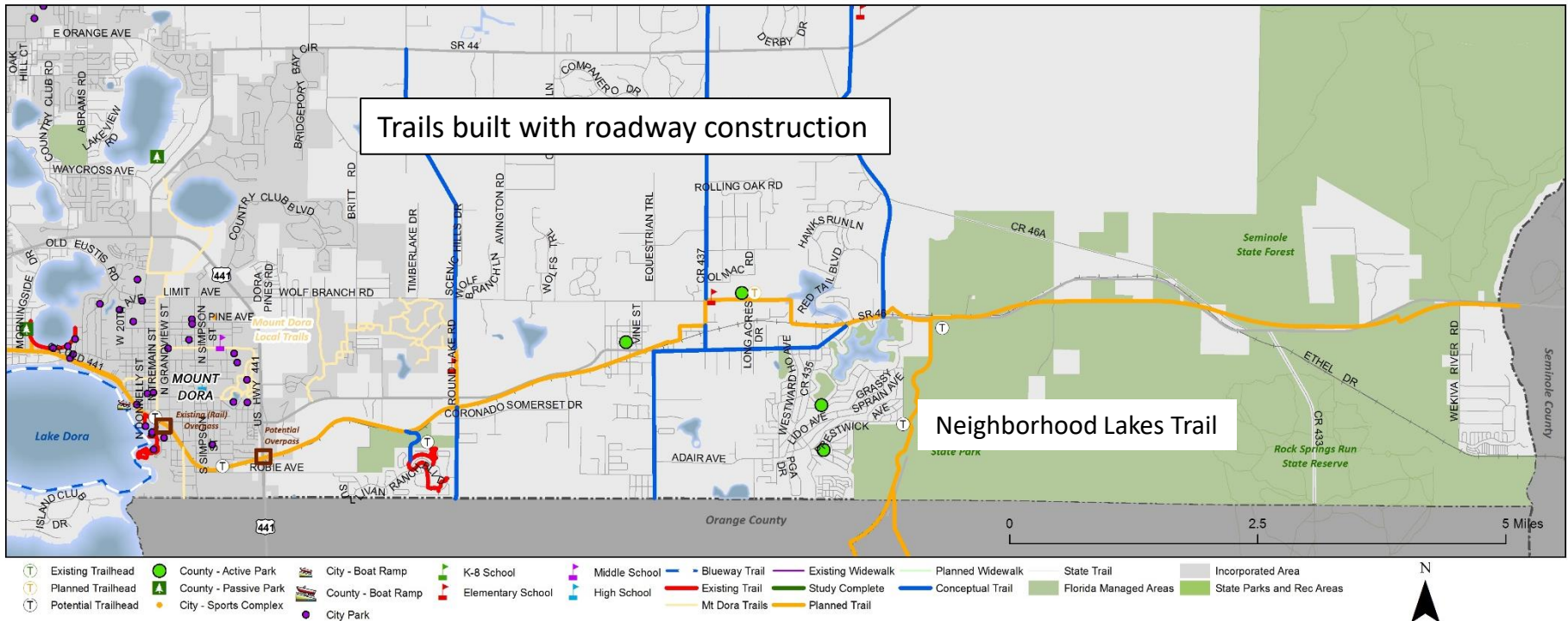


Under construction with building of Wekiva Parkway and other FDOT LAP projects

- 15 miles long
- Being built in phases
- Includes planned Neighborhood Lakes Trail

Connections to:

- Seminole County
- Orange County
- Mount Dora



Proposed Alignments - South Lake Trail

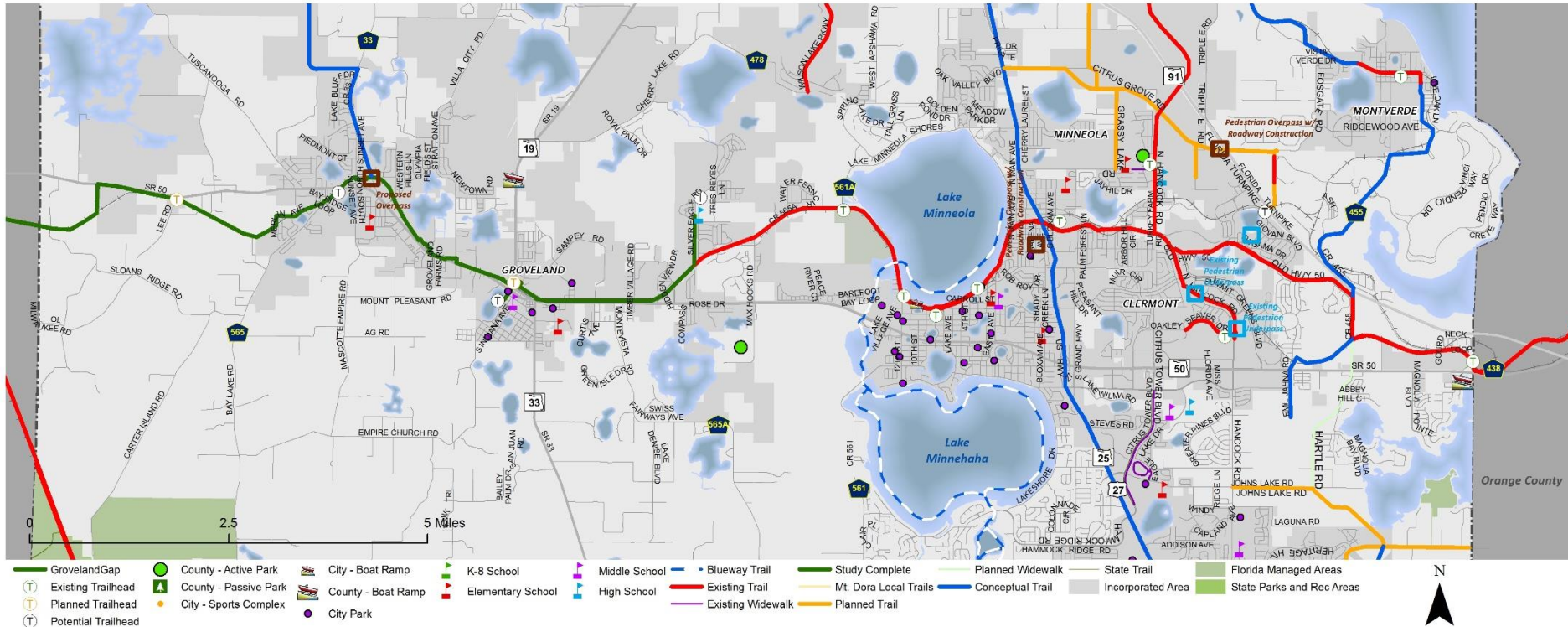


Planned for construction with the Coast to Coast Trail

- South Lake Trail 3B slated for construction 2018-19, South Lake Trail 4 funded through construction, construction around 2020-2021 fiscal years.
- South Lake Trail 4 PD&E for SR 50 widening

Connections to:

- Sumter County
- Orange County
- East/West Coasts of FL



Next Steps



- Additional presentations: Lake-Sumter MPO Board, Parks, Recreation & Trails Advisory Board, Lake County Board of County Commissioners
- Finalize alignments, including planning level costs and prioritization
- Review alignments with Lake County Public Works Department
- Finalize report and maps
 - Volume 1 Parks & Recreation/Public Lands Master Plan
 - Volume 2 Trails Master Plan
 - Volume 3 Technical Appendices and Public Involvement Summary

Thank you



Questions?

MINUTES

Lake~Sumter Metropolitan Planning Organization Citizens' Advisory Committee (CAC) Meeting

**Wednesday, August 9, 2017
Regular Meeting, 4 p.m.**

**225 West Guava Street, Suite 207
Lady Lake, Florida 32159
Phone (352) 315-0170 – Fax (352) 315-0993**

OPENING

Susy Gibson called the meeting to order at 4:00 p.m.; and confirmed the meeting was properly noticed and a quorum was present (6 voting members).

Members Present

Susy Gibson - Chair	City of Clermont
Ray San Fratello – Vice-Chair	Lake County, D2
Christina Kurtz-Clark	Lake County, D1
Gregory Jones	Lake County, D5
Doug Tharp	Sumter County, 1
Jerry Prince	Sumter County, 2
Regis LeClerc	Town of Lady Lake
Victoria Diaz	City of Leesburg
Bob Zerbe	City of Mount Dora
Stephen Stone	City of Wildwood

Members Absent

Bradley W. Campbell	Lake County, D3
Timothy J. Bailey	Lake County, D4
Hal Lyons	City of Bushnell
Gerald Cobb	City of Eustis
Matt Earnest	City of Minneola
David Clutts	City of Tavares

Staff Present

T.J. Fish	Executive Director
Doris LeMay	Executive Assistant
Mike Woods	Multimodal Project Manager
Francis Franco	GIS Manager
Brian Hutt	TMS Project Manager

Others Present

Melanie Marsh	County Attorney
Vickie Wyche	FDOT

I. REPORTS

- A. Florida Department of Transportation**
Vickie Wyche provided updates
- B. Florida's Turnpike Enterprise**
T.J. Fish provided updates
- C. MPO Staff Reports**
T.J. Fish and Mike Woods provided various updates

II. AGENDA UPDATE

Agenda should reflect the Suite number as 207 instead of 217. Scribner's error in Item C, the word beginning should have been begin.

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

IV. PRESENTATIONS

- A.** Update on Florida's Sunshine Law – Melanie Marsh, County Attorney, opened the floor to committee members with questions they had pertaining to the Florida Sunshine Law.

V. ACTION ITEMS

- A. Approval of May 10, 2017 Meeting Minutes**
Susy Gibson noted Scribner's error on minutes. Action Item D. error in spelling of Brian Hutt, the word approve was left out of the Motion made by Jerry Prince on the MPO Safety Initiative, Item IX, should have been Susy Gibson confirmed that she will be attending the Governing Board meeting.
Motion was made by Jerry Prince to approve the May 10, 2017 Meeting Minutes with corrections, seconded by Victoria Diaz – **motion passed 10-0.**
- B. Recommend Approval to Amend FY 2017 List of Priority Projects**
T.J. Fish provided a brief update on the Amendment to FY 2017 List of Priority Projects. Discussion continued.
Motion was made by Ray San Fratello to approve Amendment to FY 2017 List of Priority Projects, seconded by Jerry Prince – **motion passed 10-0.**
- C. Recommendation on MPO Safety Initiative: Data Analysis Phase – Regional Analysis of Major Intersections**
T.J. Fish provided a brief update on MPO Safety Initiative: Data Analysis Phase – Regional Analysis of Major Intersections. Discussion continued.
Motion was made by Doug Tharp to Approve MPO Safety Initiative, seconded by Jerry Prince – **motion passed 10-0.**

- D. Recommendation on Update of MPO Maps and Tables: Regionally Significant Corridors (2) Emerging Regionally Significant Corridors and (3) Policy Constrained Corridors**
T.J Fish provided a brief update of MPO Maps and Tables. Discussion continued.
Motion was made by Regis LeClerc to approve Update of MPO Maps and Tables, seconded by Bob Zerbe – **motion passed 10-0.**
- E. Recommendation on Resolution Requesting of the FDOT the Designation as Strategic Intermodal System Facilities US 27 from Florida’s Turnpike to SR 470 from I-75 to US 27**
T.J. Fish provided a brief update on the Resolution. Discussion continued.
Motion was made by Jerry Prince to approve Resolution requesting of the FDOT the designation as strategic Intermodal System Facilities US 27 from Florida’s Turnpike to future SR 470 and future SR 470 from Interstate 75 to US 27, seconded by Stephen Stone – **motion passed 10-0.**

VI. DISCUSSION ITEMS

- A. Fixing America’s Surface Transportation (FAST) Act – Performance Measurement Requirements**
T.J. Fish provided a brief update of FAST Act – Performance Measurement Requirements
- B. MPOAC State and Federal Policy Positions**
T.J. Fish provided a brief update of MPOAC State and Federal Policy Positions
- C. Potential Impacts of State Appropriations on Prioritization Process**
T.J. Fish provided update on the Potential Impacts of State Appropriations on Prioritization Process
- D. Pending Governing Board Action on MPO Structure and Management**
T.J. Fish provided a brief update on the Pending Governing Board Action on MPO Structure and Management
Susy Gibson commended T.J. Fish’s performance throughout his tenure at the MPO. Discussion continued.
Motion was made by Christy Clark that the Citizen Advisory Committee support in effect T.J Fish as Executive Director and support him to remain in his position as Executive Director, seconded by Regis LeClerc – **motion passed 10-0.**

VII. PROJECT UPDATES – Included in the Agenda Package

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING
Susy Gibson confirmed that she will be attending the August 23, 2017 Governing Board Meeting.

IX. ADJOURNMENT – No further business the meeting adjourned at 5:30 p.m.

Susy Gibson, Chairman

2018 CAC Meeting Calendar

Meeting dates for 2018 are scheduled the second Wednesday of the month at 4:00 p.m. All meetings are scheduled in the MPO Board Room Suite 217 at the Lake~Sumter MPO, 225 West Guava St., Lady Lake, FL 32159.

There is no meeting scheduled in March, July or December.

January 10, 2018
February 14, 2018
March – NO MEETING
April 11, 2018
May 9, 2018
June 13, 2018
July – NO MEETING
August 08, 2018
September 12, 2018
October 10, 2018
November 14, 2018
December – NO MEETING



PUBLIC INVOLVEMENT PLAN

Lake~Sumter Metropolitan Planning Organization

<Insert: Date of Adoption>

** Draft Document (10.30.17) – For Internal Review – Not for Distribution*

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For more information about the Lake~Sumter Metropolitan Planning Organization or to learn about ways to get involved, please contact:



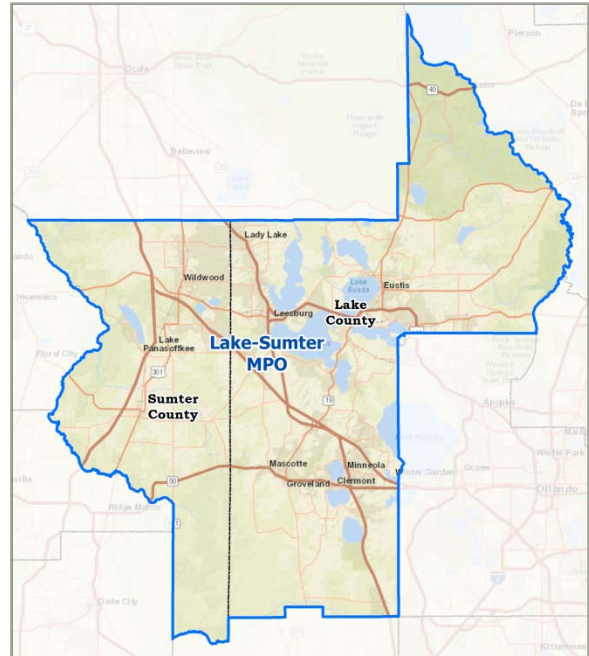
Lake~Sumter MPO Office
 225 W. Guava Street, Suite 211
 Lady Lake, FL 32159
 Phone: (352) 315-0170
 Fax: (352)315-0993

**< PAGE RESERVED FOR
INSERTION OF ADOPTION RESOLUTION
UPON BOARD APPROVAL >**

ABOUT THE MPO

Representatives of Lake County and Sumter County governments, the 14 municipalities of Lake County, the five (5) municipalities of Sumter County, the Florida Department of Transportation (FDOT), Florida Central Railroad, Lake County Schools, Sumter District Schools and the U.S. Department of Transportation (USDOT) are involved in the transportation planning process facilitated by the Lake~Sumter Metropolitan Planning Organization (LSMPO). LSMPO's purpose is to provide effective leadership in the initiation and development of transportation plans, programs and strategies.

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



LSMPO's major annual responsibilities are to perform the tasks of preparing the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the annual List of Priority Projects (LOPP), the Transportation Disadvantaged Service Plan (TDSP), and the annual LSMPO Audit Report.

As with all transportation planning legislated by federal and state laws, LSMPO is responsible for ensuring adequate representation of and compatibility among state, county, and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to various members of the public. For example, LSMPO incorporates into its planning efforts the needs of the elderly and persons with disabilities as outlined in the Americans with Disabilities Act (ADA).

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

Anyone wishing to contact the MPO with comments, questions, or complaints, please contact:



Michael Woods
Transportation Planner
(352) 315-0170
mwoods@LakeSumterMPO.com

LESSONS LEARNED

LSMPO developed the subsequent Public Involvement Plan after careful review of the previous document originally adopted in 2012. LSMPO staff incorporated feedback provided from the last plan and also considered different methods for improving the involvement and overall public engagement process.

Insight was also drawn from reviewing other Public Involvement Plans implemented around the State of Florida. While other MPOs around the State do not have exactly the same needs or infrastructure challenges as LSMPO, the tools and strategies utilized are adaptable and applicable to LSMPO's planning and public involvement efforts.

The following list highlights key improvements included in this plan:

- This plan was simplified from previous versions to facilitate a clear understanding of involvement in the transportation planning process;
- Involvement checklists for each transportation plan make tracking progress and routine activities more efficient and effective;
- An evaluation matrix was developed which helps monitor performance against public involvement objectives; and
- A section on specific goals incorporating notification methods and tools was added to provide clear strategies for outreach.

Common Terms

To assist with understanding transportation planning terminology, here are some common terms found in this document:

Americans with Disabilities Act (ADA) – a federal law that requires public facilities (including transportation services) to be accessible to person with disabilities.

Limited English Proficiency (LEP) – refers to a person who is not fluent in the English language. The Lake~Sumter MPO has a LEP plan to ensure individuals with limited English skills can participate in the process.

Long Range Transportation Plan (LRTP) – a 20-year forecast plan required of state planning agencies and Metropolitan Planning Organizations to consider a range of factors in determining regional goals and how transportation can best meet these goals.

Title VI – The portion of the Civil Rights Act of 1964 that says no person in the U.S. can be excluded from programs or activities receiving federal financial assistance.

For more terms often used in the transportation planning process, see the Appendix C of this PIP.

HOW TO GET INVOLVED

Active public participation is critical for the transportation planning process and LSMPO offers various opportunities for involvement. This section details ways to engage and contribute collaboratively in the regional transportation planning process.

Opportunities for Participation

LSMPO will take a proactive approach to providing opportunities for the public to be involved early and with continuing involvement in all phases of the planning process. Extensive public notice of public information meetings and hearings will be undertaken as listed in the **Outreach Approach** section and access to information as listed in the **Outreach Policies** section.

Prior to the beginning of the public participation process, a database of citizens and organizations will be developed (including names, addresses, and email) for contact on a continued basis to serve as a base of interested citizens for input and comment. This database will be expanded as additional citizens ask to be added, attend the informational public meetings, and provide comments. Additionally, meeting agendas for all LSMPO Board and Committee meetings include an opportunity for public comment.

Advisory Committees

Advisory committees have been formed to advise the LSMPO Governing Board and staff in the preparation and review of public participation plans, transportation plans, programs and other related matters. Each of the advisory committees provides unique contributions to the development of LSMPO's transportation plans, programs, and projects.

Technical Advisory Committee

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

TAC MEETING DETAILS

The Technical Advisory Committee typically meets on the second Wednesday of the month (unless otherwise advertised). Meetings begin at 1:30pm and take place:

 **Lake~Sumter MPO Board Room**
225 W. Guava Street, Suite 211, Lady Lake, FL 32159

All meetings are open to the public and your participation is encouraged. Agendas are posted in advance of the meetings and are available online at www.LakeSumterMPO.com.

Note: The committee may not meet every month. Dates and times may change due to holidays or other conflicts.

Citizens' Advisory Committee

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

CAC MEETING DETAILS

The Citizen's Advisory Committee typically meets on the second Wednesday of the month (unless otherwise advertised). Meetings begin at 4:00pm and take place:

 **Lake~Sumter MPO Board Room**
225 W. Guava Street, Suite 211, Lady Lake, FL 32159

All meetings are open to the public and your participation is encouraged. Agendas are posted in advance of the meetings and are available online at www.LakeSumterMPO.com.

Note: The committee may not meet every month. Dates and times may change due to holidays or other conflicts

Transportation Disadvantaged Coordinating Board

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

TDCB MEETING DETAILS

SUMTER COUNTY

The Sumter County TDCB typically meets quarterly on Tuesday afternoons (unless otherwise advertised) and take place in:

 **The Villages Sumter County Service Center**
7375 Powell Road, Room 102, Wildwood, FL 34785

LAKE COUNTY

The Lake County TDCB meets quarterly on Monday and take place in

 **Lake~Sumter MPO**
225 W. Guava Street, Suite 211, Lady Lake, FL 32159

All meetings are open to the public and your participation is encouraged. Agendas are posted in advance of the meetings and are available online at www.LakeSumterMPO.com.

Note: The committee may not meet every month. Dates and times may change due to holidays or other conflicts

Bicycle & Pedestrian Advisory Committee

The Bicycle & Pedestrian Advisory Committee (BPAC) consists of members from a broad base of professionals and concerned citizens, whose mission is to advise the Governing Board on bicycle and pedestrian issues. Also, the BPAC is to assist the Governing Board in the formulation of goals and objectives for shaping the urban and rural environments through the effective planning for bicycle and pedestrian facilities. The committee also solicits input and recommendations from other citizens groups and interested stakeholders when reviewing transportation plans and programs.

BPAC MEETING DETAILS

The Bicycle & Pedestrian Advisory Committee typically meets on select Thursdays throughout the year (unless otherwise advertised). Meetings begin at 3pm and take place:



Lake~Sumter MPO Board Room

225 W. Guava Street, Suite 211, Lady Lake, FL 32159

All meetings are open to the public and your participation is encouraged. Agendas are posted in advance of the meetings and are available online at www.LakeSumterMPO.com.

Note: The committee may not meet every month. Dates and times may change due to holidays or other conflicts.

GET THE MOST CURRENT INFORMATION

The most up-to-date information about our meetings is on the Lake~Sumter Metropolitan Planning Organization's website calendar. You can access it through the following link:

www.lakesumtermpo.com/calendar.aspx

PUBLIC INVOLVEMENT & TRANSPORTATION PLANNING

LSMPO facilitates public involvement throughout the course of the transportation planning process. To administer this effectively, it is necessary to have a clear framework for planning partners and the public to follow. This framework is detailed in the following section including goals and involvement steps in the planning process.

Public Involvement Plan Goals

The public involvement process is pursued through the perspective of four central goals. These goals include:

- Inform and Respond to the Public;
- Expand Opportunities for Public Involvement and Participation;
- Enhance Public Engagement and Foster Inclusivity in the Process; and
- Improve the Process through Performance Evaluation.

Purpose

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

The purpose of the LSMPO Public Involvement Plan (PIP) is to provide a process that ensures opportunities for the public to be involved in all phases of the LSMPO planning process. This is accomplished through the following means:

- Providing adequate notice of public participation activities;
- Providing timely notice and reasonable access to information about transportation issues and processes;
- Using visualization techniques;
- Making public information available on LakeSumterMPO.com;
- Holding public meetings at convenient and accessible locations and times;
- Demonstrating explicit consideration and response to public input received;
- Seeking out and considering the needs of those traditionally underserved by the existing transportation systems, such as low-income and minority individuals;
- Providing an additional opportunity for public comment, if the final plan differs significantly from the version previously made available for public comment;
- Coordinating with the statewide transportation planning public involvement and consultation processes; and
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

Public participation means participation in the planning process by people (public) outside the LSMPO staff, committees, and Board members. Therefore, public refers to general citizens of the LSMPO area, including low-income and minority populations, as well as citizens representing the complete spectrum of community demographics. Public Participation is an organized process of citizens taking part in the transportation planning and decision-making that affects the community. Determination of where and when LSMPO meetings will be held is distributed between the established planning Task Force areas. See **Appendix B** for maps of the MPO planning area and task force area locations.

LSMPO focuses much of its efforts to secure participation from individuals, groups, or entities that could significantly be affected by the transportation plan recommendations or could significantly influence implementation. Stakeholders include but are not limited to: the general public; low-income, minority and disabled communities; neighborhood representatives; chambers of commerce; special transportation interests such as freight shippers, transit users, bicycle and pedestrian organizations; local officials; and federal and state transportation agencies. LSMPO supports the public's right to have a strong voice in the transportation planning process. Public involvement informs and educates the public about transportation planning and creates an informed community, which in turn leads to better planning. Public involvement also engages the public and encourages meaningful feedback being incorporated into planning products.

Public Involvement and Notice for Transportation Core Products

Metropolitan planning organizations, such as the Lake~Sumter MPO, are charged in federal law with developing five core products:

- Long Range Transportation Plan (LRTP);
- Transportation Improvement Program (TIP);
- Unified Planning Work Program (UPWP);
- Public Involvement Plan (PIP); and
- List of Priority Projects (LOPP).

Public involvement assists with the facilitation of each of the federally mandated transportation planning documents. How the public is incorporated into advancement of these plans is detailed in the next section including checklists showcasing the ways LSMPO provides notice and involves the public.

Long Range Transportation Plan (LRTP)

The LRTP identifies transportation improvements necessary to maintain adequate mobility and to accommodate growth forecasted over the next 20 years. The current LRTP (Transportation 2040) includes projects through the year 2040. The process includes innovative technical modeling and collaborative public engagement. Public involvement during development of the Long Range Transportation Plan is guided by an independent and focused Public Involvement Plan, though strategies and tactics are coordinated with this document to ensure overall continuity.

As required by federal law, a formal public comment period is held prior to Board adoption, providing a structured avenue for public input. The official 30-day public comment period for the LRTP follows the same timeline as the Advisory Committee review. The deadline to submit a comment is included in legal advertisements and notifications associated with the public comment period. This deadline is generally seven (7) days prior to the date Board action is scheduled.

Public notification for the public comment period takes many forms as described in the **Public Involvement Strategies** section. Public comment period notices are also sent to LSMPO's community database. Additionally, draft plan documents are available on LSMPO website and in print at locations throughout the region and by request at least seven (7) days prior to the start of the public hearing.

Citizens unable to respond during the public comment period or attend the Governing Board meeting may submit written public comments to LSMPO during the official public comment period in three (3) additional ways: 1) via postal service, 2) via the Voice your Ideas form on the website www.LakeSumterMPO.com/voice.aspx or 3) by emailing: mwoods@LakeSumterMPO.com.

Table 1 | Long Range Transportation Plan (LRTP) Checklist

Outreach Step	Timeframe
Board approval of an independent LRTP Public Involvement Plan before outreach efforts commence	45-day public comment period before adoption
Execution of process laid out in the LRTP Public Involvement Plan, including feedback from residents conveyed to LSMPO Board & committees from outreach events & other sources	Time varies to coincide with technical work of the plan
Official public comment period, with draft plan documents available on the LSMPO website: www.LakeSumterMPO.com	At least 30-days prior to Board action
Draft plan documents reviewed by MPO advisory committees, with opportunity for public comment at committee meetings	During the meeting cycle prior to Board action
Draft plan documents available in print, by request	At least seven (7) days before the advertised LRTP public hearing
Public hearing notices sent via email to LSMPO's community database and other notifications made, per Sunshine Law	At least seven (7) days before the LRTP public hearing
A formal public hearing for citizen information and input	Prior to Board adoption
Process for submitting written public comments via postal service, website contact form at: www.LakeSumterMPO.com	In place and publicized as soon as documents are available and posted
Board vote (action item) on LRTP adoption with public comment period in advance of Board action at the meeting	First Board meeting following LRTP public hearing
Publication of adopted LRTP on www.LakeSumterMPO.com	As soon as final copies of all documents can be uploaded to website

'Not Substantial' Amendments to the LRTP

Amendments are considered as "not substantial" if they only include minor changes to project phase costs, minor changes to funding sources of previously included projects or changes to project phase initiation dates. These types of revisions do not require public review and comment and re-demonstration of fiscal constraint.

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

Table 2 | LRTP Non-Substantial Amendments Checklist

<i>Outreach Step</i>	<i>Timeframe</i>
Proposed amendment published electronically on LakeSumterMPO.com	At least 7 days before committee review, opening public comment period
Review by LSMPO advisory committees for input and recommendations, including public comment period at committee meetings	During the meeting cycle prior to the Board action
Board vote on approval, following public comment period at the meeting	First Board meeting following advisory committee review and recommendation
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, LakeSumterMPO.org contact form, or email	Throughout official public comment period
Approved amendment published on LakeSumterMPO.org	As soon as final copies of document can be uploaded to the website

‘Substantial’ Amendments to the LRTP

Substantial Amendments are revisions that may involve the addition or deletion of a major project or a major change in project cost or a major change in design concept or design scope (changing termini or the number of through traffic lanes, for example). Substantial amendments require public review and comment and re-demonstration of fiscal constraint.

The following actions are potential amendments:

- Adding or deleting a federally-funded or regionally significant project, including earmarks;
- Increasing or decreasing the cost of project phases in excess of the thresholds for administrative modifications established by the Florida Department of Transportation. (See Appendix C for “FDOT LRTP Amendment Thresholds”); and
- Making a major change to the scope of work to an existing project. A major change would be any change that alters the original intent (e.g. a change in the number of lanes, a change in the project length more than 20%, or a change in location).

For amendments to the LRTP deemed ‘substantial,’ Lake~Sumter MPO follows a similar public involvement process to the original adoption of the plan, including a formal 30-day public comment period after any required technical analysis and review by the organization’s advisory committees for both input and recommendations prior to Board adoption. Public notification of the public comment period for the amendment follows the approved advertisement process. During the review process and following Board adoption, the proposed amendment is electronically published on www.LakeSumterMPO.com.

Table 3 | LRTP Substantial Amendments Checklist

<i>Outreach Step</i>	<i>Timeframe</i>
Proposed amendment published electronically on LakeSumterMPO.com and notification of public hearing on the amendment is made as outlined above	At least 7 days prior to the public hearing
Review by LSMPO advisory committees for input and recommendations, including public comment period at committee meetings	During the meeting cycle prior to the Board action
Public hearing after any required technical analysis	Prior to Board adoption
Board vote on approval	First Board meeting after public hearing
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, LakeSumterMPO.org contact form, or email	Throughout official public comment period
Approved amendment published on LakeSumterMPO.org	As soon as final copies of document can be uploaded to the website

Transportation Improvement Program (TIP)

The Transportation Improvement Program is a five-year plan that assigns available funding to specific projects in the near future. LSMPO develops this plan each year in cooperation with the Florida Department of Transportation, which includes a period of review by LSMPO advisory committees.

As required by federal law, a formal public comment period is held prior to Board adoption, providing a structured process for public input. The official public comment period for TIP follows the same timeline as the Advisory Committee review, with a draft document available at least 21-days prior to Board action. The deadline to submit a comment is included in legal advertisements and notification associated with the public comment period. This deadline is generally seven (7) days prior to the date Board action is scheduled.

Public notification for the public comment period takes many forms (see **Outreach Approach** section). Public comment period notices are also sent to LSMPO’s community database. Additionally, draft plan documents are available on LSMPO’s website and in print at locations throughout the region and by request at least seven (7) days prior to the public hearing.

Citizens unable to respond during the public comment period or attend Board meeting may submit written public comments to LSMPO during the official public comment period in three (3) additional ways: 1) via postal service, 2) via the Voice your Ideas form on the website www.LakeSumterMPO.com/voice.aspx or 3) by emailing: mwoods@LakeSumterMPO.com.

Once adopted, the TIP is made available as a web-based interactive tool located on the LSMPO website: www.LakeSumterMPO.com.

Table 4 | Transportation Improvement Program Checklist

<i>Outreach Step</i>	<i>Timeframe</i>
Draft TIP project information published on LakeSumterMPO.org	7 days before committee review, opening public comment period
Draft TIP presented at LSMPO advisory committee meetings, with chance for public comment at the meeting	During the meeting cycle prior to Board approval
Public meeting to present draft TIP, maps, other information, with opportunity for public comment	Prior to Board approval
Board vote on approval after public comment period	Typically the first Board meeting following advisory committee review
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, www.LakeSumterMPO.com/voice.aspx contact form, or email	Throughout official public comment period
Plan is published on LakeSumterMPO.com	As soon as final copies of document can be uploaded to the website

TIP Amendments:

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

Public input considered in the development and maintenance of the TIP includes the comments and recommendations of LSMPO committees and the public at large as well as input received during the public comment periods. LSMPO complies with statutory planning and programming requirements [23 U.S.C 134/49 U.S.C. 5303 (j) (1) and 23 U.S.C. 135/49 U.S.C. 5304 (g) (2)] that call for continuing consultation and coordination with partners, MPOs, and non-metropolitan local officials, and Federal and State agencies.

Interagency Cooperation and Support

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

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

Emergency TIP Amendments

Most amendments to the TIP receive a review (as outlined in Table 5) before entering the program. Exceptions are made when an emergency amendment must be approved prior to the next Board meeting for the amended project to receive funding. In these cases, the LSMPO Chairman is authorized to approve the amendment and sign a corresponding resolution on behalf of the board without having to an emergency meeting of the Board. The chairman’s approval of the amendment then must be provided to advisory committees as an information item and ratified at the next regularly scheduled board meeting.

Table 5 | Public Involvement Checklist for TIP Amendments

<i>Outreach Step</i>	<i>Timeframe</i>
Proposed amendment published on LakeSumterMPO.com	7 days prior to committee review, opening public comment period
Amendment reviewed by LSMPO advisory committees for input, with public comment periods offered at committee meetings	During the meeting cycle prior to Board approval
Board votes on approval, following public comment period	First Board meeting after committee review
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, LakeSumterMPO.com contact form, or email	Throughout official public comment period
Amendment is published on Lake SumterMPO.com	As soon as final copies of document can be uploaded to the website

Table 6 | Public Involvement Checklist for Emergency TIP Amendments

<i>Outreach Step</i>	<i>Timeframe</i>
Lake Sumter MPO Board chairman contacted about need for emergency amendment to secure funding	As soon as situation is identified by staff
Board chairman signs corresponding resolution on behalf of the Board without calling emergency session	As soon as chairman's schedule permits
Board ratifies approval of the emergency amendment	At next regularly scheduled Board meeting
Amendment is published on LakeSumterMPO.com	As soon as final copies of document can be uploaded to the website

Unified Planning Work Program (UPWP)

The UPWP documents the transportation planning activities and associated budget for the LSMPO planning area. Though the document covers a two-year period, the UPWP is reviewed annually to refine previously identified tasks and better reflect changes in the economic climate. Prior to Board adoption, the public will be provided with the opportunity to review and comment on the draft UPWP during a 21-day public review period. A draft is also presented to the LSMPO advisory committees for input. In addition to the public comment periods provided during each committee meeting, opportunities for public comment are also a standard part of each Board meeting prior to Board action. During this review process and following Board adoption, the UPWP is electronically published on www.LakeSumterMPO.com and is available in print, by request.

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

When significant public comments are received on a draft UPWP as a result of public involvement, a summary, analysis and report on the disposition of comments shall be made part of the final UPWP. If the final UPWP differs significantly from the one made available for public comment or raises new material issues, an additional opportunity for public comment will be made available.

Table 7 | Unified Planning Work Program (UPWP) Checklist

<i>Outreach Step</i>	<i>Timeframe</i>
Draft plan is published on LSMPO website: www.LakeSumterMPO.com	Seven (7) days prior to committee review, opening public comment period
Draft is presented to MPO advisory committees for input, with public comment periods offered at committee meetings	During the committee meeting cycle prior to Board approval
Board votes on approval, following public comment period at Board meeting	First Board meeting after committee review and recommendation
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, www.LakeSumterMPO.com contact form, or email	Throughout official public comment period
Plan is published on LSMPO website: www.LakeSumterMPO.com	As soon as final copies of documents can be uploaded to the website

UPWP Revisions

UPWP revisions do not change the FHWA approved planning budget or the scope of the FHWA funded work task. There is no formal public comment period for UPWP revisions although revisions are coordinated with FDOT and are brought through the TAC, CAC, BPAC and LSMPO Board for approval.

The public is invited to attend and provide comments during each of these meetings at the designated place on the agenda. Revising the UPWP does not require FHWA approval; however, LSMPO will notify the FDOT District Liaison when changes are made. The FDOT Liaison will then notify FHWA and FTA.

UPWP Amendments

UPWP amendments change the FHWA approved planning budget, the scope of the FHWA work task, or add or delete a FHWA work task. LSMPO staff will submit all proposed draft UPWP amendments received or initiated by it through the TAC, CAC, BPAC advisory committees and for final LSMPO Board for approval. The public is invited to attend and provide comments during each of these meetings at the designated place on the agenda. Proposed draft amendments to the approved UPWP shall be distributed for public review and comment as described in **Outreach Approach** section.

Amending the UPWP does require FHWA approval; LSMPO will submit the approved UPWP document to FDOT and FHWA for their review and approval.

List of Prioritized Projects (LOPP)

LSMPO also has a formal process for prioritizing projects adopted in the LRTP. The end result is a document called the List of Prioritized Projects (LOPP). This document is reviewed annually and adopted by the Board. Prior to Board adoption, the public will be provided with the opportunity to review and comment on the draft LOPP during a 21-day public review period. The draft LOPP is presented to LSMPO’s advisory committees for input and recommendations. Prior to adoption, the Board receives a report from each committee with input and/or recommendations.

Throughout the process, there are also opportunities for general public comment. In addition to public comment periods during each advisory committee meeting, public comment periods are a standard part of each Board agenda prior to any Board action. During this review process and following Board adoption, the LOPP is electronically published on www.LakeSumterMPO.com and is available in print, by request.

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

LOPP Amendments:

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

Table 8 | List of Prioritized Projects (LOPP) Checklist

<i>Outreach Step</i>	<i>Timeframe</i>
Draft LOPP published electronically on the LSMPO website: www.LakeSumterMPO.com	21 days prior to Board approval, opening public comment period
Draft LOPP presented at LSMPO advisory committee meetings, with public comment during meeting	During the meeting cycle prior to Board approval
Board vote on approval, after public comment period at the meeting and consideration of committee input	First Board meeting after committee review
Citizens unable to attend committee or Board meetings are encouraged to submit written comments via postal service, lakesumtermpo.com contact form, or email	Throughout official public comment period
Approved Prioritized Project List published on the LSMPO website: www.LakeSumterMPO.com	As soon as final documents can be uploaded to the website

Public Involvement Plan (PIP)

The PIP is defined as part of the transportation planning work program which identifies the public involvement strategies and the outreach activities to be undertaken by the Lake~Sumter MPO. As required by federal law, a formal 45-day public comment period is held prior to Board adoption of the PIP to offer another avenue of public input. Once adopted, the plan is available on www.LakeSumterMPO.com

PIP Amendments

The PIP can be amended at any time by providing a 45-day public comment period and the opportunity for public comment on the proposed change in the regular Board and advisory committee meeting cycle. The opportunity to comment on the proposed change will be provided at regularly scheduled and advertised meetings of the Technical Advisory Committee, Citizens' Advisory Committee, Bicycle & Pedestrian Advisory Committee and Governing Board. Notice of the proposed change will also be posted on the LSMPO website.

OUTREACH APPROACH

Offering a participation plan reflecting community values and benefiting all populations of the community is central to LSMPO's planning process. The following section details LSMPO's outline for an informative and inclusive outreach approach.

Public Participation Process

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

- 45-day comment period on adoption or revision of the PIP;
- 21-day comment period on adoption of the LRTP, UPWP, LOPP and TIP;
- Regional Transportation Forum on key issues;
- Regional Transportation Summit to gain stakeholder input;
- Public Meetings on specific transportation projects;
- LSMPO Website: www.LakeSumterMPO.com;
- LSMPO Social Media page and feeds;
- MPO Board and Committee meetings (TAC, CAC, BPAC);
- Transportation Disadvantaged Coordinating Boards (Lake & Sumter Counties);
- Task Force meetings (North Lake, East Lake, South Lake, CR470 Corridor, & Public Transportation);
- Efficient Transportation Decision Making (ETDM) Process;
- Presentations to other governmental bodies (counties and municipalities); and
- Presentations to civic and community groups and organizations.

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



DID YOU KNOW

The Lake~Sumter MPO is an agency created under federal law to direct urban transportation planning and the allocation of federal and state funds.

It is one of over 300 MPOs nationwide and its existence guarantees state and federal transportation funding for Lake and Sumter Counties.

Notification & Tools

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

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

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

- Newspaper publication notifying the public of the opportunity to review documents and provide input will be at least ten days prior to the start of a public comment period. The Public Notice will explain where the public can view information on the proposed transportation plan or program and how they can provide input. For public meetings, as much advanced notice as possible will be provided with a minimum of one (1) week. For all LRTP, UPWP, LOPP and TIP adoption a 21-day public review period will be advertised. For PIP adoption or revisions a 45 day public review period will be advertised;
- Newspaper publication will be at least one (1) week prior to a meeting of the LSMPO Board and Committees;
- All public notices will be published in the legal section of the regional newspapers for both counties;
- All public notices will be posted on the LSMPO website at: www.LakeSumterMPO.com and the Lake County and Sumter County websites: www.lakecountyfl.gov and www.sumtercountyfl.gov; and
- All public notices will be posted on the LSMPO social media page and feed.

LSMPO will also utilize the following techniques to disseminate information to the public:

- Information regarding meetings and events, as well as current document releases, will be placed on the LSMPO website: www.LakeSumterMPO.com;
- Social Media will focus primarily on the real-time dissemination of information relevant to the transportation planning process;
- Email lists to direct mail information to individuals who sign up for this service;
- Direct mailing sent to the public service agencies and institutions within the LSMPO area;
- Direct mailing to select individuals, groups, or organizations that have expressed interest or have made comments at previous meetings;
- Public service announcements;
- Press releases for the newspaper or other widely circulated publications;

- Use of the Citizens' Advisory Committee (CAC) and the Bicycle & Pedestrian Advisory Committee (BPAC) for citizen outreach and community involvement;
- Informal presentation at regional sites, open houses, round table, or other community forums;
- Formal presentations at various service clubs, civic and professional groups;
- Distribution of information flyers on public transit services;
- Public surveys and comment forms;
- Public Media coverage;
- Public Involvement Process mailing list;
- Efficient Transportation Decision Making (ETDM) Process; and
- Public inspection of all major documents available at locations geographically located throughout the LSMPO planning area.

Emergency or Special Meetings

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

Public Involvement Plan Strategy & Measurement

In order to carry out an effective PIP, it is necessary to follow focused engagement methods throughout the transportation planning process. These methods are more clearly defined through a goal, strategy, and performance measurement framework which is presented in this section of the document.

Regarding performance measurement, federal regulation requires that LSMPO evaluate the effectiveness of its PIP on a regular basis. In evaluating its plan, LSMPO may determine to stop using techniques that are deemed ineffective, or to initiate the use of other innovative techniques that provide better response and more positive feedback. All communications will be monitored throughout the year. Communication effectiveness will ultimately be determined by public, business, agency and media participation during public input sessions, committee meetings, and public events throughout the process. Performance Measures are linked with each of the goals in this section and provide the guidelines for evaluating public involvement techniques identified in the PIP. Additional methods and media outreach to Limited English Proficiency (LEP) non-English speaking populations will be developed as part of the LSMPO's LEP Program.

The following pages describe the current goals, strategies, and performance measures utilized by LSMPO to solicit and encourage public involvement in the transportation planning process.

Goal #1: Inform & Respond to the Public

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

Strategies

The following strategies and performance measures listed in **Table 9** describe the communication efforts of LSMPO as they reach and engage residents, community members, and business leaders:

- **Strategy 1.1:** Maintain a current mailing list of local governments, homeowners associations, local businesses and media. Send meeting agendas at least one week in advance;
- **Strategy 1.2:** Create and distribute special event flyers, newsletters, and project reports to the public on regular basis;
- **Strategy 1.3:** Establish relationships with local media for coverage of public participation events and airing of Public Service Announcements. Provide interviews and press releases to media to educate public regarding transportation planning issues and the role of citizens; and
- **Strategy 1.4:** Maximize digital outreach and electronic publication opportunities on website and use social media to encourage the public to visit the website and provide continuous engagement opportunities.

Table 9 | PIP Goal #1 Measures

<i>Strategy</i>	<i>Measures</i>
PIP Mailing List	Number of contacts added; Number of groups
LSMPO Publications	Number of work products distributed including but not limited to: newsletter, TIP, UPWP, LRTP, TDP, TOP, B/P Master Plans, LOPP, etc.
Public Media coverage	Number of news releases; Number of direct mailings; Number of public access cable TV spots; Number of avenues used to reach audiences; Number of attendees and survey respondents indicating that they saw a meeting notice and/or project information; Amount of positive media coverage
LSMPO Website, Social Media Page and Feeds	Number of visitors, friends, likes, followers; Number of comments received; Number of comment responses; Number of survey respondents; Number of links established; Number of documents downloaded

Goal #2: Expand Opportunities for Public Involvement and Participation

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

Strategies

The following strategies and measures listed in **Table 10** seek out opportunities to involve the public in the transportation planning process and offer platforms for public comment:

- **Strategy 2.1:** Include a variety of public participation techniques in the development of plans or services including workshops & transportation forums;
- **Strategy 2.2:** Encourage efficient and effective public participation during Public Hearings and Governing Board meetings;
- **Strategy 2.3:** Maintain active, standing committees such as the TAC, CAC, & BPAC so residents have an opportunity to participate in the planning process; and
- **Strategy 2.4:** Include feature on the LSMPO's website allowing the public to email staff with questions or comments.

Table 10 | PIP Goal #2 Measures

<i>Strategy</i>	<i>Measures</i>
Public Workshops and Transportation Forums	Number of attendees; Number of comments received; Number of comment responses; Number of events/opportunities for public involvement
Public Hearings	Number of attendees; Number of comments received; Number of comment responses
Governing Board	Number of meetings; Number of attendees; Number receiving agenda packets; Number of public comments
Technical Advisory Committee (TAC)	Number of meetings; Number of attendees; Number receiving agenda packets
Citizens' Advisory Committee (CAC)	Number of meetings; Number of attendees; Number receiving agenda packets; Diversity of representation
Bicycle & Pedestrian Advisory Committee (BPAC)	Number of meetings; Number of attendees; Number receiving agenda packets
Public Surveys/Comment Forms	Percentage of meeting attendees who filled out comment forms; Number of surveys/comment forms; Number of calls; Number of letters

Goal #3: Enhance Public Engagement & Foster Inclusivity in the Process

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

Strategies

The LSMPO recognizes the importance of reaching all members of the community and will pursue the following strategies and measures listed in **Table 11** to encourage comprehensive representation in the transportation planning process:

- **Strategy 3.1:** Encourage efficient and effective public participation during Transportation Disadvantaged Coordinating Board meetings and associated projects; and
- **Strategy 3.2:** Through Special Efforts for Underserved/Underrepresented, seek maximum public engagement and exposure of transportation planning projects.

Table 11 | PIP Goal #3 Measures

<i>Strategy</i>	<i>Measures</i>
Transportation Disadvantaged Coordinating Board (TDCB)	Number of meetings; Number of attendees; Number receiving agenda packets
Special Efforts for Underserved/Underrepresented	Number of notices placed in grocery stores, Laundromats and places frequented by the traditionally underserved; Number of notices of involvement opportunities and informational materials provided to community leaders; Number of avenues or techniques used to reach underserved/underrepresented

Goal #4: Improve the Process through Performance Evaluation

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

Strategies

The LSMPO public involvement process is a continuously evolving transportation planning tool which necessitates measurement and review. The following strategies and measures listed in **Table 12** seek to facilitate this process:

- **Strategy 4.1:** Utilize Efficient Transportation Decision Making (ETDM) tool and process to provide stakeholders the opportunity for early input, involvement, and coordination;
- **Strategy 4.2:** Continue to improve public involvement process through the continuous review and measurement of strategies and modification of techniques as necessary to support PIP goals.

Table 12 | PIP Goal #4 Measures

<i>Strategy</i>	<i>Measure</i>
Efficient Transportation Decision Making (ETDM) Process	Number of new projects submitted into ETDM tool; Number of stakeholder comments received; Number of responses to stakeholders based on comments received
Continuous Review and Measurement of PIP Engagement Techniques	Number for public involvement reports provided to MPO Board and advisory committees; Number of improvement comments received by MPO Board and advisory committees; Number of modifications or changes to PIP techniques to improve participation in the transportation planning process

The PIP reflects the LSMPO's commitment to honesty, integrity, and transparency throughout the planning process and active community participation. The LSMPO looks forward to sharing plan information with the public and interested stakeholders, and creating a dynamic forum for public participation, planning and interagency collaboration

OUTREACH POLICIES

The outreach employed by LSMPO is guided by specific principles and standards. These components assist with providing a consistent experience for the public. The following section details the main policies guiding the LSMPO outreach process.

Access to Information

The LSMPO will provide the public with reasonable and timely access to technical and policy information relating to the data or content in the development of the transportation plans, programs and projects. Documents will be available for public inspection on the LSMPO website www.LakeSumterMPO.com and at the LSMPO office located at 225 West Guava Street, Suite 211, Lady Lake, FL 32159 during normal business hours. Copies of draft plans and programs will also be placed at the following locations for public review:

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

Public Meetings

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

Notice of public hearings and public informational meetings will be given in accordance with and listed in the **Outreach Approach** section. A reasonable attempt will be made to notify organizations representing minority and disabled people. Public meetings will be held at locations accessible to and at times convenient to minority and disabled residents.

Special arrangements will be made to accommodate persons with disabilities, low income, and people who do not speak English. For meetings involving individuals without transportation and the disabled, the LSMPO will schedule meetings during the time public transit and para-transit services are operating or will make special arrangements to ensure that individuals have an opportunity to access transportation to the meetings. The LSMPO will ensure that all segments of the population including LEP persons have been involved or have the opportunity to be involved in the transportation planning process. Interpreters will be provided, when advanced notice is given to accommodate non-English speaking individuals. The LSMPO LEP Plan may be reviewed at the following link: www.LakeSumterMPO.com.

Public Record of Meetings

The Sunshine Law stipulates that minutes must be taken at all public meetings. LSMPO takes minutes of meetings, distributes them to Board and committee members, posts them promptly on www.LakeSumterMPO.com, after approval, and provides written copies upon request.

Public Hearings

Public hearings are a formal process to solicit public comment on specific plans being considered by LSMPO. As a formal setting for citizen input, public hearings are recorded and summarized for the record. A summary of comments are provided to LSMPO Board members, prior to Board action. Maps and other visualization tools are displayed at public hearings to present information in a visual way.

According to the state's Sunshine Law (Section 286 of the Florida Statutes), the public must have reasonable notice of the meetings of public boards and commissions. LSMPO complies with the law's requirement that the dates and times of meetings be published at the MPO office. In addition, meetings are posted on the www.LakeSumterMPO.com electronic calendar, along with contact information and agendas when available.

Website

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



Mailing List

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



**We Want
Your Input!**

The Lake~Sumter MPO encourages public comment. This document is available on the Lake~Sumter website at www.LakeSumterMPO.com.

Response

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

Title VI (Environmental Justice)

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

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

Consistent with the USDOT order on environmental justice, special efforts are undertaken to involve population segments that are traditionally underserved and/or underrepresented in Lake and Sumter Counties. These efforts may include the following:

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

The LSMPO Title VI Plan may be reviewed online at www.LakeSumterMPO.com.

Limited English Proficiency (LEP)

The LSMPO's Limited English Proficiency (LEP) Plan identifies the LEP populations impacted within the service area. Additionally, the plan sets the guidelines for LSMPO staff to follow to allow information and services are accessible to LEP persons. A copy of the LSMPO's LEP Plan can be found online at www.LakeSumterMPO.com.

Disadvantaged Business Enterprise (DBE)

As a recipient of U.S. Department of Transportation funding, LSMPO is required under 49 CFR Part 26.23 to issue a policy statement supporting Disadvantaged Business Enterprises (DBE). LSMPO is committed to this program and implementing relevant objectives throughout the public involvement process. The full policy statement can be found online at www.LakeSumterMPO.com.

Social Media

The LSMPO is committed to engaging the public in a variety of ways and understands that no single communication tool serves all populations. The LSMPO is employing social media opportunities including the use of a Facebook page along with other social media platforms including Twitter.

The use of social media is included in the LSMPO's public involvement plan with the following goals:

- Use as an accessible resource for the public and organizations to receive consistently updated information about LSMPO;
- Use to repost important and relevant articles/postings/ideas;
- Use as a way to receive public feedback via links to surveys;
- Use to help integrate the public into more planning and allow the public to understand LSMPO's plans/projects/improvements;
- Use as a source of announcements- meetings, projects, press releases, office closures, special events, news, project announcements, website updates;
- Overall to allow more accessibility and understanding of LSMPO's mission and allow more room for constant dialogue between the organization and the public/other organizations;
- Allow both input and output in addition to posting items, but also respond to other organization's activities.

While social media has become an essential component for public involvement and engagement, its use brings its own unique set of needs and consideration of use.

Considerations

While social media platforms are now standard in communication plans for private, non-profit, and public sector organizations, LSMPO recognizes that public record and public access (i.e. Government in the Sunshine) laws in Florida require a thoughtful approach. As additional guidance is provided at the state level, the organization will modify the application of social media tools, when necessary. LSMPO adheres to the following social media guidelines to ensure compliance with Florida's open government and public record laws.

Access

When social media applications provide mechanisms to restrict content access, LSMPO will allow all content to be freely visible and open to any user.

Content

LSMPO will generate much of its own social media content, using it to highlight the organization's activities and those of its partners. Other content for social media channels will be shared or repurposed from outside sources and may link to external sites. Appearance of external links does not constitute an official endorsement on behalf of the organization.

Posting Comments

LSMPO's use of social media will primarily focus on the dissemination of information relevant to the transportation planning process, with a secondary focus on obtaining input on targeted issues of importance. The LSMPO Board and advisory committee members are prohibited from engaging in an exchange or discussion of matters via social media that will foreseeably come before the Board or committee for official action.

User Comments

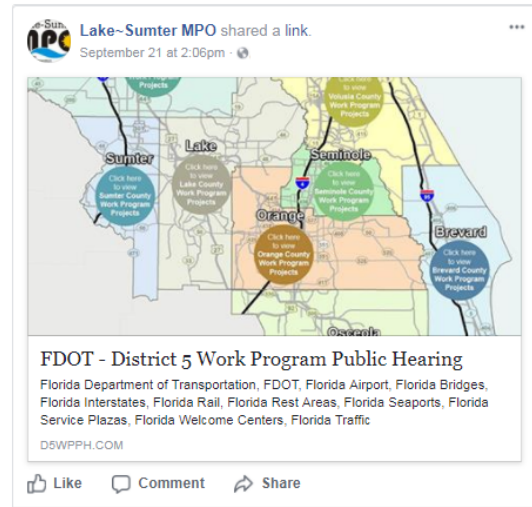
The following forms of content shall not be allowed:

- Comments not topically related to the particular social medium article being commented upon;
- Comments in support of or opposition to political campaigns or ballot measures;
- Profane language or content;
- Content that promotes, fosters, or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation;
- Sexual content or links to sexual content;
- Solicitations of commerce;
- Conduct or encouragement of illegal activity;
- Information that may compromise the safety or security of the public or of private entities; or
- Content that violates a legal ownership interest of any other party.

When a feature allowing users to post a comment is activated and an "approval-required" feature exists, the organization will review all comments prior to publication. Also, when a feature allowing users to post a comment is activated and approval features do not exist, the organization will regularly monitor user comments and take appropriate action to delete inappropriate comments.

Public Records

As with electronic communication, LSMPO will post a notice on the social media site regarding Florida public records law. The LSMPO will independently track social media activity monthly. Social media records will conform with applicable public record retention schedules, as outlined in Florida Statutes. As is the case with the LSMPO website, the staff tasked with public involvement duties will be responsible for the content and upkeep of any social media sites created to promote the mission of the organization.



Please Follow Us On Any Or All
Of Our Social Media Platforms!



Like Us on Facebook:
LakeSumter-MPO



Tweet Us on Twitter:
@lakesumtermo

SUMMARY

The public involvement efforts of the LSMPO provide opportunities for the community to engage in the transportation planning process. This document establishes the basic techniques for disseminating information to the public and engaging the citizens in an interactive discussion. However, this is a continuously evolving process and next steps are summarized below.

Assessment of Public Participation Techniques

LSMPO staff will work to quantify the results of the public involvement efforts and make an annual report to the Governing Board. The annual report will give a summary of public input for the past year, and future reports will compare current results to prior years. **Appendix A** provides matrices which the LSMPO will use to track the effectiveness of the PIP based on the established goals and associated strategies and techniques. If assessment reveals that the public participation goals are not being achieved, then the techniques will be modified or changed as necessary.

Ongoing Process Improvement

During staff meetings and debriefs, public involvement strategies are discussed in regards to improving progress toward established participation goals. Evaluation and response are valuable components of any successful program, plan, or project. As such, the MPO can gauge the effectiveness of the PIP in order to highlight opportunities for improvement. LSMPO staff will track and measure the following list of activities in order to better gauge public input in the transportation planning process:

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

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

APPENDIX A: PIP EVALUATION MATRIX

In order to assist the LSMPO staff with public involvement progress and effectiveness related to activities, the below matrices allow for quick and comprehensive analysis. Once complete they can be compared against previous year's to ensure continuing improvement and efficient and effective implementation of public involvement efforts.

Public Involvement Highlights of the Year

<i>Highlight</i>	<i>Information</i>	<i>Feedback</i>
Outstanding public involvement results		
New Techniques Initiated This Year		
Number of Objectives Met or Exceeded		

Strategy Evaluation | Goal #1: Inform & Respond to the Public

<i>Strategy</i>	<i>Measure</i>	<i>Outcome</i>
Public Involvement Process (PIP) Mailing List	Number of contacts added; Number of groups	Contacts added:____; Groups:____
LSMPO Publications	Number of work products distributed including but not limited to: newsletter, TIP, UPWP, LRTP, TDP, TOP, B/P Master plan, LOPP	Newsletters:____; TIP:____; UPWP:____; LRTP:____; TOP:____; B/P Master Plan:____; LOPP:____;
Public Media coverage	Number of news releases; Number of direct mailings; Number of public access cable TV spots; Number of avenues used to reach audiences; Number of attendees or survey respondents indicating that they saw a meeting notice and/or project information; Amount of positive media coverage	News releases:____; Direct mailings:____; Public access cable TV spots:____; Avenues used to reach audiences:____; Attendees:____; Survey respondents indicating that they saw a meeting notice and/or project information:____; Positive media coverage:____.
LSMPO Website, Social Media Page and Feeds	Number of visitors, Friends, Likes, Followers; Number of comments received; Number of comment responses; Number of survey respondents; Number of links established; Number of documents downloaded	Visitors, Friends, Likes, Followers:____; Comments received:____; Comment responses:____; Survey respondents:____; Links established:____; Documents downloaded:____.

Strategy Evaluation | Goal #2: Expand Opportunities for Public Involvement and Participation

<i>Strategy</i>	<i>Measure</i>	<i>Outcome</i>
Public Workshops and Transportation Forums	Number of attendees; Number of comments received; Number of comment responses; Number of events/opportunities for public involvement	Attendees:____; Comments received:____; Comment responses:____; Events/opportunities for public involvement:_____.
Public Hearings	Number of attendees; Number of comments received; Number of comment responses	Attendees:____; Comments received:____; Comment responses:_____.
Governing Board	Number of meetings; Number of attendees; Number receiving agenda packets; Number of public comments	Meetings:____; Attendees:____; Receiving agendas:____; Public comments:_____.
Technical Advisory Committee (TAC)	Number of meetings; Number of attendees; Number receiving agenda packets	Meetings:____; Attendees:____; Receiving agendas:_____.
Citizens' Advisory Committee (CAC)	Number of meetings; Number of attendees; Number receiving agenda packets; Diversity of representation	Meetings:____; Attendees:____; Receiving agendas:____; Percent of diversity representation:_____.
Bicycle & Pedestrian Advisory Committee (BPAC)	Number of meetings; Number of attendees; Number receiving agenda packets;	Meetings:____; Attendees:____; Receiving agendas:_____.
Public Surveys/Comment Forms	Percentage of meeting attendees who filled out comment forms; Number of surveys/comment forms; Number of calls; Number of letters	Attendees who filled out comment forms:____; Surveys/comment forms:____; Calls:____; Letters:_____.

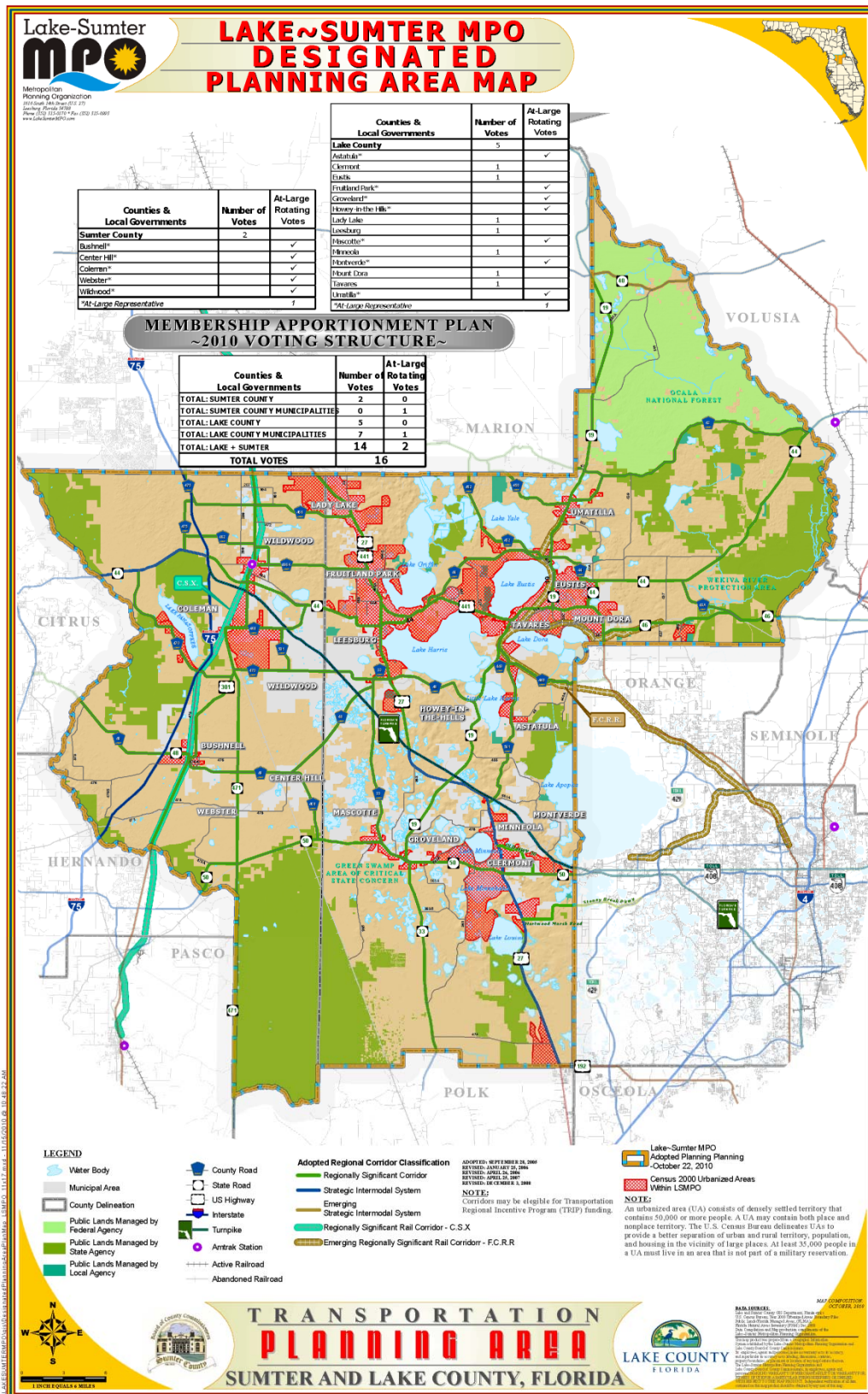
Strategy Evaluation | Goal #3: Enhance Public Engagement & Foster Inclusivity in the Process

<i>Strategy</i>	<i>Measure</i>	<i>Outcome</i>
Transportation Disadvantaged Coordinating Board (TDCB)	Number of meetings; Number of attendees; Number receiving agenda packets	Meetings:____; Attendees:____; Receiving agenda packets:_____.
Special Efforts for Underserved/Underrepresented	Number of notices placed in grocery stores, Laundromats and places frequented by the traditionally underserved; Number of notices of involvement opportunities and informational materials provided to community leaders; Number of avenues or techniques used to reach underserved/ underrepresented	Notices :____; Notices to community leaders:____; Techniques used for underrepresented:_____.

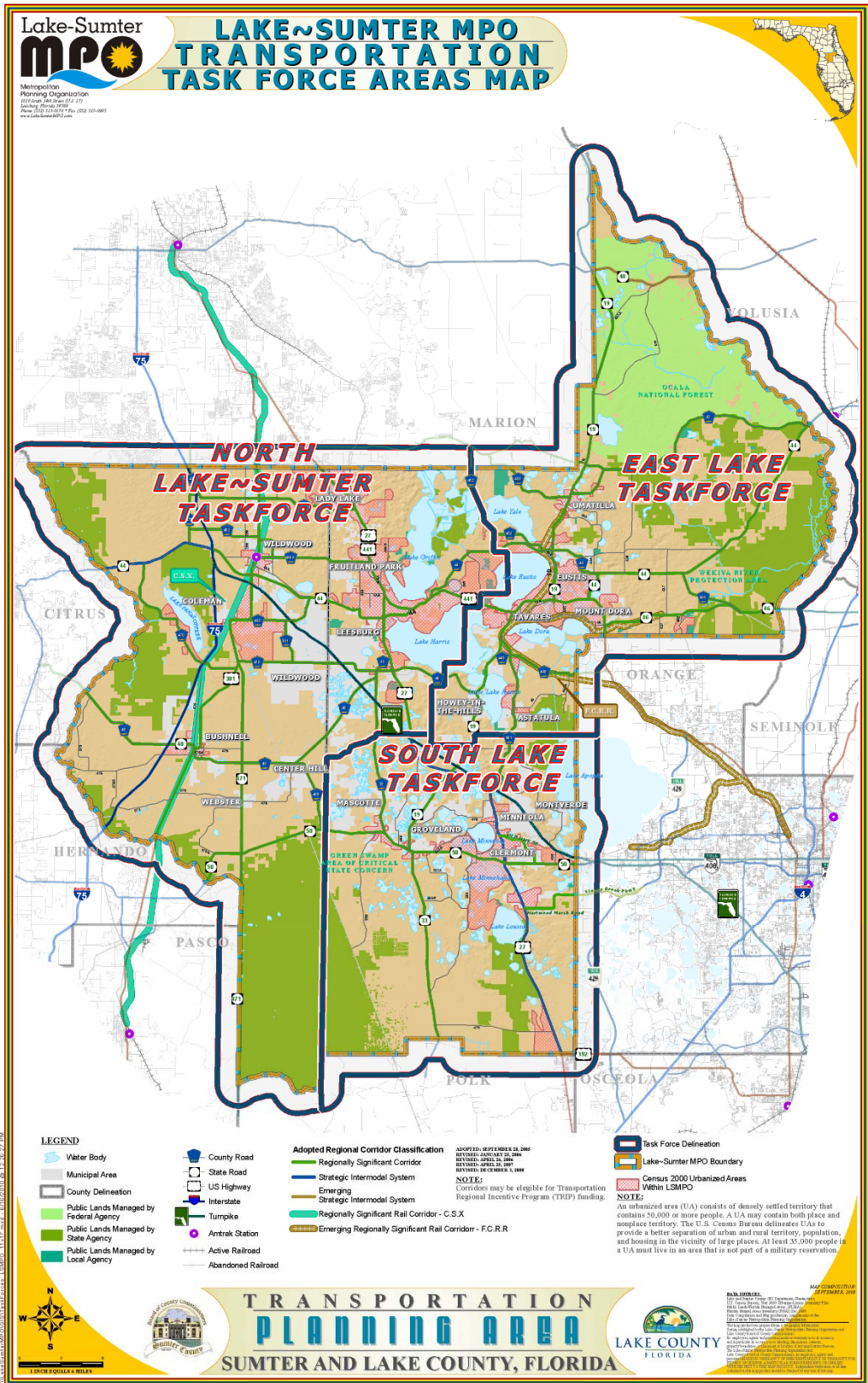
Strategy Evaluation | Goal #4: Improve the Process through Performance Evaluation

<i>Strategy</i>	<i>Measure</i>	<i>Outcome</i>
Efficient Transportation Decision Making (ETDM) Process	Number of new projects submitted into ETDM tool; Number of stakeholder comments received; Number of responses to stakeholders based on comments received.	New projects submitted to ETDM tool:____; Stakeholder comments received:____; Reponses to stakeholder comments:_____.
Continuous Review and Measurement of PIP Engagement Techniques	Number for public involvement reports provided to MPO Board and advisory committees; Number of improvement comments received by MPO Board and advisory committees; Number of modifications or changes to PIP techniques to improve participation in the transportation planning process.	Report to MPO Board and advisory committees:____; Improvement comments received:____; Modifications to PIP techniques: _____.

APPENDIX B: MPO PLANNING AREA AND TASK FORCE MAPS



Source: Lake-Sumter MPO



Source: Lake~Sumter MPO

APPENDIX C: TRANSPORTATION ACRONYM GUIDE

ACRONYM	NAME / TITLE
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AE	Annual Element
AFV	Alternative Fuel Vehicle
AIA	American Institute of Architects
AICP	American Institute of Certified Planners
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association
APTA	American Public Transit Association
APWA	American Public Works Association
ARRA	American Recovery and Reinvestment Act
ASCE	American Society of Civil Engineers
AVO	Average Vehicle Occupancy
AVR	Average Vehicle Ridership
AWT	Average Weekday Traffic
B/C	Benefit Cost Ratio
BCC	Board of County Commissioners
BLM	Bureau of Land Management
BMS	Bridge Management System
BOA	Board of Adjustments
BOE	Basis of Estimate
BPAC	Bicycle and Pedestrian Advisory Committee
BRP	Bridge Replacement Program (State)
BRRP	Bridge Repair and Rehabilitation Program (State)
BRT	Bus Rapid Transit
BTS	Bureau of Transportation Statistics
CAAA	Clean Air Act Amendments of 1990
CAC	Citizens Advisory Committee

ACRONYM	NAME / TITLE
CAD	Computer Aided Drafting
CADD	Computer Aided Drafting and Design
CBD	Central Business District
CCI	Construction Cost Index
CCI	Community Characteristics Inventory
CDC	Center for Disease Control
CEI	Construction Engineering Inspection
CEMO	Central Environmental Management Office (State)
CE-NEPA	Categorical Exclusion
CFMPOA	Central Florida MPO Alliance
CFR	Code of Federal Regulations
CIE	Capital Improvement Element
CIGP	County Incentive Grant Program
CIP	Capital Improvement Program
CLC	Community Liaison Coordinator
CMAQ	Congestion Management and Air Quality
CMP	Corridor (or Congestion) Management Plan
CMS	Congestion Management System
CMS	Concurrency Management System
CNG	Compressed Natural Gas
CNU	Congress of New Urbanism
CO	Carbon Monoxide
CO2	Carbon Dioxide
CO2E	Carbon Dioxide Equivalents
CTC	Community Transportation Coordinator
CTD	Commission for Transportation Disadvantage
CTST	Community Traffic Safety Team
CUTR	Center for Urban Transportation Research
dB	Decibels
DBE	Disadvantaged Business Enterprise
DDHV	Directional Design Hour Volume

ACRONYM	NAME / TITLE
DDR	District Dedicated Revenue
DEIS	Draft Environmental Impact Statement
DEO	Department of Economic Opportunity (FL)
DHV	Design Hour Volume
DIS	State funds for projects on the Strategic Intermodal System
DNR	Department of Natural Resources
DNS	Determination of Non-significance
DOT	Department of Transportation
DRI	Development of Regional Impact
DVMT	Daily Vehicle Miles Traveled
EA	Environmental Assessment
EAR	Evaluation and Appraisal Report
EB	Eastbound
ECFRPC	East Central Florida Regional Planning Council
EEO	Equal Opportunity Employer
EIS	Environmental Impact Statement
EOC	Emergency Operations Center
EPA	Environmental Protection Agency (Federal)
ESA	Endanger Species Act
ETDM	Efficient Transportation Decision Making
F.S.	Florida Statute
FAA	Federal Aviation Administration
FAPA	Florida Chapter of the American Planning Association
FARS	Fatality Analysis Reporting System
FBT	Floridians for Better Transportation
FC	Functional Classification
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEA	Final Environmental Assessment
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency

ACRONYM	NAME / TITLE
FGDL	Florida Geographical Data Library
FHWA	Federal Highway Administration
FIHS	Florida Interstate Highway System
FLUAM	Future Land Use Allocation Model
FMCSA	Federal Motor Carrier Safety Administration
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FSUTMS	Florida Standard Urban Transportation Modeling Structure
FTA	Federal Transit Administration
FTC	Florida Transportation Commission
FTE	Full Time Equivalent
FTE	Florida Turnpike Enterprise
FTP	Florida Transportation Plan
FY	Fiscal Year
4-R	Highway Reconstruction, Resurfacing, Restoration, and Rehabilitation
GHGs	Greenhouse Gases
GIS	Geographic Information Systems
GPS	Global Positioning System
GVW	Gross Vehicle Weight
HCM	Highway Capacity Manual
HOT	High Occupancy Toll Lanes
HOV	High Occupancy Vehicles
HSR	High Speed Rail
HTF	Highway Trust Fund (U.S.)
ICE	Intergovernmental Coordination Element
INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Traffic Engineers
ITS	Intelligent Transportation System
JPA	Joint Participation Agreement
LAP	Local Agency Program

ACRONYM	NAME / TITLE
LEP	Limited English Proficiency
LGCP	Local Government Comprehensive Plan
LMY	Lane Mile Years
LNG	Liquefied Natural Gas
LOPP	List of Priority Projects
LOS	Level of Service
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
LSMPO	Lake~Sumter MPO
LU	Land Use
M&O	Management and Operations
MAP-21	Moving Ahead for Progress in the 21st Century
MBE	Minority Business Enterprise
MIS	Management Information Systems
MMTD	Multimodal Transportation District
MOA	Memoranda of Agreement
MOU	Memorandum of Understanding
MP	Milepost
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
MSTU	Municipal Services Tax Unit
MUTCD	Manual on Uniform Traffic Control Devices
MWBE	Minority and Women's Business Enterprise
NAAQS	National Ambient Air Quality Standards
NB	Northbound
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NEPA	National Environmental Policy Act of 1969
NGS	United States National Geodetic Survey
NHPA	National Historical Preservation Act
NHPP	National Highway Performance Program

ACRONYM	NAME / TITLE
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanographic and Atmospheric Administration
NOX	Nitrogen Oxides
NPRM	Notice of Proposed Rule Making
NPS	National Park Service
NRHP	National Register of Historic Places
NTSB	National Transportation Safety Board
O&M	Operations and Maintenance
O-D	Origin-Destination (survey or zone)
OEO	Office of Equal Opportunity
OMB	Office of Management and Budget
OSHA	Occupational Safety and Health Administration
PCI	Pavement Condition Index
PD&E	Project Development & Environmental Study
PE	Professional Engineer
PE	Preliminary Engineering
PEA	Planning Emphasis Areas
PHF	Peak Hour Factor
PI	Public Involvement
PIO	Public Information Office (or Officer)
PL	Category of FHWA funds for MPO planning uses
PM	Project Manager
PM	Particulate Matter
PMS	Pavement Management System
PTMS	Public Transportation Facilities and Equipment Management System
PUD	Planned Unit Development
QA/QC	Quality Assurance / Quality Control
RCI	Roadway Characteristics Inventory
RFP	Request for Proposal
RFQ	Request for Qualifications

ACRONYM	NAME / TITLE
ROW	Right of Way
RPC	Regional Planning Council
RPM	Revolutions per Minute
RR	Railroad
RRR (3R)	Resurfacing, Restoration, and Rehabilitation
RTA	Regional Transit Authority
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SB	Southbound
SBE	Small Business Enterprise
SCE	Sociocultural Effects
SCOP	Small County Outreach Program
SD	Structurally Deficient
Section 5305(d)	Category of FTA funds for MPO planning use
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIB	State Infrastructure Bank
SIS	Strategic Intermodal System
SOV	Single Occupancy Vehicle
SR	State Road
SRPP	Strategic Regional Policy Plan
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCEA	Transportation Concurrency Exception Area
TCMA	Transportation Concurrency Management Area
TD	Transportation Disadvantaged
TDCB	Transportation Disadvantaged Coordinating Board
TDM	Transportation Demand Management
TDM	Travel Demand Management
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan

ACRONYM	NAME / TITLE
TE	Transportation Enhancements
TEA-21	Transportation Equity Act for the 21st Century of 1998
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMS	Transportation Management System
TOP	Transit Operations Plan
TPO	Transportation Planning Organizations (synonym to MPO)
TRB	Transportation Research Board
TRIP	Transportation Regional Incentive Program
UA	Urbanized Area
UCF	University of Central Florida
UPWP	Unified Planning Work Program
US	United States (route)
USC	United States Code
USDOE	United States Department of Energy
USDOT	United States Department of Transportation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHT	Vehicle Hours Traveled
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VPH	Vehicles Per Hour
WAGES	Work and Gain Economic Self Sufficiency
WB	Westbound
WBE	Women's Business Enterprise
WPRC	Withlacoochee Regional Planning Council
YTD	Year to Date

APPENDIX D: FLORIDA LRTP AMENDMENT THRESHOLDS



Section 1. Florida LRTP Amendment Thresholds

The guidance in this section sets the minimum thresholds for project changes that trigger an LRTP Amendment at the time of STIP approval, a STIP amendment or NEPA approval. Even if a project change does not require an amendment, an MPO may still elect to do an amendment at its option if appropriate circumstances warrant. For determining TIP/STIP/LRTP/NEPA consistency for approval of a NEPA document, please refer to *Section 2. NEPA Consistency and Approval* and the 2012 LRTP Expectations Letter for additional details. This document was jointly prepared by FDOT and the FHWA Florida Division. The following acronyms are used:

CFP – Cost Feasible Plan
CST – Construction Phase
FDOT – Florida Department of Transportation
FHWA – Federal Highway Administration
LRTP – Long Range Transportation Plan
MPO – Metropolitan Planning Organization
NEPA – National Environmental Policy Act
PD&E – Project Development and Environment Phase
PE – Preliminary Engineering Phase
ROW – Right of Way Phase
SIS – Strategic Intermodal System
STIP – State Transportation Improvement Program
TIP – Transportation Improvement Program

LRTP Amendments

Project Cost Changes that Require an LRTP Amendment

An LRTP amendment will be required for LRTP cost increases that exceed 50% of project cost and \$50 million.

When assessing project cost changes (including project costs documented in NEPA documents), the cost of the project includes the phases after the PD&E which, for purposes of this document, are Design/PE, ROW and Construction phases.

Other Changes that Require an LRTP Amendment

- A. Design Concept or Scope Changes: A major change in the project termini (e.g. expansion) or a change in a project concept(s) such as adding a bridge, addition of lanes, addition of an interchange, etc.
- B. Deleting a full project from the CFP.

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- C. Adding a new project where no phases are currently listed in the CFP.
- D. Projects or Project Phase Initiation Date for projects in the CFP:
 - a) Advancing a project phase from the 3rd 5 years and the last 10 year band of the LRTP to the TIP/STIP years; advancing a project more than one 5 year band (see table with LRTP amendment examples below).
 - b) Adding a phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.
 - c) For advancing phases of minor projects, please see the LRTP Modifications section.
- E. Projects or Project Phase Initiation Date for projects beyond the CFP:
 - a) Moving a new project from a Needs or Illustrative List to the CFP where no phases are currently listed in the CFP.
 - b) Moving new phases from a Needs or Illustrative List to an existing CFP project where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.

LRTP Amendment Examples				
CFP				Needs
1 st 5-yr band TIP/STIP years	2 nd 5-yr band	3 rd 5-yr band	Last (10-yr) band	Needs/ Illustrative List
TO	←←←		FROM	
TO	←←←		FROM	
	TO ←		FROM	
	←←←←←			FROM
TO ANY BAND				

LRTP Modifications

Changes that are less significant than those above that trigger an LRTP amendment would only require a modification. These include:

- A. Design Concept or Scope Changes: A minor change in the project termini equal to or less than 10% of the total project, i.e., adjusting length for turn lane tapers.
- B. Identification of planned use of Federal funds for existing CFP projects if Federal funds are added to a project funded with only state or local funds in the adopted LRTP.
- C. Project or Project Phase Initiation Date:
 - a) Advancing a project from a 5- or 10-year band to an adjacent 5 year band beyond the TIP/STIP years/1st 5-yr band.
 - b) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.

- c) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) from a Needs or Illustrative list to the CFP where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.
- d) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) from a Needs or Illustrative list to the CFP where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) the added phases use new funds not contained in the LRTP Revenue Forecast to the CFP.

LRTP Modification Examples				
CFP				Needs
1 st 5-yr band TIP/STIP years	2 nd 5-yr band	3 rd 5-yr band	Last (10-yr) band	Needs/ Illustrative List
TO ←	FROM			
	TO ←	FROM		
		TO ←	FROM	

Advancing Phases for Minor Projects

Projects and/or project phases of \$5 million or less can be moved from any 5-yr band to any 5-yr band by modification to the LRTP.

Background and Related Information

TIP/STIP Consistency with LRTP

TIP/STIPs are required to be consistent with LRTPs {23 CFR 450.216(k) and 23 CFR 450.324(g)}. The TIP/STIP is consistent with the LRTP when:

- A. TIP/STIP project costs are within 50% and \$50 million of projects costs shown in the LRTP.
- B. TIP/STIP initiation phase is within the first two 5-year bands of the LRTP;
- C. Project Scope (including termini, number of lanes, interchanges, etc.,) is consistent between the TIP/STIP and LRTP. Project Termini may have minor variations if there is no major scope change.

For initial STIP approval, TIPs are incorporated into the STIP unchanged {23 CFR 450.216(b)}.

NEPA Consistency and Approval

A NEPA document is consistent with the LRTP and STIP/TIP when:

- A. NEPA discussion of the project implementation reflects the planning documents in these areas: scope, cost, general funding sources, description, and logical termini.
- B. An amendment to either the LRTP or STIP/TIP is NOT needed.
- C. The limits in the NEPA document (logical termini) are addressed in the LRTP CFP or Needs Plan, regardless of the implementing constructible segments.

Modifications should occur to the STIP/TIP or LRTP prior to NEPA approval whenever possible. However, modifications may be completed after the NEPA signature in accordance with the state and MPO established planning procedures. The NEPA document must provide reasonable assurances that the changes will occur as noted in the Commitments and Recommendations Section of the NEPA document.

For the final NEPA document to be signed:

In an MPO area

- A. The project must be described within the LRTP. The description, at a minimum, must include roadway identification, termini, implementation time frame and full project cost.
- B. Ideally, all phases of the project will be funded in the LRTP CFP.
- C. At least one subsequent phase of the entire project must be in the LRTP CFP. If the next phase for the entire project is not in the CFP, then at least one segment of the project must be fully funded in the CFP through construction.
- D. The information that is then displayed in the TIP/STIP would depend on the timing of the programming for the next phase of the project implementation.

In a non-MPO area

- A. The project must be consistent with the Florida Transportation Plan.
- B. If the project is on the SIS, the SIS 10-Year CFP may be used to show the project's planned implementation. If the project is not on the SIS, other publically available long range considerations may be used to show the project's planned implementation, such as local government comprehensive plans.
- C. The project or phase of a project must be in the STIP. If funding of the project is beyond the timeframe of the STIP, the STIP must contain an informational project with a description of the subsequent phase(s) as reflected in the SIS 10 Year Plan full project cost information or other long range public planning documents.

Review and Revision of Florida LRTP Amendment Thresholds

This guidance will be reviewed and revised as needed should the state be subject to Air Quality Conformity requirements. The effectiveness of this document will be evaluated after a one-year implementation period which ends in October 2014. Revisions as agreed upon by the parties will be made as needed. This guidance sets the minimum thresholds for project changes that trigger an LRTP Amendment. Even if a project change does not require an amendment, an MPO may still elect to do an amendment at its option if appropriate circumstances warrant.

APPENDIX E: FEDERAL REQUIREMENTS FOR PUBLIC PARTICIPATION

The public involvement process requirements in 23 CFR450, Section 450.316 are described below. These requirements encourage a pro-active public involvement process and support early and continuing involvement of the public in the planning process. A reference to the section of this plan describing how the Lake~Sumter MPO meets these requirements is included following each criterion listed below.

§ 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;*
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;*
- (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;*
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;*
- (v) Holding any public meetings at convenient and accessible locations and times;*
- (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;*
- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;*
- (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;*
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and*
- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.*

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201- 204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

It is important to note, other components of the legislation which support 23 CFR450, Section 450.316 include:

- 450.212(a) - Public Involvement;
- 450.214 - Statewide Transportation Plan;
- 450.216 - Statewide transportation improvement program (STIP);
- 450.318(b) - Metropolitan Transportation Planning Process: Major Metropolitan Transportation Investments;
- 450.322(c) - Metropolitan Planning Process: Transportation Plan; and
- 450.324(c) - Transportation Improvement Program: General.

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

2017 MEMBER LIST

<u>NAME</u>	<u>REPRESENTING</u>	<u>APPOINTED</u>	<u>EXPIRATION</u>
Christina Kurtz-Clark	Lake County, D1	4/4/17	12/31/17
Ray San Fratello	Lake County, D2	4/4/17	12/31/18
Bradley W. Campbell	Lake County, D3	2/16/16	12/31/17
Timothy J. Bailey	Lake County, D4	4/4/17	12/31/18
Gregory Jones	Lake County, D5	3/15/16	12/31/17
Doug Tharp	Sumter County (1)	12/13/16 (re-appt.)	12/31/18
Jerry Prince	Sumter County (2)	01/11/17	12/31/18
(Vacant)	Town of Astatula	vacant	vacant
Hal Lyons	City of Bushnell	12/17/15	12/31/17
(Vacant)	City of Center Hill	vacant	vacant
(Vacant)	City of Coleman	vacant	vacant
Susy Gibson	City of Clermont	1/10/16 (re-appt.)	12/31/18
Gerald Cobb	City of Eustis	2/25/16	12/31/17
(Vacant)	City of Fruitland Park	vacant	vacant
(Vacant)	City of Groveland	vacant	vacant
(Vacant)	Town of Howey-in-the-Hills	vacant	vacant
Regis LeClerc	Town of Lady Lake	11/16/15 (re-appt.)	12/31/17
(Vacant)	City of Leesburg	vacant	vacant
(Vacant)	City of Mascotte	vacant	vacant
Matt Earnest	City of Minneola	12/20/16	12/31/18
(Vacant)	Town of Montverde	vacant	vacant
Bob Zerbe	City of Mount Dora	5/16/17	12/31/18
David Clutts	City of Tavares	01/20/16 (re-appt)	12/31/17
(Vacant)	City of Umatilla	vacant	vacant
Stephen Stone	City of Wildwood	12/21/15 (re-appt)	12/31/17
(Vacant)	Lake County Schools	vacant	vacant
(Vacant)	Sumter County Schools	vacant	vacant

LAKE~SUMTER MPO PROJECT UPDATES - November 2017

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

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

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

Following FDOT and Federal Highway Administration approval of an Interchange Justification Report for the potential new interchange with I-75 west of Coleman at CR 514, the project is now moving into the PD&E Study phase. This effort is being coordinated with the US 301 PD&E study.

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

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

- **Wekiva Parkway Project**

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

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

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

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

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

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

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

- **SR 50 PD&E Study**

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

- **Complete Streets Projects**

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