

JANUARY 2017

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

(386) 943-5185

**LAKE COUNTY
CONSTRUCTION IN PROGRESS**

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: 967

Ranger Construction

Project cost: \$37,503,443.23

ESTIMATE COMPLETION DATE: SEPTEMBER 2018 – 34% COMPLETE

LANE CLOSURES: February 9, 2016 to October 18, 2018

SB inside lane closure on US 27 from south of Marguax Dr. to north of Lake Louisa Rd. – 24-hours a-day

April 25, 2016 to October 18, 2018

NB outside lane closure on US 27 from south of Margaux Dr. to north of Lake Louisa Rd. – 24-hours a-day

The single lane configuration on both NB and SB will remain until the project is complete in Winter of 2018.

435434-1-52-01

SR 25/US 27 and SR 50 Interchange – Landscaping in Lake County

Estimated completion date: August 2017 (Establishment period ends) – 71% complete

Dynamics Group, Inc.

Project cost: \$243,390

LANE CLOSURES: No lane closures anticipated

Sumter County reviewing Transition Plan for take-over maintenance after the 2-year Landscape Establishment period.

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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 2018/2019. (FM 429356-1) Construction not funded. 429356-2 US 441 Utility Relocation, JPA with City of Mt. Dora FY 2017.
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)
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).

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**SUMTER COUNTY
CONSTRUCTION IN PROGRESS**

242626-2-52-01:

I-75 Improvements from North of Hernando County Line to South of CR 470.

Widen I-75 from four (4) lanes to six (6) lanes, complete interchange construct at State Road 48 (Exit 314) new ramps at the CR 476B/CR 673 (Exit 309 Interchange) Intelligent Transportation Systems (ITS) improvements. Drainage, guardrail, signing and pavement markings, signalization, milling and resurfacing, and miscellaneous structures.

Estimated completion date: January 2017 - 85% complete

The Middlesex Corporation

Project cost: \$76.9 million

LANE CLOSURES: No Lane closures anticipated

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

Estimated completion date: September 2017 - 71% complete

Project cost: \$43.1 million

LANE CLOSURES: January 3 to January 4, 2017

8pm to 7 am – Alternating NB single lane closures just north of Exit 321 for milling and resurfacing.

January 5 to January 6, 2017

8pm to 7am – NB off-ramp at Exit 321 will be closed for asphalt repairs. Detour will be in effect NB I-75 traffic will either have to leave I-75 at Exit 314 (SR 48) and access CR 470 via CR 475 or make a U-turn at Exit 329 (SR 44) and access CR 470 using the SB off-ramp/

240418-2:

SR 48 from E. of I-75 Ramps to CR 475 (Main Street) – Add Lanes and Rehabilitate Pavement

Estimated completion date: July 2017 – 61%

LANE CLOSURES: No lane closures anticipated

433959-1:

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

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 million

LANE CLOSURES: January 3 to January 6, 2017

6pm to 6:30 am – Single SB and NB outside lane closures from Noble Avenue to Seminole Avenue to mill and pave the roadway.

JANUARY 2017

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

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Other Projects Pending

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/18 (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).
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.

PUBLIC WORKS DIVISION

PROJECT SUMMARY - November 22, 2016

SUMTER COUNTY ROADWAY PROJECTS UPDATE

ROADS		SCOPE	*PHASE	PROJECT BUDGET (FY 2016)
1	C-462 Widening	This roadway widening project includes reconstruction of approximately 2.3 miles of roadway from US 301 to C-466A, within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, a bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Roadway construction commenced on April 18, 2016. Project completion projected as 12 months from NTP, April 18, 2017. Contractor is to shift traffic back to southern end of C-462 by 11/30/16. Final asphalt wearing surface to be laid November 21,22 and 23, 2016. Substantial completion of project anticipated 3 months ahead of schedule by 12/31/16.	C	\$5,333,000
2	C-466W Widening	This roadway widening project includes reconstruction of approximately one mile of roadway from CR 209 to US 301 within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Utility work coordination progressing as DAB commences clearing and grubbing. MOT established via C-462 and C-475 as well as "Business Open and Business Name" signs. Stormwater, municipal water, and overhead utilities are 60% complete.	B/P	\$967,742
3	C-476 W Safety Improvements	The purpose of this project is to replace the existing edge and centerline striping with rumble striping for a 9.1± mile section of C-476 W from the Hernando County Line to US 301. Final design plans were submitted on 6/26/15. Project was to be re-bid and one bid was received. FDOT has approved contractor award and a November Pre-Construction meeting was held with project team and project commencement anticipated 12/15/16.	B/P	\$299,342
4	C-468 Widening from US 301 to CR 505	This roadway widening project includes reconstruction of approximately 1.7 miles of roadway from US 301 to CR 505. The final roadway configuration will include a four-lane divided urban typical section with sidewalks and bicycle lanes. The project is being coordinated with the Wildwood Springs DRI site planning process, and shared pond/developer access locations have been determined. The design was completed, and Rights-of-Way (R/W) acquisition started in January 2016. Plan updates occurring to accommodate City of Wildwood after main relocation request, and to address Village of Fenney access. A construction timetable has not yet been determined. Waterline design and utility coordination with TECO are underway. November 22, 2016, BOCC consideration of Traffic Impact Fee Agreement for construction with The Villages of Lake Sumter Inc.	R/W Acquisition	\$2,323,656
5	C-475 from C-470 E to CR 542	This project involves milling and resurfacing of C-475S from C-470 to CR 542. Scope also includes adding 4' paved shoulders and replacing the bridge over Jumper Creek and includes a 12 inch water main interconnection design. The design recommendation for Kimley-Horn and Associates will go before the BOCC for approval on 5/10/16 and includes a dry water main extension to interconnect the Bushnell water system. Funding of construction is expected to be through an FDOT SCOP grant.	D	\$400,000
6	C-470, C-475N, and C-575 Safety Improvements	The design recommendation for HDR will go before the BOCC 5/10/16 of safety improvements to C-470 between CR 424 and Wilderness Drive (0.6 miles); C-475N between SR 44 and the Marion County line (6.3 miles); and C-575 between C-476W and C-48W (along 0.8 miles of curves). These safety improvements include adding paved shoulders, installing raised pavement markers, installing edge line rumble strips, and other related safety improvements. The RFQ for design was advertised 1-15-16. Design is scheduled to begin in March 2016, and construction is scheduled to occur in FY 2018. This project is funded with FDOT Local Agency Program (LAP) funds. FDOT sent approval to proceed into design phase.	D	\$401,000
7	C-478 from US 301 to SR 471	This 5.5 miles of roadway is scheduled to be resurfaced once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant.	PL	\$750,000
8	South Buena Vista Boulevard	This roadway will be milled and resurfaced from the North Odell Circle/Bailey Trail roundabout to the South Odell Circle roundabout (9000'). This work is scheduled to occur once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant.	PL	\$750,000
9	CR 219 between SR 44 and CR 238	This project involves the reconstruction and widening of the existing two-lane CR 219 to include two 12' lanes, paved shoulders, and turn lanes at SR 44 and the future southernmost Pike 75 driveway. It also includes the extension of a 12" potable water main to the north of the industrial park entrance. C.W. Roberts is the contractor for this project. Construction is underway.	C	\$1.028M
10	CR 525 Extension - Wade Industrial Park	The concept master plan of the industrial park and deed work is complete. The Nelson right-of-way is scheduled for closing and the Wade right-of-way closed. The comments to the 90% plans were reviewed with comments back to KHA. The permitting documentation is pending City of Coleman approval and then all permit applications can be submitted. The design includes the water line, gas line and limited improvements on CR 514. Construction bidding is shifted to January 1, 2017.	D	\$2,565,800
11	ITS Study	A Joint Participation Agreement (JPA) with FDOT was approved by the Board of County Commissioners on 1-12-16. A task order with Volkert & Associates for the performance of the study will be executed in January 2016. The study is expected to be completed by January 2017. Stakeholder meeting scheduled for Gainesville to view ATMS system.	PL	\$200,000
12	CR 673 from CR 674 west to I-75	This 3.5 miles of roadway will be reconstructed, and paved shoulders will be added to the roadway. The RFQ will be advertised for Design Consultant Selection 12/15/16. FDOT has authorized design funds for 2017 and construction is anticipated for FY 2018.	D	\$2.9M
FUTURE PROJECTS				
A	C-48W Safety Improvements	C-48W from the Citrus County Line to CR 616 is a roadway safety upgrade project (adding 5' paved shoulders, audible edge line, and guardrail at the curves) approximately 7.5 miles in length. A public meeting was held on 4/16/2015 to discuss the 60% plans. 100% design plans were submitted to the County on 5/29/15. Construction is expected to begin in 2017, when FDOT grant funds are programmed.	FY 2017	\$450,000
B	C-472 @ US 301 Intersection	A final FDOT signalization study and roundabout alternatives analysis was submitted to the County from FDOT on 10/2/15. A roundabout is the preferred alternative, and is tentatively scheduled for construction in FY 2020-2021. As an interim safety measure, modified the median to a directional type.	FY 2020	TBD
Saved as: S:\Public Works\Division-Admin\Project Update Reports Projects A and B are future projects and not shown on the map.			B/P - Bid or Design Procurement C - Construction CD - Conceptual Design D - Design	PC - Post Construction PL - Planning TBD - To Be Determined WC - Waiting Construction

SUMTER COUNTY TRANSIT

	August	September	October	November	December
Invoice Amount	\$94,439.61	\$92,467.64	\$92,949.99	\$85,583.90	\$81,922.26
Completed Trips	4,941	5,295	5,143	4,606	4,598
Vehicle Miles	41,319	39,956	37,391	38,062	37,605
Accidents – Contract Standard 1.4 per 100,000 miles	0	0	0	0	0
On Time Performance – Contract Standard 92%	98.71%	98.63%	98.38%	98.41%	98.64%
Call Hold Times	8 Seconds	6 Seconds	1 Second	1 Second	1 Second
Passenger Trips per hour – Standard 1.71	1.88	2.05	2.07	2.05	1.96
Cost per mile – Standard \$2.70	\$2.33	\$2.39	\$2.57	\$2.35	\$2.29
Cost per trip – Standard \$23.22	\$19.52	\$18.04	\$18.66	\$19.45	\$18.69
Compliments	9	11	6	14	11
Complaints	0	0	0	0	0

BOCC/Sumter County Transit received no Ombudsman complaints on the operator this reporting period.



Volkert, Inc.

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Gainesville, FL 32601

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gainesville@volkert.com

January 9, 2017

To: Mike Woods, Transportation Planner, Lake-Sumter MPO
From: Brian Kanely, P.E., Senior Traffic Engineer, Volkert, Inc.
Re: Funding Request for Sumter County ATMS, Phase 1 Engineering Design

www.volkert.com

Mike:

The following brief outline describes the current status of the development of the Sumter County ATMS. The Sumter County ITS Study & Plan Development project will be complete in February/March 2017. This study recommends a three phase approach for the engineering design and construction of the Sumter County ATMS.

I would appreciate your placing this document in the packet for the January 11, 2017 LSMPO TAC meeting. I will be attending the TAC meeting and will make a short presentation on the status of the Sumter County ATMS project and the funding request for the Phase 1 Engineering Design.

Sumter County Advanced Traffic Management System (ATMS) – Current Status

Sumter County is in the process of planning for an ATMS to (1) operate, coordinate and maintain the traffic signals in the County, (2) connect the Sumter County ATMS to the Regional Traffic Management Centers (TMC) operated by FDOT D5 and the Florida Turnpike (FTE), (3) coordinate traffic signal operations in the US 27/441 corridor with Marion and Lake Counties, and (4) provide real time traffic management information to the public safety agencies and citizens of Sumter County.

The first step was to prepare a Sumter County ATMS Master Plan Study which examined the following:

- Locations for signal equipment upgrades, CCTV, etc.
- Inventory and determine what is available from an equipment standpoint.
- Make recommendations on what elements should be in an ATMS
- Study completed in spring, 2014, funded by Sumter County.

The study currently in progress is the Sumter County ITS Study & Plan Development, which is examining the following:

- Determine the needs/phasing/estimated costs for ITS activities throughout Sumter County, and in particular the development of an ATMS.
- Recommends ITS equipment and connectivity patterns countywide.
- Coordination of ITS activities with FDOT and FTE.
- Coordination of traffic signal activities with Marion & Lake Counties in the US 27/441 corridor.
- Determine communications technology and routing for the Sumter County ATMS.
- Recommend phasing/schedule for the ATMS engineering design and construction.
- Complete FDOT documentation required for moving forward with engineering design activities.
- Study to be complete in February/March, 2017, funded by a JPA with FDOT.

The implementation of any ATMS, including the Sumter County ATMS, is dependent on the funding amounts/sources for engineering design and construction and how much funding will become available

Office Locations:

Birmingham, Foley, Huntsville, Mobile, Alabama • Gainesville, Orlando, Pensacola, Tampa, Florida • Atlanta, Georgia
Collinsville, Illinois • Baton Rouge, Slidell, Louisiana • Biloxi, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina
Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.



in each fiscal year. That information has not yet been fully developed for the Sumter County ATMS, therefore, the actual engineering design and construction activities for each phase are not available. A possible construction phasing for the Sumter County ATMS could be as follows:

- Phase 1 – Interconnect the signals along C-466 in The Villages from Buena Vista Blvd to US 301, construct the Traffic Management Center (TMC) at the PW offices in Bushnell, construct/implement the necessary communications technology and produce an operational ATMS in Sumter County. Sumter County Public Works has stated that their priority for the ATMS is to include the traffic signals along C-466 in the first phase of engineering design and construction. Whether or not any additional ATMS components could be included in Phase 1 is yet to be determined.
- Phase 2 – Interconnect the signals along US 27/441 and connect to the TMC, coordinate traffic signal activities along US 27/441 with Marion and Lake Counties, connect the Sumter County TMC with the FDOT D5 & FTE Regional TMC's and construct/implement the necessary communications technology. Sumter County Public Works has stated that their priority for the second signal system to come on line in the ATMS would be the signals in the US27/441 corridor and to connect to the FDOT D5 and FTE Regional TMC's. The exclusion/inclusion of additional ATMS components in Phase 2 is yet to be determined
- Phase 3 – Interconnect the signals at the I-75 ramps in Sumter County to the TMC, add additional corridors in the Villages to the TMC, construct/implement the necessary communications technology and add any additional elements desired by Sumter County. The details of Phase 3 are yet to be determined but the priorities for inclusion of signal systems into the ATMS is stated in Phase 3.

The desired phasing/schedule for funding for engineering design and construction of the Sumter County ATMS is as follows. Funding levels in future years will impact this schedule.

- Fiscal Year 2018: Phase 1 Engineering Design.
- Fiscal Year 2019: Phase 1 Construction, Phase 2 Engineering Design.
- Fiscal Year 2020: Phase 2 Construction, Phase 3 Engineering Design.
- Fiscal Year 2021: Phase 3 Construction.

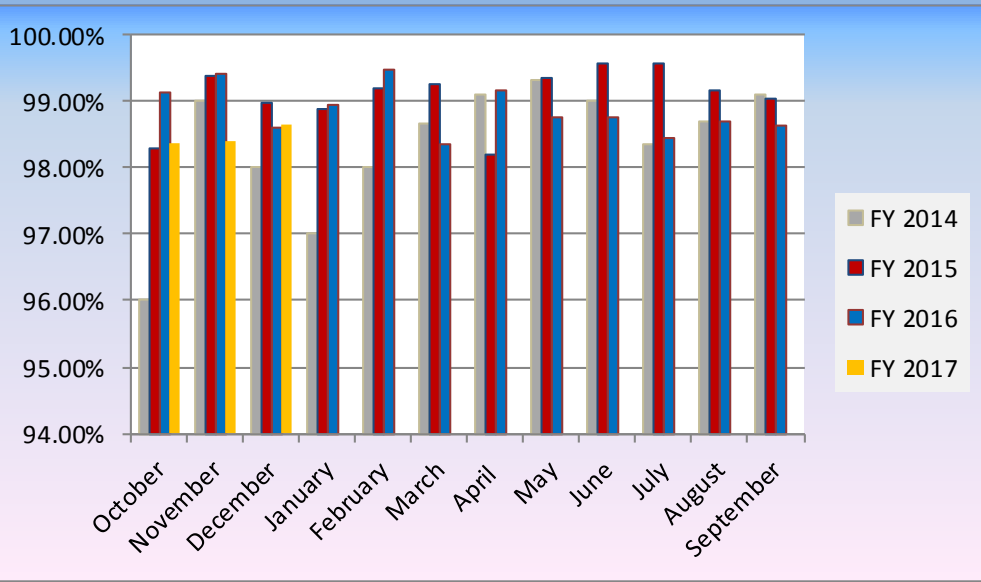
Funding for Phase 1 Engineering Design for the Sumter County ATMS for Fiscal Year 2018.

- Cost for Phase 1 Engineering Design is \$200,000.
- Funding request is \$100,000 from Sumter County and \$100,000 from FDOT.
- Phase 1 Engineering Design would begin on October 1, 2017, start of FY 2018 for Sumter County.
- A Lake-Sumter MPO Project Information Application Form for Phase 1 Engineering Design has been completed and submitted to LSMPO staff.
- The Project Information Application Form will also allow FDOT to pursue grant funding for the Sumter County ATMS.
- Depending on actual funding allocations, the above could be modified.

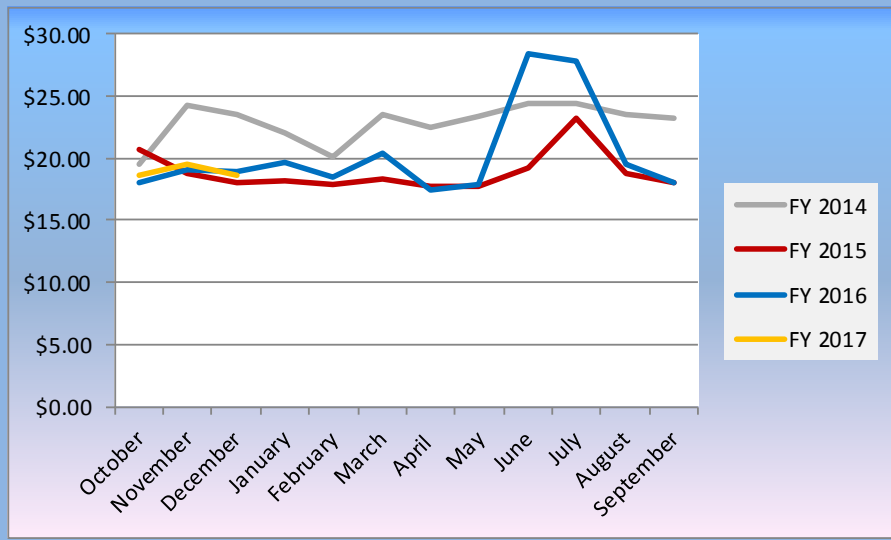
Prepared by:
Brian Kanely, P.E.
Sr. Traffic Engineer
Volkert, Inc.
January 9, 2017

DRIVER AVAILABILITY	-	-	-	-	-	-	-	-	-	-	-	-	-
OUTSIDE OF SERVICE AREA	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-
PASSENGER NO SHOWS	31	38	69	72	68	67							345
VEHICLE MILES-COORDINATED SYSTEM	43,437	50,372	45,651	44,518	45,234	43,310	-	-	-	-	-	-	272,522
REVENUE MILES-COORDINATED SYSTEM	40,600	41,686	35,058	35,206	32,636	34,341	-	-	-	-	-	-	219,527
RIDE RIGHT VEHICLE MILES	36,100	41,319	39,956	37,391	38,062	37,605							230,433
RIDE RIGHT REVENUE MILES	35,537	35,439	31,128	30,288	27,687	30,405							190,484
SCARC VEHICLE MILES	7,337	9,053	5,695	7,127	7,172	5,705							42,089
SCARC REVENUE MILES	5,063	6,247	3,930	4,918	4,949	3,936							29,043
ON TIME PERFORMANCE	98.46%	98.71%	98.63%	98.38%	98.41%	98.64%							98.54%
NUMBER OF ROADCALLS	0	2	1	0	0	0							3
NUMBER OF ACCIDENTS (P= Preventable / N= Non-preventable)	0	0	0	0	0	0							-
NUMBER OF VEHICLES	32	32	32	32	32	32							32
NUMBER OF PHONE CALLS	3,237	3,337	4,347	2,700	2,696	2,395							18,712
AVERAGE HOLD TIME	0:00:09	0:00:08	0:00:06	0:00:01	0:00:01	0:00:01							0:00:04
COMPLAINTS	-	-	-	-	-	-	-	-	-	-	-	-	0
SERVICE	1	-	-	-	-	-	-	-	-	-	-	-	1
POLICY	-	-	-	-	-	-	-	-	-	-	-	-	0
VEHICLE	-	-	-	-	-	-	-	-	-	-	-	-	0
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	0
COMPLIMENTS	5	9	11	6	14	11							56

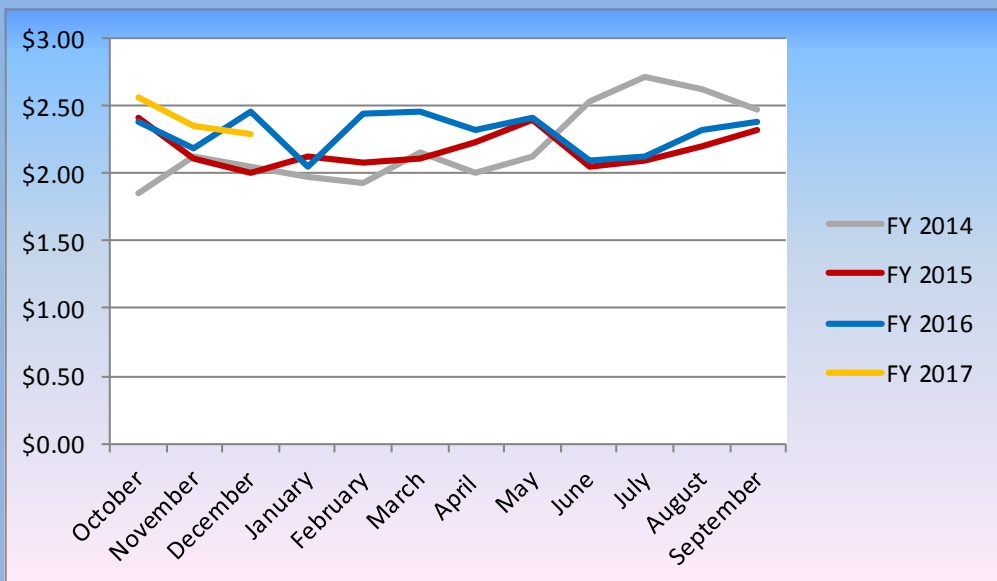
Sumter County On Time Performance



Sumter County Cost Per Trip



Sumter County Cost Per Mile



MINUTES

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

**Wednesday, November 9, 2016
Regular Meeting, 4 p.m.**

**1616 South 14th Street
Leesburg, Florida 34748
Phone (352) 315-0170 – Fax (352) 315-0993**

OPENING

Susy Gibson called the meeting to order at 4:05 p.m.; and confirmed the meeting was properly noticed and a quorum was not present. Susy Gibson asked for everyone to introduce themselves, and thanked everyone for attending the meeting.

Members Present

Susy Gibson	City of Clermont
Ben Homan	Lake County, D2
Bradley W. Campbell	Lake County, D3
Doug Tharp	Sumter County
Steve Printz	Sumter County
John Schaller	City of Fruitland Park
Regis LeClerc	Town of Lady Lake
Stephen Stone	City of Wildwood

Members Absent

Natalie Werner	Lake County, D4
Gregory Jones	Lake County, D5
Gerald Cobb	City of Eustis
Victoria Diaz	City of Leesburg
David Clutts	City of Tavares
Hal Lyons	City of Bushnell
Sam Slaughter	City of Minneola

Staff Present

T.J. Fish	Executive Director
Mike Woods	Transportation Planner
Francis Franco	GIS Manager
Doris LeMay	Executive Assistant
Robert Williams	Financial Analyst

Others Present

I. REPORTS

- A. Florida Department of Transportation
Vickie Wyche provided updates
- B. Florida's Turnpike Enterprise
T.J. Fish provided updates
- C. Lake County Public Works, Economic Growth, Transit
None
- D. Sumter County Public Works, Transit
Reports included in Agenda Package
- E. School Districts
None
- F. Municipalities
None
- G. MPO Staff Reports
T.J. Fish provided updates

II. AGENDA UPDATE

T.J. Fish recommended to remove Discussion Item B from the Agenda

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

IV. PRESENTATION

Mike Woods provided an update on the progress of the multi-county task force that was facilitated by the Florida Department of Transportation. The Task Force examined the long-term facility needs between the Tampa Bay Region and the Jacksonville Region.

V. CONSENT AGENDA

- A. Approval of August 10, 2016 Meeting Minutes
Motion was made by Doug Tharp to approve August 10, 2016 Meeting Minutes, seconded by Steve Printz – **motion passed 8-0.**
- B. Approval of September 14, 2016 Meeting Minutes
Motion was made by Regis LeClerc to approve September 14, 2016 Meeting Minutes, seconded by Doug Tharp – **motion passed 8-0.**
- C. Approval of 2017 Meeting Calendars
Motion was made by Bradley Campbell to approve 2017 Meeting Calendars, seconded by Doug Tharp – **motion passed 8-0.**

VI. ACTION ITEMS

- A. Recommend Approval to Amend FY 2016/17 – 2020/21 Transportation Improvement Program
Mike Woods gave a brief explanation of the FY 2016/17 – 2020/21 Transportation Improvement Program. Mr. Woods also made note of the deletion of the roll forward funds of 28.5 Million for the Wellness Way Project in South Lake County. Discussion Continued. **Motion** was made by Steve Printz to approve amending the FY 2016/17 – 2020/21 Transportation Improvement Program, seconded by Bradley Campbell– **motion passed 8-0.**
- B. Draft Legislative Positions and Priorities
Mike Woods provided a brief explanation of 2017 Draft Legislative Positions and Priorities. Discussion Continued.
No Action Taken.
- C. Draft Policy 2016-8 – Transportation Systems Management and Operations (TSM&O)
Mike Woods gave a brief update of the Draft Policy 2016-8. Discussion continued.
No Action Taken.
- D. Review of By-Laws
Mike Woods gave a brief explanation of the By-Laws for the Citizens’ Advisory Committee. Discussion Continued.
No Action Taken.
- E. Election of Officers effective January 2017.
Susy Gibson went over the current member List. Discussion Continued. **Motion** was made by Bradley Campbell to postpone the election of officers until the January 2017 meeting, seconded by Regis LeClerc – **motion passed 8-0.**

VII. DISCUSSION ITEMS

- A. List of Priority Projects – Submittal of New Projects
Mike Woods provided a brief update of the annual process of developing the 2017 List of Priority Projects. Discussion Continued.
- B. Update on TIA Status
T.J. Fish recommended under Agenda Update to remove Item from the agenda. Mike Woods provided brief update on TIA Status. Discussion Continued.

VIII. PROJECT UPDATES

Mike Woods noted the project updates are included in the Agenda Package.

IX. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Susy Gibson confirmed that she will be attending the December 7, 2016 Governing Board Meeting.

X. ADJOURNMENT – No further business the Meeting adjourned at 5:15 p.m.

Susy Gibson, Chairman



Lake~Sumter Metropolitan Planning Organization 2017 Legislative Priorities

- 1. Reform the Transportation Regional Incentive Program (TRIP)**
- 2. Oppose Legislation that Requires Local Governments and Their Taxpayers to Pay Costs to Relocate Equipment Belonging to Other Entities**
- 3. Authorize the Indexing of Local Option Fuel Taxes in the Same Manner as State Fuel Taxes are Indexed**
- 4. CR 466A, Phases 3A and 3B, Widening in Fruitland Park (Lake County)**
- 5. Citrus Grove Road Widening in Minneola (Lake County)**



Lake~Sumter Metropolitan Planning Organization 2017 Legislative Positions

POLICY POSITIONS

1. Reform the Transportation Regional Incentive Program (TRIP)

Since created by legislation in 2006, the Transportation Regional Incentive Program has effectively catalyzed regional transportation planning and the development of regional transportation projects. However, the TRIP has only been effective when sufficient funds are available for the provision of matching grants. The 50 percent of state matching grant funding has attracted considerable investment by local governments and by the private sector for regional transportation projects like roadway projects connecting counties. Currently, state law provides for numerous drawdowns from the fund rendering the program in effective statewide.

2. Oppose Legislation that Requires Local Governments and Their Taxpayers to Pay Costs to Relocate Equipment Belonging to Other Entities

Local governments should not be mandated to cover equipment relocation costs for utilities not part of the local government to relocate from rights-of-way or easements upon, over, under or along a roadway. In the 2016 Florida Legislative Session, CS/SB 416 (Flores) and HB 461 (Ingram) passed both the House and Senate and was signed into law by the governor. The law requires local governments, and not utilities, to bear the cost of relocating a utility's equipment if such equipment is located within a public utility easement. CS/SB 416 passed the Senate (34-4) and the House (109-4).

3. Authorize the Indexing of Local Option Fuel Taxes in the Same Manner as State Fuel Taxes are Indexed

January 1, 2017, per statute, Florida's fuel tax automatically increased per the Consumer Price Index. This incremental approach has allowed gas taxes to better keep pace with transportation needs without the annual increases gaining much notice at the gas pump. The same indexing should be authorized for local option fuel taxes.

REGIONAL PROJECTS

1. CR 466A, Phases 3A and 3B, Widening in Fruitland Park (Lake County)

The east-west regionally-significant county road connects US 301 in Wildwood through The Villages east through Fruitland Park to US 27/441. The roadway is four lanes for most of the corridor except for Phases 3A and 3B in Fruitland Park. Construction funding in the amount of \$7.5 million is needed.

2. Citrus Grove Road Widening in Minneola (Lake County)

With the Minneola Interchange to open in June 2017, Citrus Grove Road is a planned four-lane east-west connection between the new interchange and US 27. Funding for construction is needed in the amount of \$5 million.

3. Wekiva Trail (Mount Dora and Lake County)

With design of the trail underway from Mount Dora east to the Wekiva Parkway, funding for right-of-way and construction is needed in order to connect downtown Mount Dora to the Coast to Coast Connector Trail in both Seminole and Orange counties. The right-of-way costs are estimated at \$9 million

4. North Lake Trail (Umatilla and Lake County)

Funding is needed for a study of the concept to connect Umatilla north parallel to SR 19 to the future Black Bear Scenic Trail planned along the SR 40 corridor through the Ocala National Forest. The project would be an eco-tourism opportunity for Umatilla and northern Lake County. The study is estimated at \$1 million.

5. Sorrento Avenue (SR 46) Complete Streets Project (Lake County)

Before SR 46 is transferred to Lake County following the completion of the Wekiva Parkway project, improvements to the corridor are needed to enhance the roadway as a main street for the Mount Plymouth/Sorrento community. \$5 million in funding is the estimated need.



POLICY 2017-1

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS POLICY

1. POLICY OBJECTIVE

Improving the efficiency of the existing transportation system, supporting the principles of improving mobility, reducing funding needs and congestion, and resource consumption. The intent of the Transportation Systems Management and Operations (TSM&O) policy is to encourage active management of the transportation system and to implement strategies in lieu of, or strategically in conjunction with, capacity expansion. Common types of TSM&O strategies include, but are not limited to:

- a. Intelligent Transportation Systems (Traveler Information, Adaptive Signal Control, Transit Signal Priority, etc.)
- b. Active Traffic Management (Active Arterial Management, Dynamic Routing, Queue Warning, Freight Management, etc.)
- c. Emergency Management
- d. Incident Management
- e. Event Management
- f. Information Management (Archived Data, Big Data, Performance Management, etc.)

These strategies can help to increase the efficiency of the system by shifting travel demand to off-peak periods and less congested facilities, optimizing travel speeds for fuel efficiency, and utilizing existing capacity to the greatest extent possible.

2. BACKGROUND

Transportation Systems Management and Operations (TSM&O) is a program within the Florida Department of Transportation (FDOT) that is based upon:

- a. Performance measurement,
- b. Active management of the multi-modal transportation network, and

- c. Positive safety and mobility outcome delivery to Florida’s traveling public.

Initially envisioned in 2008, formally endorsed as a program in 2010, and actively being implemented across the country, TSM&O offers ways to optimize the use of limited transportation funding to maximize transportation system safety, efficiency, and effectiveness.

Vision: Provide an efficient, reliable, safe, and environmentally friendly multi-modal transportation experience through inter-agency cooperation that utilizes cost effective and innovative TSM&O methods to enhance the quality of life for the citizens of Lake County.

Mission: To deploy a customer-driven TSM&O program focused on mobility outcomes through real-time and effective management of the existing transportation system toward its maximum efficiency.

Definition: TSM&O is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system.

3. POLICY

The MPO will promote the planning and implementation of the TSM&O Policy throughout the MPO planning area and recommends that all member governments adopt TSM&O Policies consistent with this program. The MPO will seek incorporation of the TSM&O Policy into the development of transportation projects and plans where applicable. The concepts listed provide a broader perspective for both regional and local decision making concerning TSM&O Policy implementation:

- a. Coordinating with transportation, transit agencies, emergency service providers and our member governments to define their TSM&O projects, their concept of operations and providing assistance to meet the consistency requirements; and developing necessary integration and interfaces.
- b. Institutionalize TSM&O within the MPO Planning Area
- c. Incorporating TSM&O into entire project development cycle: Planning, PD&E, Design, Operations, Construction, and Maintenance

4. REQUIREMENTS

- a. TSM&O project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement (if applicable) covering the long term operation and maintenance of any TSM&O infrastructure.
- b. Each project should use the most appropriate TSM&O planning, design standards and procedures, i.e., Central Florida ITS Architecture, AASHTO Transportation Systems Management and Operations Guidance, and the Florida Transportation Systems Management and Operations Strategic Plan.

5. APPEALS

When a member government is not in agreement with the MPO's decision regarding TSM&O projects subject to the Transportation Improvement Program Selection Process, the jurisdiction may introduce a formal appeal by means of a resolution adopted by their local governing body. The resolution must be submitted to the MPO and proceed through the established transportation planning process. As such, the resolution will be subject to review and comment by the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. The MPO Governing Board, after considering comments from the other three committees, will make the final decision on the appeal.

6. IMPLEMENTATION

Upon approval and adoption of this TSM&O Policy, it will become part of the MPO's planning process and project selection for state and federal funding. The principles of this Program will also guide MPO staff in preparation of MPO planning documents and regional transportation planning efforts to which it contributes. TRANSPORTATION 2040 will be amended to incorporate this Program in accordance with the requirements of the plan at adoption. Also, the List of Priority Projects will be amended as necessary in order to seek funding for projects as the result of the completion and resolution of support of a ITS Project Information Application.

7. EVALUATION

The MPO, through its committee review process, will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the TSM&O Policy, including the development of

prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney

SECTION 3.0: BYLAWS OF THE MPO CITIZENS' ADVISORY COMMITTEE (CAC)

The citizens of the area shall be involved in the transportation planning process by the establishment of a Ceitizens' Aadvisory group Committee. The purpose shall be to seek reaction to planning proposals and to provide comment with respect to the concerns of various segments of the population in regard to their transportation needs. It shall be the function of the CAC to:

1. Assist the MPO in the formulation of goals and objectives for shaping the urban environment.
2. Conduct public information programs.
3. Provide an effective citizens' review of the preliminary findings and recommendations of the continuing study transportation proposals that emerge through the transportation planning process.
4. Assist in other functions as deemed desirable by the MPO or TAC.
5. Review the List of Priority Projects.
6. Review the Long Range Transportation Plan
7. Review the five-year Transportation Improvement Program.
8. Provide recommendation to the MPO Governing Board.

SECTION 3.1: MEMBERSHIP APPOINTMENT, QUALIFICATION, AND TERMS OF OFFICE

- A. Each voting and non-voting member of the MPO Governing Board shall appoint a CAC representative. The School Superintendents from Lake County and Sumter County shall each appoint in writing one (1) representative to serve on the committee. The appointments should reflect a broad cross section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.
- B. Voting members of the Committee (CAC) shall not be elected officials or directly involved in transportation planning in Lake County.
- C. A representative of FDOT District Five shall be a liaison to the CAC.
- D. The term of office for a CAC representative shall be for two (2) years with all terms ending in the month of December. Terms shall be staggered with half ending December 31st of an odd year and half ending December 31st of an even year so approximately one-half (1/2) of the terms end each year. If a vacancy occurs mid-term for any reason, the reappointment will complete that particular unexpired term.

Term expirations will be as follows:

December 31-Odd year
Lake County D1

December 31-Even year
Lake County D2

Lake County D3	Lake County D4
Lake County D5	Sumter County (1)
Astatula	Sumter County (2)
Bushnell	Center Hill
Coleman	Clermont
Eustis	Fruitland Park
Groveland	Howey-in-the-Hills
Lady Lake	Leesburg
Mascotte	Minneola
Montverde	Mount Dora
Tavares	Umatilla
Wildwood	Webster
Lake County Schools	Sumter County Schools

- E. If any member of the CAC fails to attend three (3) consecutive meetings, the member will be notified, as will the member government, that a fourth (4th) consecutive absence will result in automatic vacancy. At that point, the elected body must take action to re-appoint.
- F. Any vacancies in membership shall be filled through a process acceptable to the member government and acted upon by the local governing body. Such appointment shall be documented with the MPO in the form of minutes from the meeting at which the appointment was made.
- G. A chair and vice-chair shall be elected at the last scheduled meeting of each year and shall serve a term of one year, starting with the January meeting.

SECTION 3.2: MEETINGS

- A. Regular meetings of the CAC shall be held on a day and time agreed upon annually by the Committee. Regular meeting dates and times may be changed by action of the Committee (CAC) to accommodate holidays and/or other reasons.
- B. Special meetings may be called by the Chair, the Vice-Chair or the CAC. Reasonable notice must be provided to the members and alternates for special meetings.
- C. Six (6) of the voting members on the Committee (CAC) shall constitute a quorum for the transaction of business.
- D. Notices and tentative agendas shall be sent to members and alternates seven (7) days prior to the regular meeting dates, and shall be made available to the public at least four (4) days in advance of the meeting. Agenda changes may be made at any meeting by two-thirds (2/3) vote of the CAC; no additions may be made after the four (4) day notice. Items not on the agenda may be discussed at a meeting, but official action on the matter

shall be re-scheduled for the next available meeting, provided that all agenda changes are made in accordance with Section 6.0 (“MPO Public Participation Policy”) below.

- E. Minutes shall be kept of all meetings.
- F. Meetings will be open to the public and press.
- G. If the Bylaws do not address a particular issue that comes before the Board, and if the statute that the CAC is operating under does not cover said item, then *Robert’s Rule of Order* shall take precedence.

SECTION 3.3: RESPONSIBILITIES AND FUNCTIONS OF THE CAC

- A. The Committee (CAC), composed of citizens from the study area who represent the various segments of the populace, should actively represent all segments of the general public and their concern in the transportation planning process.
- B. The Committee (CAC) shall be charged with the following:
 - 1. ~~Preparation of a "Statement of Concern~~Recommendations to the MPO Governing Board" regarding general plan proposals and specific projects designed to implement plans.
 - 2. Determination of the effect of a plan or project, as proposed, upon the various segments of the population.
 - 3. Based on its findings, the ~~Committee (CAC)~~ shall note the plans or projects that appear to be harmful or helpful to segments of the population. These recommendations and findings shall be transmitted in report form to the MPO Governing Board for consideration.
 - 4. The ~~Committee (CAC)~~ may hold public meetings to elicit public reaction and to determine the degree of acceptance that a plan or project proposal may have by all segments of the public, regardless of color, creed, religion, age, sex, or national origin.
- C. The ~~Committee (CAC)~~ shall transmit to the MPO Governing Board, in written form, the findings of all public information programs, citizen comments on study recommendations, and other representative concerns expressed by the general public regarding the transportation planning process.
- D. Members of the CAC shall not express their individual and/or personal views as those of the CAC, unless the CAC has, through a majority vote of those members present at a meeting, expressed such opinions.

SECTION 3.4: SUBCOMMITTEES

A. Subcommittees may be designated by the CAC as necessary to investigate and report on specific subject areas of interest to the Committee (CAC). These may include but are not limited to:

1. Airports
2. Highways
3. Mass Transit/Public Transportation
4. Transportation of "transportation disadvantaged" groups
5. Directions for future growth

B. Subcommittees may be designated as necessary to deal with administrative and legislative procedures related to the CAC. These may include:

1. Administrative matters
2. Bylaws

Lake~Sumter MPO
PROJECT UPDATES
January 2017

- **US 301 Project Development and Environment Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida’s Turnpike Interchange Improvements**
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.
- **I-75/CR 514 Interchange Planning (Sumter County near Coleman)**
Staff is coordinating with Sumter County, FDOT and the Federal Highway Administration on an Interchange Justification Report and on an upcoming study of a potential new interchange with I-75 west of Coleman at CR 514. This effort is being coordinated with the US 301 study.
- **C-470 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.
- **Wekiva Parkway Project**
FDOT and the Central Florida Expressway Authority are now moving into the right-of-way acquisition phase for most segments of the project. Construction is underway by CFX from US 441 north into Lake County. Construction of FDOT segments will be substantially underway by 2017. The first segment opened in January.
- **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 recently 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. 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 is to open the new interchange at Milepost 279 in June. North Hancock Road has been opened as a four-lane roadway just south of the forthcoming interchange. North of the interchange, a two-lane North Hancock Road is under construction to CR 561A by the Hills of Minneola landowner. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, which is under design.
- **Lake-Orange Parkway (US 27 to SR 429)**
The Orange-Lake Parkway Partners, LLC, is examining options to construct a road between US 27 in Clermont east to SR 429 just south of Winter Garden. Multiple options are being explored to satisfy this regional need that would catalyze the northern corridor of the Wellness Way Area Plan. Once the landowners coordinate the alignment of the future roadway through the Conserve II property, the roadway project will move forward.
- **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.