

FEBRUARY 2014

Contact: [Vickie.Wyche@dot.state.fl.us](mailto:Vickie.Wyche@dot.state.fl.us)

(386) 943-5185

**LAKE COUNTY**  
**CONSTRUCTION IN PROGRESS**

**238275-6**

**SR 429 (Wekiva Pkwy) from Orange County Line to West of Old McDonald Road (Section 4B), 2.447 miles.**

Design Build new limited access toll road.

**Estimate completion: Fall 2014**

**238395-4**

**SR 500/US 441 from Martin Luther King Blvd. to Lake Ella Road**

**Six laneing SR 500/US 441 from Martin Luther King Blvd. (SR 460) to Lake Ella Rd.**

**Estimated completion: June, 2014 (250 Contract days added due to plans error) (86%)**

**Lane Closures:**

**431068-1**

**SR 19 Bridge Deck Rehabilitation. BRIDGE WORK COMPLETE (FINISHING SOME SIGNAL WORK AND PLACE LAST PAVEMENT MARKINGS, COMPLETION FIRST WEEK IN FEBRUARY 2014)**

**Estimated completion: COMPLETED 2/3/2014**

**Lane closures:**

**430665-1/2**

**SR 500 (US 441) Pave Shoulders – Lake County**

**from Orange County Line to SR 44**

**from West of Willow Street to Lake County Line**

**Estimate completion: March 31, 2014 (84%)**

**Lane Closures:**

FEBRUARY 2014

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**LAKE COUNTY**  
**Other Projects Pending**

1. **US 441** - Widening to six lanes along 4.1 miles from Lake Ella Road to Avenida Central South (FM No. 2383955). About \$16 million in right of way is funded through FY 10/11. Design for six-laning of the 1.9 miles from Perkins Street to SR 44 is in progress, with \$25 million in right of way funded through FY 12/13 (FM No. 2383943).
2. **US 441** - An environmental study into possible widening along 1.6 miles from SR 44 (old CR 44B) to Lincoln Avenue in Mt. Dora is planned for FY 13/14 (FM No. 429356). PD&E underway
3. **US 27** - Six-laning 6.5 miles from Boggy Marsh Road to Lake Louisa Road (FM No. 238422). Design has been completed and right of way acquired. Construction is not yet funded.
4. **SR 44** - Construct eastbound left turn lane at Royal Trails Road (FM No. 419370). Bids are to be received in FY 13/14. The estimated cost is \$340,000.
5. **SR 44 (CR 44B)** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870). Right of way is to be acquired in FY 11/12.
6. **SR 46** - An environmental study is being conducted by the Orlando-Orange County Expressway Authority along the 16.5 miles from US 441 to Orange Blvd. in Seminole County (FM No. 238275) in conjunction with their study of the Wekiva Parkway.
7. **SR 19** - Resurface 1.9 miles from Summit Chase Villas to SR 19/US 441 (FM No. 427246). Bids are to be received in FY 12/13. The estimated cost is \$2.5 million.
8. **SR 19** - An environmental study into possible widening along the 4.7 miles from CR 48 to CR 561 is planned for FY 10/11 (FM No. 238319). Design of improvements is funded in FY 13/14.
9. **SR 33** - Construct left turn lane at CR 474 (FM No. 423096). Bids are to be received in FY 13/14. The estimated cost is \$660,000.
10. **CR 450** - \$2.3 million in grants to Lake County through FY 12/13 is to pay for design and construction of paved shoulders from the Marion County line to Lake Yale Road (FM No. 427480).
11. **Rolling Acres Road Sidewalk** - \$830,000 in grants to the city of Lady Lake through FY 12/13 is to pay for design and construction of a sidewalk from Vista San Polo to Griffin Road (FM No. 427855).
12. **Leesburg/Wildwood Trail** - A \$2.1 million grant to the City of Leesburg in FY 11/12 is to pay for construction of this trail from the Sumter County line to US 441 (FM No. 424444).
13. **Lincoln Avenue Sidewalk** - A \$490,000 grant to City of Mt. Dora in FY 13/14 is to pay for construction of a ten foot sidewalk from Tremain Street to Unser Street (FM No. 429594).
14. **CR 561** - \$1.1 million in grants to Lake County through FY 13/14 is to pay for construction of a roundabout at the CR 455 intersection (FM No. 429606).
15. **CR 470** - A \$4 million grant to Lake County in FY 13/14 is to pay half the cost of replacing the bridge over Florida's Turnpike (FM No. 430238). This is a County Incentive Grant Program (CIGP) project.
16. **CR 466A** - A \$6.9 million grant to Lake County if FY 13/14 is to pay half the estimated right of way costs for widening along the three miles from the Sumter County line to US 27 (FM No. 430253). This is a Transportation Regional Incentive Program (T.R.I.P.) project.

FEBRUARY 2014

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**SUMTER COUNTY**  
**CONSTRUCTION IN PROGRESS**

**427375-1**

**SR 93** I-75 Milling & Resurfacing Rest Area NB/SB (**REMOVING/REPLACING SOME FAILING ASPHALT**)

**WORK COMPLETED 2/4/2014**

**Estimate completion: December 2013**

Lane Closures:

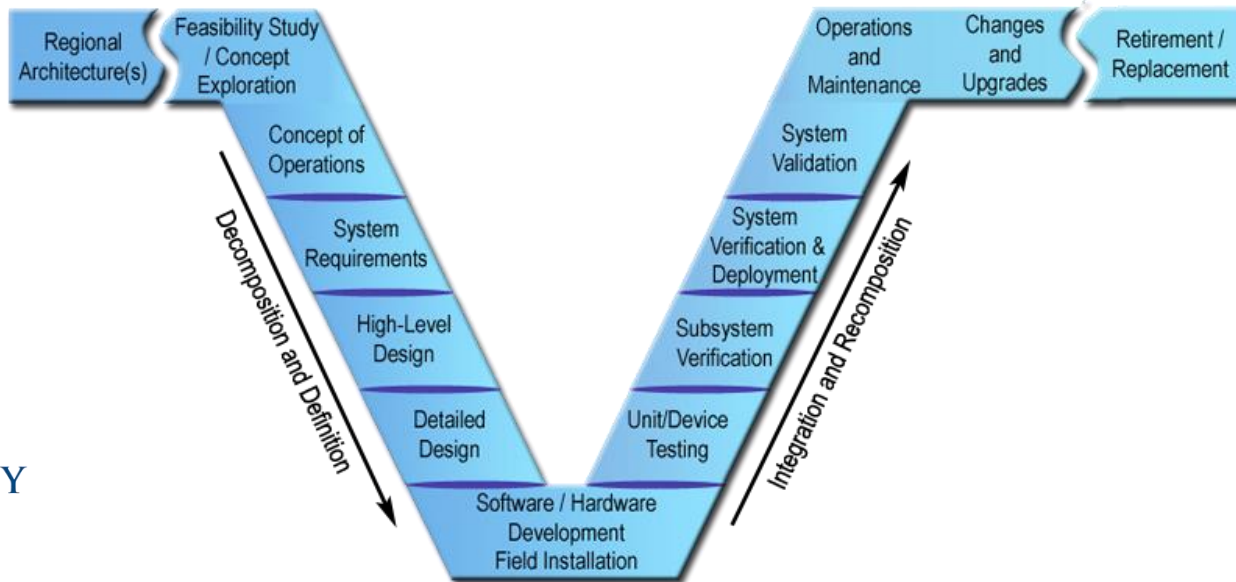
**Other Projects Pending**

1. **I-75** – Six-laning along the 21.5 miles from the Hernando County line to Florida’s Turnpike (FM No. 242626). Design is in progress, with right of way acquisition funded through FY 13/14 (FM No. 2426262/3). FM2426262 Hernando Co. Line to CR 470 construction phase FY 2014/15.
2. **SR 48** - Widening to four lanes along the 1.6 miles from I-75 to Main Street (CR 475) (FM No. 2404182). Right of way is to be purchased in FY 11/12. Bids are to be received in FY 15/16. The estimated cost is \$20 million.
3. **US 301/SR 44 Intersection** - Construct north and southbound turn lanes (FM No. 430188). This is a privately funded project. Bids are to be received in FY 13/14. The estimated cost is \$130,000.
4. **US 301** - Widening from two to four lanes SR 35 (US 301) from CR 470 to SR 44 Design Phase FY 17/18 (FM No. 430132).
5. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – An environmental study (PD&E) FY 14/15.
6. **CR 466** - A \$1.6 million grant (CIGP/SCRA) to Sumter County in FY 14/15 is to pay for resurfacing along the 4.5 miles from US 301 to just east of CR 475 (FM No. 428443).
7. **CR 466/US 301 Intersection** - Construct north and southbound turn lanes (FM No. 430187). This is a privately funded project. Bids are to be received in FY 13/14. The estimated cost is \$180,000. **Anticipated start date: 2/2/2014**
8. **CR 475** - A \$3.26 million grant to Sumter County in FY 16/17 will pay 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).
9. **CR 673** – A \$2.032 million 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.



# ITS Systems Engineering Process

## COORDINATION & PARTNERS



Time Line







# ITS Systems Engineering Process

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## THE SYSTEMS ENGINEERING MANAGEMENT PLAN

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### » The SEMP

- » What is the SEMP
- » When is it used and Why
- » How to determine Project Risk
- » High Risk or Low Risk

### » The Planning Process

- » High Risk vs Low Risk
- » MPO/Local Agency Role vs FDOT Role
- » Questions



# The SEMP

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## What is a System?

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### » System

- » “A combination of interacting elements organized to achieve a purpose”
- » “An aggregation of end products and enabling products to achieve a given purpose”
- » Notice this is bigger than ITS



# The SEMP

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## What is Systems Engineering?

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### » Systems Engineering

- » An inter-disciplinary approach and means to enable the realization of successful systems
- » Focuses on:
  - » Defining customer needs and required functionality early in the development cycle
  - » Documenting requirements
  - » Then proceeding with design, implementation, and system validation while considering the complete problem



# The SEMP

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## What is the SEMP?

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- » **Systems Engineering Management Plan**
  - » Management Plan to organize an inter-disciplinary approach to enable the realization of combining interacting elements organized to achieve a purpose
  - » The term also generally is use to refer to the carrying out of the plan
  
- » **Elements**
  - » Stakeholder Involvement
  - » Eye on the purpose
  - » Defines the problem before implementing the solution
  - » Maintenance and Operation driven
  - » Does not select devices



# The SEMP

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## When is it used?

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### » When:

- » Per Part 940 of 23 CFR, agencies are required to use systems engineering process for federally funded projects that are considered to be **High Risk Projects**.
- » For state funded ITS projects, systems engineering process is required for **High Risk Projects**.





# The SEMP

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## Why is it used?

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- » **Why:** The use of SE for each project has several benefits and will ensure that:
  - » **Deployments:**
    - » Are aligned with the FDOT's overall mission, goals, and objectives.
    - » Result in effective systems that are fully integrated and coordinated.
    - » Incorporate operation and maintenance plans that result in reliable, extensible systems.
  - » **Ensures:**
    - » Efficient project management from inception to acceptance.
    - » Project accountability and quality.
    - » Public resources are used with maximum cost efficiency and effectiveness.



# The SEMP

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## How To Determine Project Risk?

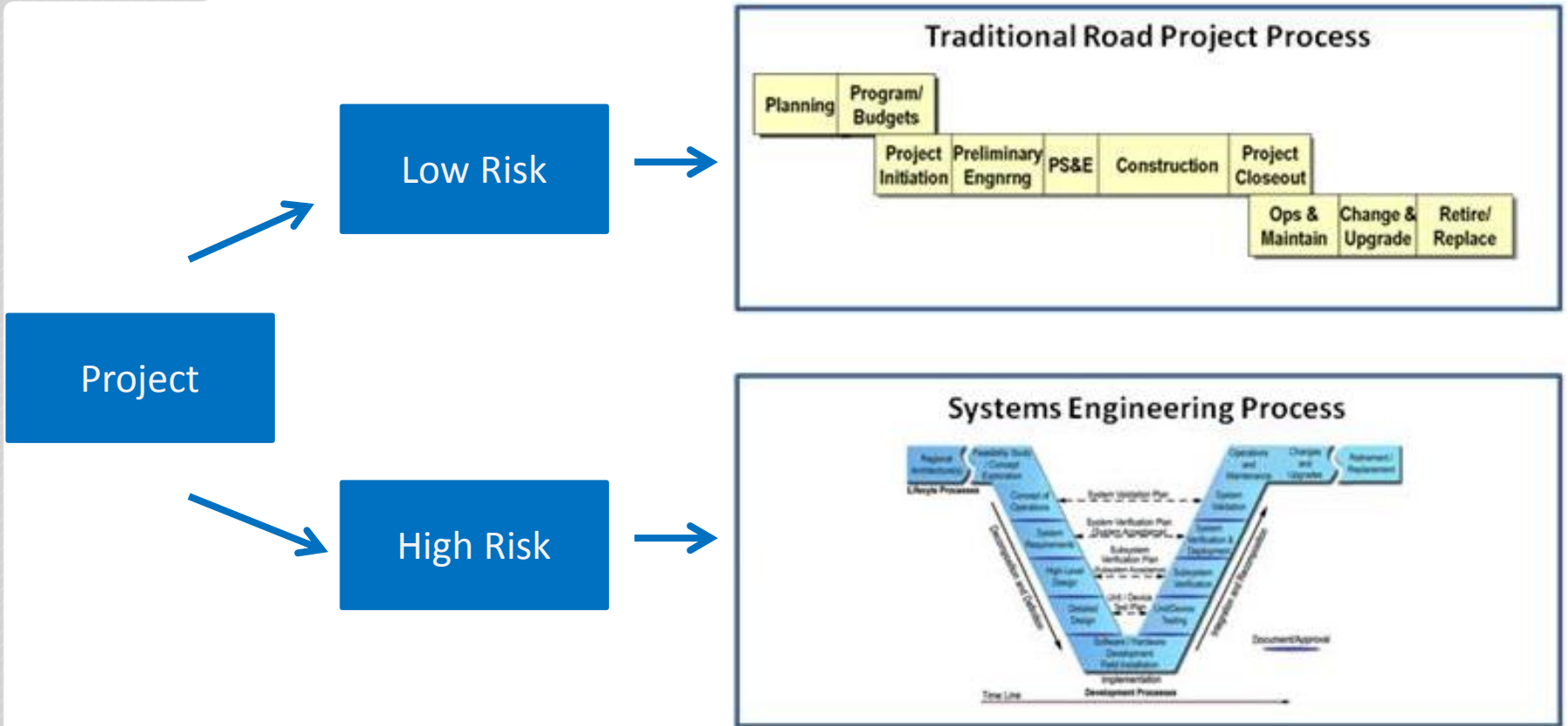
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- » Two documents were created to determine the level of Risk a Project contains:
  - » The Sunguide ITS Checklist (SIC) Form
  - » The ITS Risk Assessment Form



# The Planning Process

High Risk or Low Risk: That is the Question!



Project Type	Example project
Low Risk ITS Projects	Signal timing, studies, maintenance, and new isolated traffic signals; Expansion/Upgrade to existing ITS systems; Use traditional construction design processes
High Risk ITS Projects	New systems, multi-jurisdictional, multi-modal, software development; and adaptive signal system; Use/Tailor Systems Engineering process.



# The SEMP

## Risk Assessment For ITS Projects

Question:	Yes	No
1. Will the project depend on only your agency to implement and operate?	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project use only software proven elsewhere, with no new software writing?	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the project use only hardware and communications proven elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>
4. Will the project use only existing interfaces (no new interfaces to other systems)?	<input type="checkbox"/>	<input type="checkbox"/>
5. Will the project use only existing system requirements that are defined in writing?	<input type="checkbox"/>	<input type="checkbox"/>
6. Will the project use only existing operating procedures that are defined in writing?	<input type="checkbox"/>	<input type="checkbox"/>
7. Will the project use only technologies with service life longer than 2-4 years?	<input type="checkbox"/>	<input type="checkbox"/>

- » If you are unsure about a question please be conservative
- » If all yes selected, then it is a low risk project. If there is even one “No” selected, it is a high risk project.
- » Use Table 1: Risk assessment for ITS Projects within the document for additional detail regarding each question.



# FHWA Rule CFR 23

## PART 940 - INTELLIGENT TRANSPORTATION SYSTEM ARCHITECTURE AND STANDARDS SUBCHAPTER K - INTELLIGENT TRANSPORTATION SYSTEMS

### Sec 940.11 Project implementation.

- (a) All ITS projects funded with highway trust funds shall be based on a systems engineering analysis.
- (b) The analysis should be on a scale commensurate with the project scope.
- (c) The systems engineering analysis shall include, at a minimum:
  - (1) Identification of portions of the regional ITS architecture being implemented (or if a regional ITS architecture does not exist, the applicable portions of the National ITS Architecture);
  - (2) Identification of participating agencies roles and responsibilities;





# FHWA Rule CFR 23

## PART 940 - INTELLIGENT TRANSPORTATION SYSTEM ARCHITECTURE AND STANDARDS SUBCHAPTER K - INTELLIGENT TRANSPORTATION SYSTEMS

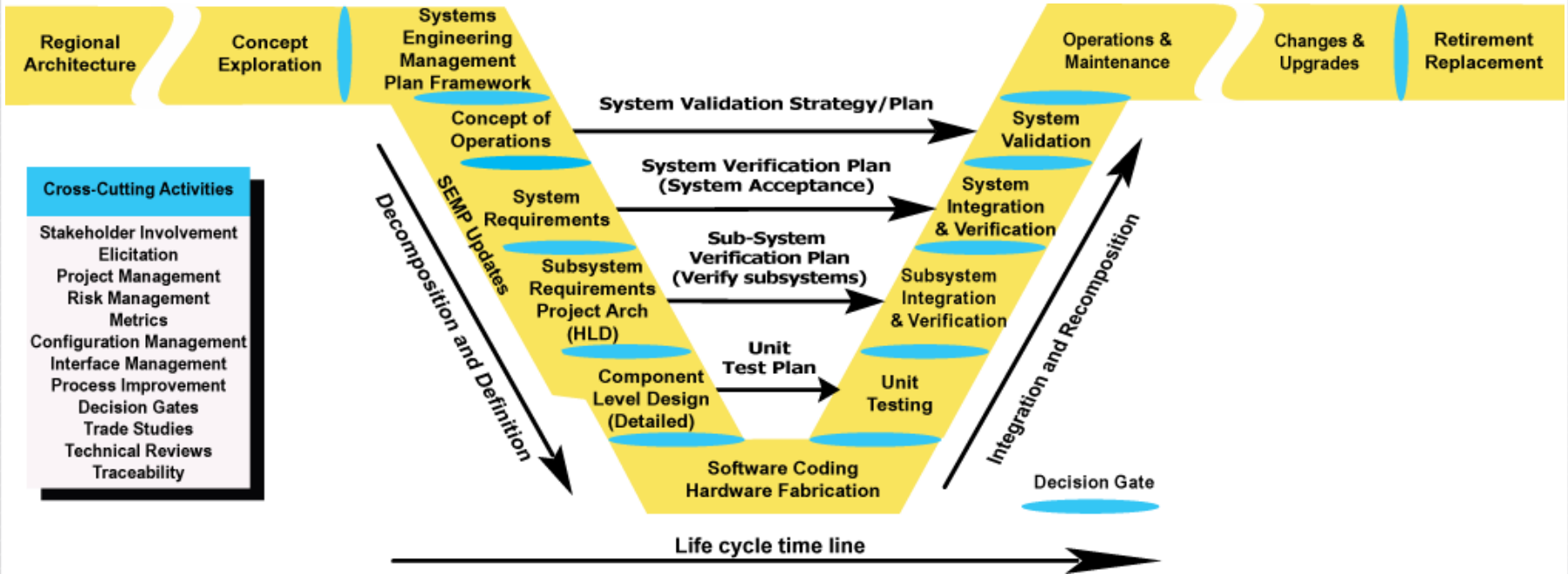
### Sec 940.11 Project implementation.

Oversight	Risk	FHWA's Involvement
Full FHWA Oversight	High risk	FHWA has approval authority on all documentation provided.
	Low risk <sup>1</sup>	FHWA shall be provided documents for review but does not require FHWA approval.
State Delegated	High risk	FHWA shall be provided a copy of the documents for their records.
	Low risk	FHWA has no role.



# The Process

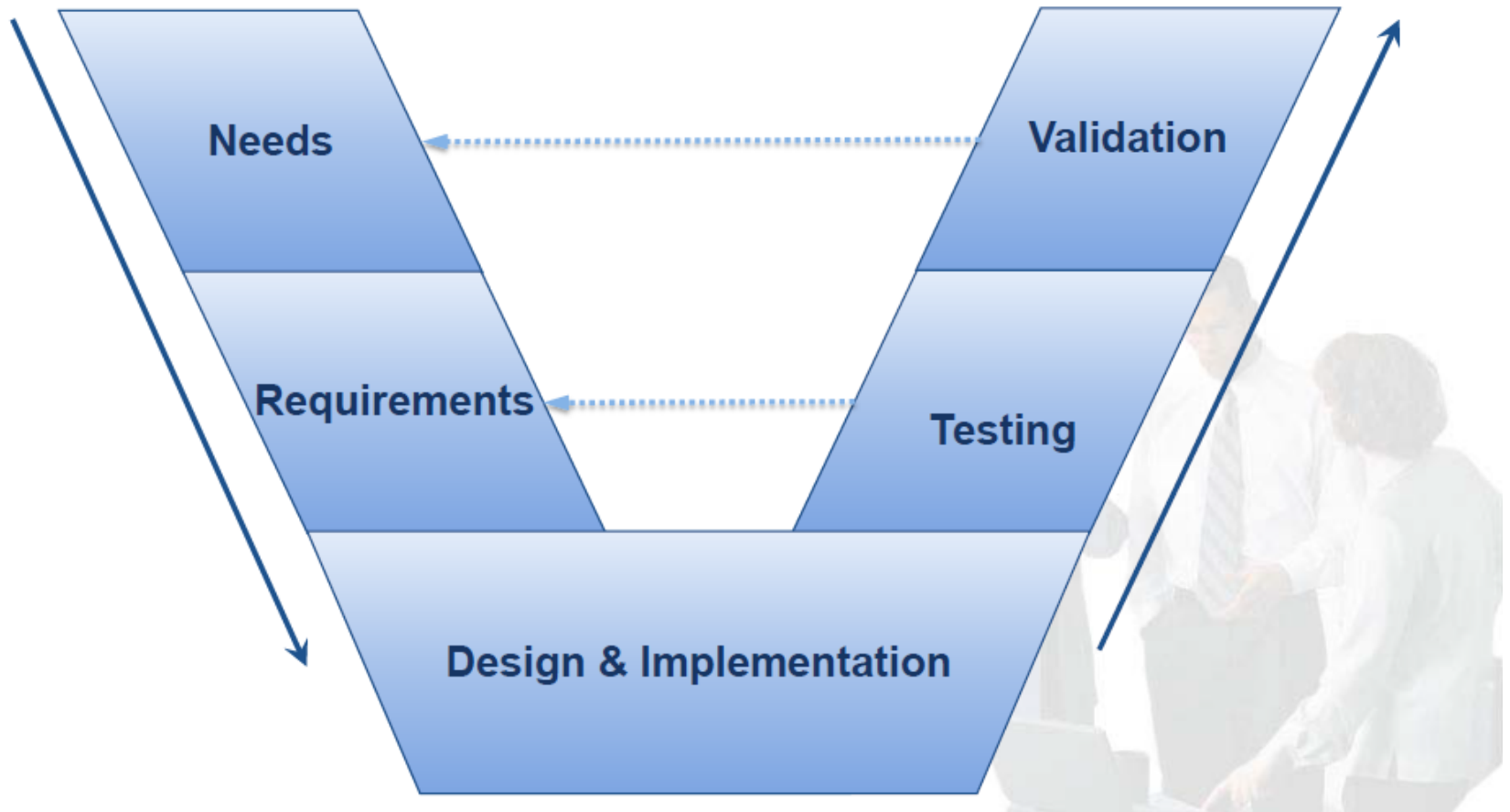
## SEMP VEE Diagram





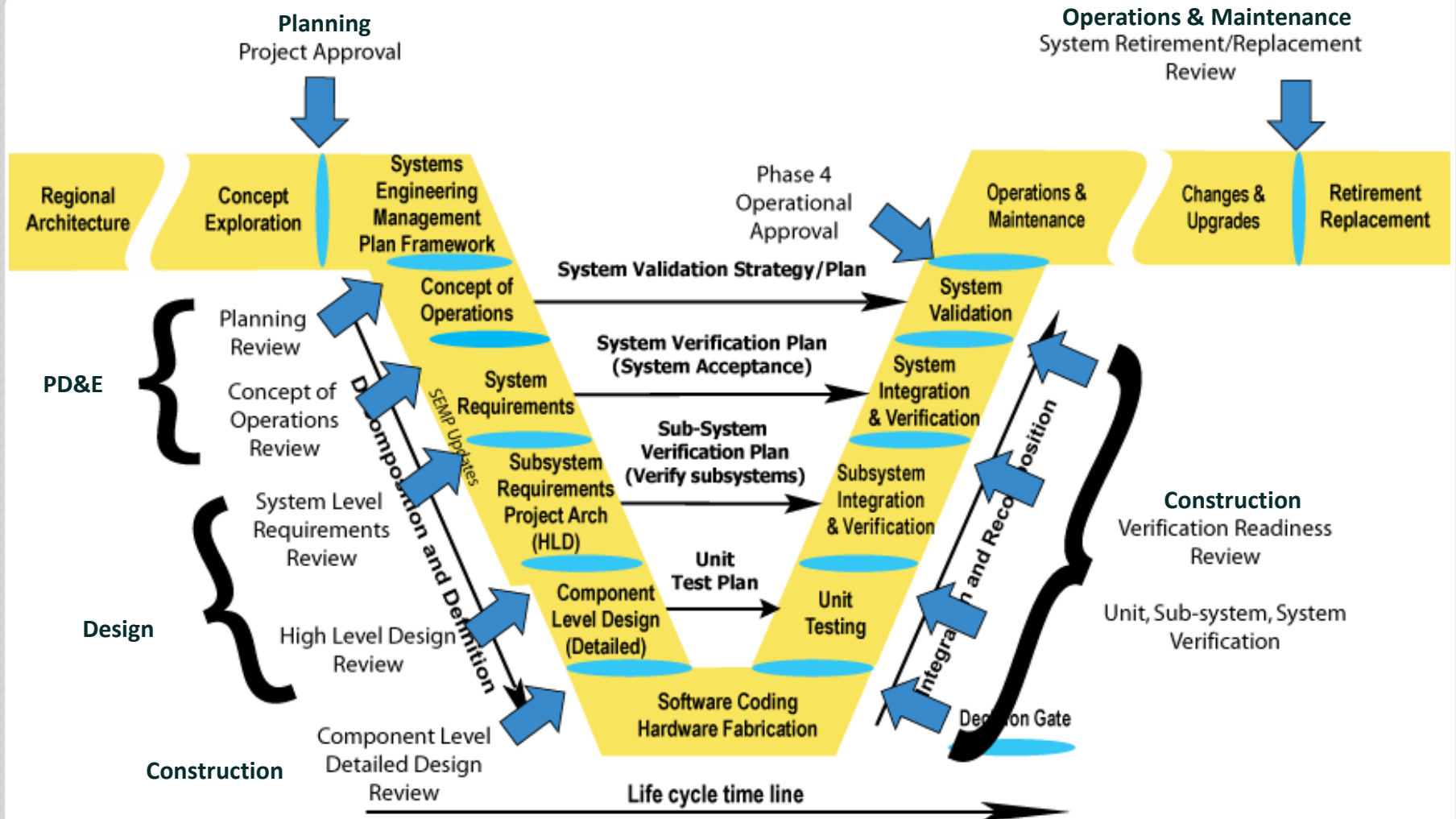
# The Process

## SEMP VEE Diagram





# The Process





# The Process

## Project Life Cycle Comparison Diagram

### Capital project development life cycle tasks

Transportation Planning	Identify Project Needs	Form Proj Dev Team	Project Studies (PSR, PSSR...)	Secure Project Program	Prepare Draft Report	Perform Environ Report	Secure Project Approval	PS&E Development Approval Agreement Acquire ROW	Complete Project Design	Prepare & Advertise Project	Construct Project	Project Close-out	Operations and Maintenance	Rehab
	Identify Project*		Secure Project Program*		Perform Environmental*									

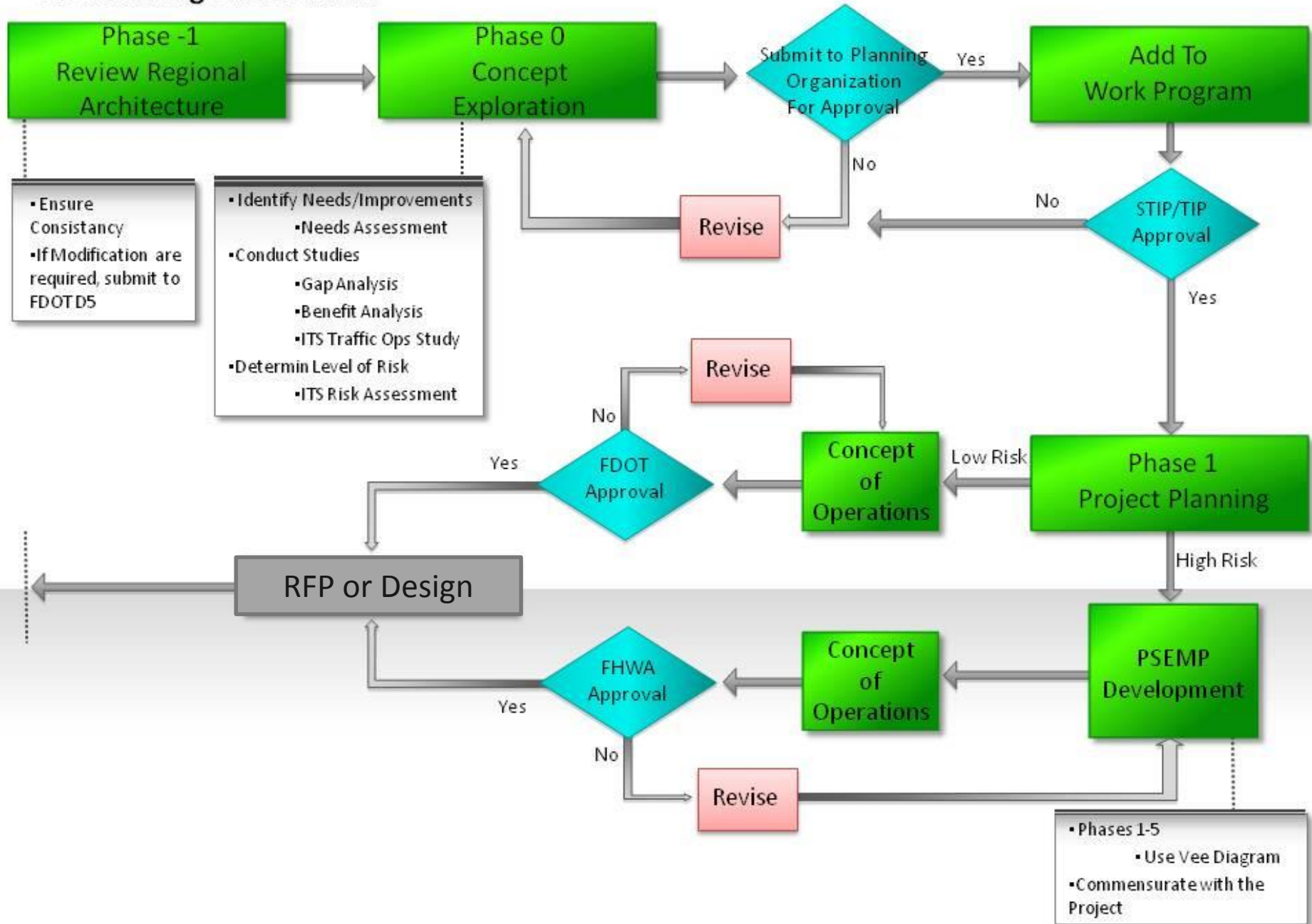
### Intelligent transportation systems [ITS] life cycle tasks

Regional Architecture Development	Concept Exploration & Benefits Analysis		Project Planning (SEMP)	Concept of Operations	System level Requirements	High level Design Subsystem Requirements Project Architecture	Component Level Detailed Design	Development	Integration Verification Initial Deployment	Operations and Maintenance Validation, Changes and Upgrades	System Retirement Replacement
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# ITS Planning FLOWCHART





# So What does this mean to you

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## MPO / Local Agency

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### » MPO/Local Agency Role

- » All projects should begin with architecture update
  - » Proposed Projects should be entered
- » Next a concept exploration should occur
  - » Feasibility/Need established
- » Complete SIC and ITS Risk Assessment Form
  - » High/low Risk



# So What does this mean to you

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## FDOT

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### » FDOT Role

- » Review and Concurrence with Architecture Update
  - » Architecture update presented to the Change Management Board
- » Review and Concurrence with Concept Exploration Suggested
  - » Part of 4P process
- » Review and Concurrence on SIC and ITS Risk Assessment Form



# Architecture and MPO

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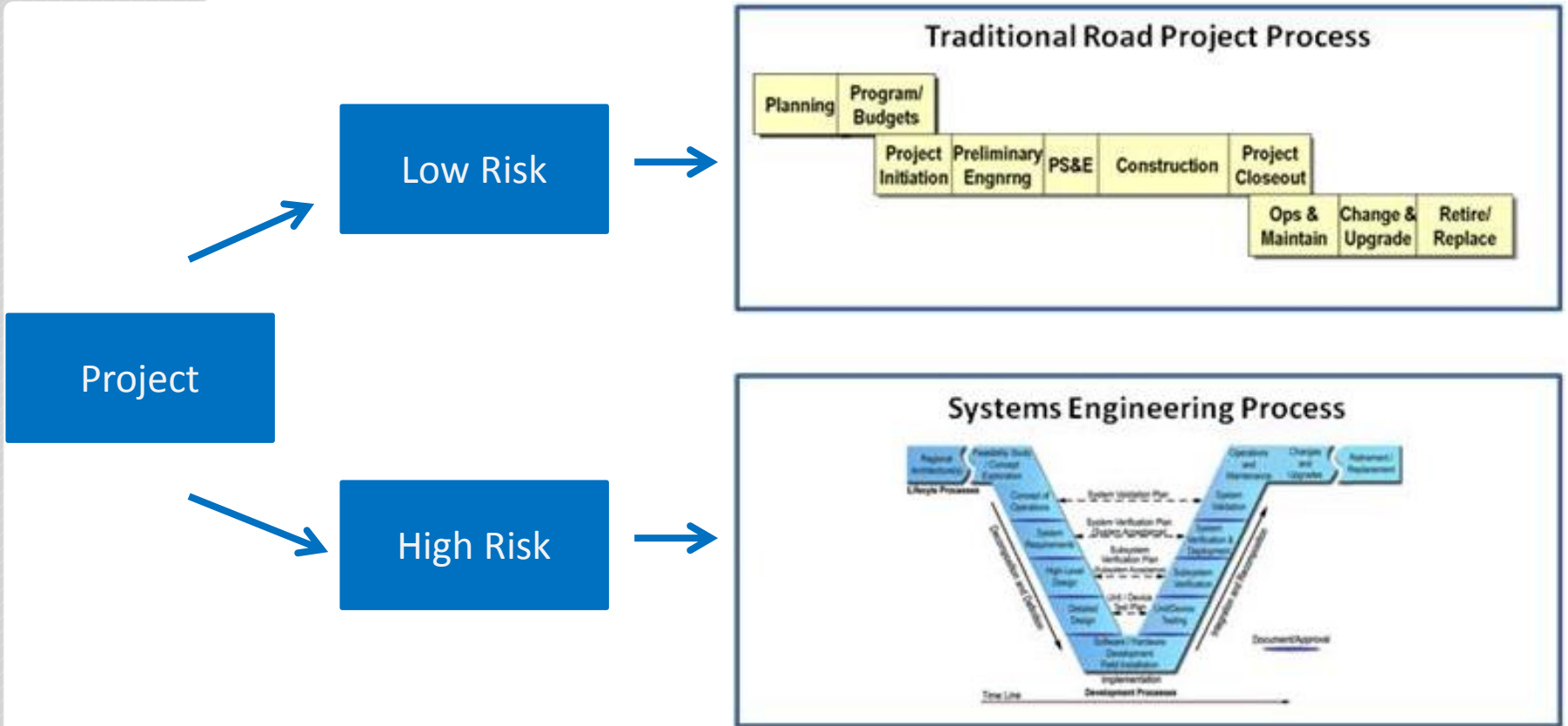
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- » Architecture is a planning tool that ensure consistency
- » Think about a comprehensive plan for ITS
  - » Shows who operates what
  - » Who plans to operate something new
  - » How data does or will flow
- » The MPO needs to be aware of the architecture and support the updating of the system architecture



# In Review

## High Risk or Low Risk: That is the Question!



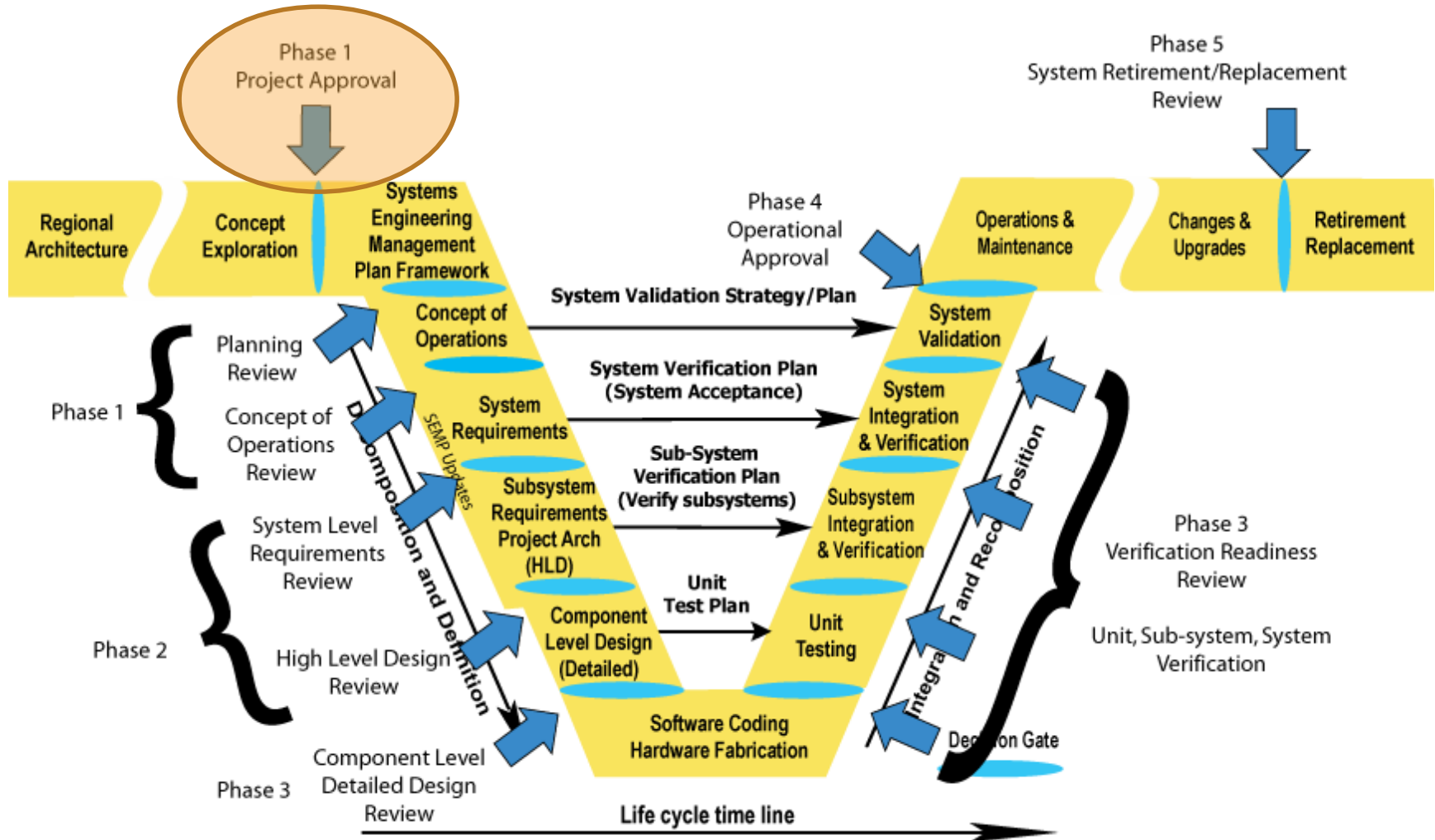
Project Type	Example project
Low Risk ITS Projects	Signal timing, studies, maintenance, and new isolated traffic signals; Expansion/Upgrade to existing ITS systems; Use traditional construction design processes
High Risk ITS Projects	New systems, multi-jurisdictional, multi-modal, software development; and adaptive signal system; Use/Tailor Systems Engineering process.





# MPO/Local Agency Role

## When





# FDOT Role

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## When

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### » FDOT Role

- » Review and Concurrence with Architecture Update
  - » Architecture update presented to the Change Management Board
- » Review and Concurrence with Concept Exploration Suggested
  - » Part of 4P process
- » Review and Concurrence on SIC and ITS Risk Assessment Form



The END

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# QUESTIONS



## Resources

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FDOT – ITS Systems Engineering:

[http://www.dot.state.fl.us/trafficoperations/its/projects\\_deploy/sempt.htm](http://www.dot.state.fl.us/trafficoperations/its/projects_deploy/sempt.htm)

District 5 Architecture:

[http://www.consystec.com/florida/d5/web/\\_regionhome.htm](http://www.consystec.com/florida/d5/web/_regionhome.htm)

## APPENDIX A

### SunGuide<sup>®</sup> ITS Checklist (SIC) Form

Submittal Date: \_\_\_\_\_

Agency: \_\_\_\_\_

Agency Project Manager: \_\_\_\_\_

Project Description: \_\_\_\_\_  
 \_\_\_\_\_

Project Name:	Insert Project FPID & Project Limits		
Funding Profile	Total Cost	Federal	State
	\$0.0 M	\$0.0M	\$0.0M

Criteria / Question	Yes / No /Partially	Comments
<b>1. Architecture Scope and Region Description</b>		
a) Is the project in the regional architecture?		
b) List the physical subsystems that are included.		
<b>2. Key Agency / Provider Identification</b>		
a) Identify all participating agencies and providers of services, and define their roles.		
b) Where will the system be used and who will be responsible for operations? Maintenance?		
<b>3. Agreements</b>		

Criteria / Question	Yes / No /Partially	Comments
a) Are there any agreements that must be implemented between users/agencies in order to implement the project?		
b) Can existing agreements be used?		
<b>4. Concept of Operations (ConOps)</b>		
a) Has a project ConOps been described in sufficient detail to understand the roles and responsibilities (i.e., technical, financial, human resource, mutual relationship, and functional areas) of the primary users and the systems they operate in the region?		
b) Is the project ConOps an integral part of the District's ITS ConOps?		
<b>5. Functional Requirements / Requirements Definition</b>		
a) Have high-level functional requirements been identified for the system(s) included in the project? Have all requirements contained in the ConOps been incorporated in the functional requirements?		
b) Have the detailed functional requirements of the project been listed by system or subsystem?		
c) Has a traceability matrix been developed for the requirements?		
d) Are the requirements unambiguously stated in terms of shall statements?		
<b>6. Interfaces / Information Flows</b>		
a) Have all interfaces for the project that cross agency boundaries been identified and defined?		
b) Have all system and subsystem interfaces/ interconnections been identified? Are there interface control documents (ICD) for these interfaces?		
c) Have ICDs been developed for the identified interfaces that do not already have an ICD?		
d) Have interconnect diagrams or tables been developed to describe the data		

Criteria / Question	Yes / No /Partially	Comments
exchanged between subsystems?		
e) Is enough supporting information provided to understand the information exchanged? Has it been clearly identified in an ICD?		
f) Are there any integration requirements that may have been overlooked? Are all integration requirements covered by an ICD?		
7. Analysis of Alternative Configuration and Technology Options that Meet the Requirements		
a) Have users indicated their preferred solution? If not, then identify the rationale for the selected solution.		
b) Have life-cycle costs been determined?		
8. Procurement Options (i.e., Contracting Options for Implementation)		
a) Which option has been selected?		
• Consultant Design / Low-Bid Contractor		.
• Design / Build		
• Task Work Order		
• Invitation to Negotiate		
• Systems Integrator		
• Systems Manager		
• Other		
9. Project Schedule		
a) Have opportunities to coordinate implementation schedules with other transportation improvements been investigated?		
10. Standards Identification		

Criteria / Question	Yes / No /Partially	Comments
a) Is the project using FDOT-approved ITS Standards (developed or under development)?		
<b>11. Maintenance and Operations Plan</b>		
a) Is this project included in the District's or FDOT's overall maintenance program?		
b) If this is a local or JPA project, is there a documented plan for maintaining the project? (If not, are there informal agreements for how the project will be maintained and by whom?)		
<b>12. Project Acceptance Test Plan</b>		
a) Is there a preliminary acceptance test plan outline?		
b) The final detailed acceptance test plan must be submitted prior to 90% completion of the project for approval.		
<b>13. Project Change Control Process</b>		
a) Is there a process in place to address project updates, and to resolve or address new requirements or initiatives, etc.?		
b) Is there a plan for communicating project changes to the user?		

Other Comments \_\_\_\_\_

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Signature \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

## APPENDIX B

### RISK ASSESSMENT FORM

Question:	Yes	No
1. Will the project depend on only your agency to implement and operate?	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the project use only software proven elsewhere, with no new software writing?	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the project use only hardware and communications proven elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>
4. Will the project use only existing interfaces (no new interfaces to other systems)?	<input type="checkbox"/>	<input type="checkbox"/>
5. Will the project use only existing system requirements that are defined in writing?	<input type="checkbox"/>	<input type="checkbox"/>
6. Will the project use only existing operating procedures that are defined in writing?	<input type="checkbox"/>	<input type="checkbox"/>
7. Will the project use only technologies with service life longer than 2-4 years?	<input type="checkbox"/>	<input type="checkbox"/>

#### Notes:

1. If you are unsure about a question, please be conservative.
2. If all yes selected, then it is a low risk project. If there is even one "No" selected", it is a high risk project.
3. Use Table 1: Risk assessment for ITS Projects within the document for additional details regarding each question.

[Source: California DOT's Systems Engineering Review Form. Accessed on February 19, 2013 @ <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPM071.pdf>]

**Table 1: Risk assessment for ITS Projects <sup>1</sup>**

Low-Risk Project Attributes	High-Risk Project Attributes	Risk Factors
1 Single jurisdiction and single transportation mode (highway, transit or rail)	Multi-Jurisdictional or Multimodal	With multiple agencies, departments, and disciplines, disagreements can arise about roles, responsibilities, cost sharing, data sharing, schedules, changing priorities, etc. Detailed written agreements are crucial!
2 No software creation; uses commercial-off-the-shelf (COTS) or proven software	Custom software development is required	Custom software requires additional development, testing, training, documentation, maintenance, and product update procedures -- all unique to one installation. This is very expensive, so hidden short-cuts are often taken to keep costs low. Additionally, integration with existing software can be challenging, especially because documentation is often not complete and out-of-date.
3 Proven COTS hardware and communications technology	Hardware or communications technology are “cutting edge” or not in common use.	New technologies are not “proven” until they have been installed and operated in a substantial number of different environments. New environments often uncover unforeseen problems. New technologies or new businesses can sometimes fail completely. Multiple proven technologies combined in the same project would be high risk if there are new interfaces between them.
4 No new interfaces	New interfaces to other systems are required.	New interfaces require documentation for the “other” system be <b>complete and up-to-date</b> . If not (and often they are not), building a new interface can become difficult or impossible. Duplication of existing interfaces reduces the risk. “Open Standard” interfaces are usually well-documented and low risk.
5 System requirements fully detailed in writing	System Requirements not detailed or not fully documented	System Requirements are critical for an RFP. They must describe in detail all of the functions the system must perform, performance expected, plus the operating environment. Good requirements can be a dozen or more pages for a small system, and hundreds of pages for a large system. When existing systems are

<sup>1</sup> California DOT’s Systems Engineering Review Form <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/acrobat/LAPM071.pdf> & NCHRP Report 560, Guide to Contracting ITS Projects [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_560.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_560.pdf)

Low-Risk Project Attributes	High-Risk Project Attributes	Risk Factors
		upgraded with new capabilities, requirements must be revised and rewritten.
6 Operating procedures fully-detailed in writing	Operating procedures not detailed or not fully documented	Standard Operating Procedures are required for training, operations, and maintenance. For existing systems, they are often out-of-date.
7 None of the technologies used are near end of service life	Some technologies included are near end of service life	Computer technology changes rapidly (e.g. PC's and cell phones become obsolete in 2-4 years). Local area networks using internet standards have had a long life, but in contrast some mobile phones that use proprietary communications became obsolete quickly. Similarly, the useful life of ITS technology (hardware, software, and communications) is short. Whether your project is a new system or expanding an existing one, look carefully at all the technology elements to assess remaining cost-effective service life.

## MINUTES

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

Wednesday, January 8, 2014  
Lake~Sumter MPO  
1616 South 14<sup>th</sup> Street, Leesburg, Florida

#### OPENING

Chairman Steve Ferrell called the meeting to order at 4:00 p.m. and noted that the meeting was properly noticed and that a quorum was present. Chairman Ferrell requested that Introductions be added to the agenda. All present stated their name and affiliation.

#### **Members Present**

Steve Ferrell, Chairman	Lake County, D1
Brian Herman	Lake County, D2
Ted Wicks	Lake County, D3
Jamie Hanja, Vice-Chairman	Lake County, D4
Richard Nelson	Lake County, D5
Susy Gibson	City of Clermont
George Rosario	City of Groveland
Regis LeClerc	Town of Lady Lake
Stephen Stone	City of Wildwood

#### **Members Absent**

Doug Tharp	Sumter County
Bruce Master	City of Fruitland Park
Bonnie Nebel	Town of Howey-in-the-Hills
Jeff Boykin	City of Minneola
David Clutts	City of Tavares

#### **Staff Present**

Pam Richmond	MPO Project Manager
Mike Woods	Transportation Planner
Francis Franco	GIS Manager
Sue Goldfuss	Executive Assistant/Recording Secretary

#### **Others Present**

Vickie Wyche	FDOT
Roy Pike	City of Groveland, CAC Alternate

#### REPORTS

- A. Florida Department of Transportation  
Ms. Vickie Wyche, MPO Liaison, gave an update on the construction projects in the Lake and Sumter area.
  
- B. Florida's Turnpike Enterprise  
None
  
- C. County Reports  
None

D. MPO Staff  
None

E. CAC: Members Comments and Reports

George Rosario, City of Groveland, wanted to know if there was any type of travel compensation for members. Chairman Ferrell advised that reimbursement was not an allowable expense under the federal planning grant for committee members, and that maybe there could be teleconferencing capabilities that he asked staff to look into. Mr. Rosario also thanked Lake County for railing repairs made at CR 565 and Silver Eagle Road.

Jamie Hanja, Lake County D4, wanted to know when the web-based form will be available for Citizen Transportation Concerns. She continues to have traffic safety concerns that she feels are not being adequately addressed by Lake County. Mr. Woods advised that the form was still under development, and he will let the CAC know when it is available online.

Susy Gibson, City of Clermont, reiterated her concerns regarding the pavement markings at US 27 and Hooks Street that do not line up, creating a confusing and dangerous situation for drivers. Her original complaint was in August during construction and thought it would be fixed upon completion, and she felt the problem could have been avoided. Ms. Wyche will check into it and find out if any additional work is yet to be completed. FOLLOW-UP: Ms. Gibson was contacted, and it appears that the new lines were moved after her conversation with that individual.

Richard Nelson, Lake County D5, thanked FDOT for their quick response and good work on the dip in the road on SR 44.

AGENDA UPDATE

None

COMMENTS FROM THE GENERAL PUBLIC

None

PRESENTATION

A. Florida Department of Transportation and Florida's Turnpike Enterprise Tentative 5-Year Work Programs for FY 2014/15 – 2018/19

Ms. Wyche reported on projects funded in the FDOT Tentative 5-Year Work Program in both Lake and Sumter Counties. The information provided is on the FDOT and Lake~Sumter MPO website. Ms. Richmond advised that there was no representative present for the turnpike. The handout in the packet summarizes one project each for Lake County and Sumter County.

ACTION ITEMS

A. November 13, 2013 Meeting Minutes

Chairman Ferrell requested that the motion for minute approval be made by someone who was present at the meeting. **MOTION** was made by Jamie Hanja to recommend approval of the November 13, 2013 minutes; seconded by Brian Herman -- **motion passed 9-0**.

B. Recommend Approval to Amend FY 2018/19 – 2034/35 List of Priority Projects

Ms. Richmond gave a detailed explanation for the reasoning for the project being added to the LOPP. A map was shown for the CR 435 / Future SR 429 Interchange, and the study would be for impacts in Mount Plymouth with and without the Interchange after the Wekiva Parkway is constructed. It would be a feasibility study and considered a pre-PD&E as to whether the project has merit.

**MOTION** was made by Susy Gibson to recommend approval to Amend FY 2018/19 – 2034/35 LOPP; seconded by George Rosario -- **motion passed 9-0.**

- C. Recommend Approval of Urban Area Boundaries and Functional Classification Maps  
Ms. Richmond gave a brief explanation of the process that occurs after each ten-year census that affects urban boundaries. Each county will have its own map for the Chairman to sign.

**MOTION** was made by George Rosario to recommend approval of the Urban Area Boundaries and Functional Classification Maps; seconded by Richard Nelson; Discussion ensued regarding why it takes three years to get the information, and then the MPO is given a short deadline to get them signed. Ms. Richmond clarified that there are variables for funding for urban and rural boundaries, and she is comfortable that they are as accurate and inclusive as possible -- **motion passed 9-0.**

#### DISCUSSION ITEMS

- A. FY 2013/14 – 2017/18 Transportation Improvement Program Amendment  
Ms. Richmond explained the amendment that came up after the committees met in November but before the governing board meeting in December. A brief discussion ensued regarding the Lake-Orange Parkway funding. Even though the private landowners have applied for a State Infrastructure Bank loan, the MPO continues to move forward with the traditional funding route through FDOT. The MPO is monitoring and will make adjustments if the loan is approved.
- B. FY 2014/15 – 2015/16 Unified Planning Work Program  
Ms. Richmond and Mr. Woods explained that staff is rewriting the entire document as it was in need of a full update.
- C. Horizon Award Nominations  
Ms. Richmond encouraged members to make nominations before the Jan 10 deadline.

#### PROJECT UPDATES

- A. Rail Initiatives  
Ms. Richmond advised the continuous welded track upgrades are nearing completion. She and Francis Franco had walked the tracks and photo documented the process.
- B. Lake-Orange Parkway and Wellness Way Sector Plan  
Previously updated in Discussion Item A.
- C. Sumter County Interchanges: C-468 and CR 514  
Ms. Richmond reported that the C-468 interchange is getting ready to break ground.
- D. Minneola Interchange  
Ms. Richmond reported that the turnpike is waiting for the developer's commitment to construct the road on the north side of the interchange. The interchange is anticipated to open in 2016.
- E. Trails  
Mr. Woods showed the most recent map of the Coast-to-Coast Trail and provided an update on the funded South Sumter Connector, which is the biggest gap. He also explained the funding associated with the Wekiva Trail. Partnerships will be necessary in order to move these projects forward in a timely manner.

January 8, 2014

CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

It was confirmed that Steve Ferrell would be the CAC representative attending the Governing Board meeting on January 22, 2014 at 4 pm at the Clermont Community Center.

ADJOURNMENT

As there was no further business, the meeting adjourned at 5:00 p.m.

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Steve Ferrell, Chairman



***1.0 Administration***

This section includes those tasks necessary to manage and support both the planning staff and the planning process. Tasks include staff management, financial management and payroll activities, technical support from FDOT, partnering activities among all of the agencies involved in the MPO process, capital equipment purchases and replacements, public involvement and information, development of the UPWP and staff budget, development and update of the Transportation Improvement Program (TIP), and printing and copy costs.

The MPO will provide staff support for approximately 60 meetings each year. In addition, the MPO staff is responsible for updating the Long Range Transportation Plan (LRTP), the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP) and the List of Priority Projects (LOPP), the Transit Development Plan (TDP), and the Lake and Sumter Counties Transportation Disadvantaged Service Plans (TDSP). The staff is also responsible for implementing the MPO’s adopted Public Involvement Process and for updating it each year. Additionally, the MPO staff works closely with the MPO Governing Board in developing an annual operating budget.

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### Task 1.0 Administration

**Responsible Agency:** MPO

**Total Task Cost:** \$

Funding Source	FY 2014/15	FY 2015/16	2 Year Total
<b>FHWA PL Funds - Federal</b>	\$	\$	\$
<b>Total Funds</b>	\$	\$	\$

#### Objective:

To guide and effectively manage the tasks in the Unified Planning Work Program (UPWP), to maintain an effective and efficient continuing, cooperative and comprehensive (3-C) transportation planning process, and to meet the needs of the member local governments and all federal and state requirements.

#### Previous Works:

Expanded total staff in FY 2008/09 to seven (7) permanent positions and one (1) temporary position. In addition to an executive director, the MPO employed a senior transportation planner, MPO project manager, transportation planner, GIS manager, executive staff assistant and administrative office associate.

Developed a Continuity of Operations Plan (COOP) in FY 2007/08 that can be implemented in the event of a natural or man-made disaster. The plan addresses issues such as alternate meeting site(s) for the MPO, MPO member notification, and functions the MPO may serve in an emergency situation. Other elements of the plan include policies and procedures that pertain to alternate work sites; back-up of storage data, including MPO work products, distribution lists, Geographic Information System data layers, etc.; communication lines with MPO staff, FDOT District, local governments, emergency response team, as well with the MPO’s customers.

Assessed and developed policies in FY 2007/08 correcting deficiencies, under Federal or State requirements, including the creation and adoption of MPO Governing Board policies concerning Disadvantaged Business Enterprises (DBE) and Title VI requirements.

Enhanced the MPO’s partnership with Sumter County in FYs 2005/06-2007/08, in both the MPO Area as well as MPO Planning Area encompassing the entire county. Coordinated MPO efforts with the City of Wildwood (Sumter County). Given this increased coordination, and in anticipation of the City of Wildwood becoming part of the updated Lady Lake/Villages Urbanized Area following the 2010 Census, the MPO approved in February 2010 a Reapportionment/Redesignation Plan to include all of

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Sumter County within the MPO Area and to include an additional Sumter County Board of County Commissioner vote for a total of two Sumter County voting members and to add a rotating At-Large Representative vote rotating among the five Sumter County municipalities of Bushnell, Center Hill, Coleman, Webster and Wildwood.

The MPO adopted a Limited English Proficiency Plan (LEP) in January 2012. The LEP plays an integral role in the planning process. This document provides guidance for assisting persons with limited English proficiency to ensure accessibility to the MPOs programs, plans and services.

### **Methodology:**

#### STAFF SUPPORT

- 1.0.1 Provide staff support and administration to the MPO and its committees by developing meeting schedules, providing technical assistance, compiling and producing agendas, providing minutes of meetings, conducting research, and completing directives of the board. (Ongoing throughout fiscal year)
- 1.0.2 Monitor, evaluate and amend the FY 2014/15-2015/16 UPWP as needed. MPO Committees will participate in the approval process for the UPWP. (Adoption April 2014; monitoring ongoing)
- 1.0.3 Continue coordination with and/or participation in the Metropolitan Planning Organization Advisory Council (MPOAC), Central Florida MPO Alliance (CFMPOA), the West Orange-South Lake Transportation and Economic development Task Force, myRegion.org, the East Lake North West Orange Working Group, and other regional transportation planning organizations. (Meetings are monthly, quarterly, or on an as-needed basis, with special events throughout year)
- 1.0.4 Monitor legislative actions on the Federal, State, and local level that affect the transportation system and transportation planning activities in the Lake~Sumter MPO Planning Area. (Milestones occur throughout the year for each level of government)
- 1.0.5 Research and propose, for MPO Governing Board adoption when appropriate, updates to the rules and/or procedures for the day-to-day operation of an MPO (i.e. personnel, budgeting, audits, by-laws, etc.). (Ongoing throughout fiscal year)
- 1.0.6 Purchase additional and/or repair office equipment, as needed, following guidelines set forth in the FDOT MPO Program Management Handbook. (Ongoing throughout fiscal year)
- 1.0.7 Conduct or participate in other planning or coordination activities, as directed by the MPO Governing Board or committees. (Ongoing throughout the fiscal year)

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- 1.0.8 Complete progress reports and invoices in timely and accurate fashion through effective management of MPO staff and resources. (Monthly and quarterly)
- 1.0.9 Develop all essential documentation for new upcoming MPO Annual State Certification. (Process begins January of each year and will conclude by May)
- 1.0.10 Continue to refine policies and by-laws for the MPO and its committees. The intent is to improve procedures and policies for the MPO Governing Board, the MPO Technical Advisory Committee (TAC), the MPO Citizens' Advisory Committee (CAC), and the MPO Bicycle & Pedestrian Advisory Committee (BPAC) in an interest of better fulfilling the requirements of the Federal Highway Act of 1962, Federal Highway Act of 1974, and Section 339.175 of the Florida Statutes. (On-going throughout the fiscal year)
- 1.0.11 Continue to refine policies and procedures for the MPO Taskforce areas: East Lake Taskforce, South Lake Taskforce, LakeXpress Taskforce, North Lake Taskforce, and the CR 470 Taskforce. (On-going throughout the fiscal year)
- 1.0.12 Administer minor updates for the Transportation Disadvantaged Coordination Boards for Lake and Sumter Counties as defined in the Florida Statue, Chapter 427. (On-going throughout the fiscal year)
- 1.0.13 Develop a five-year business plan component in FY 2014/15 that generally describes major planning efforts anticipated to occur in years two and three of the next three years. The plan estimates the funds that will be required for each task to illustrate the need to maintain PL carry-over balances in excess of 50% of the MPO's annual allocation. (Annual updates)
- 1.0.14 Prepare draft of the FY 2016/17-2017/18 UPWP, with adoption by April 2015. (Spring 2015)
- 1.0.15 Monitor potential changes to EPA air quality standards regarding ground-level ozone in Lake County and develop strategies to comply with new federal standards should Lake County be designated as a non-attainment area. (As federal rules are amended)
- 1.0.16 Perform outreach with private-sector or quasi-public advocacy groups in order to build consensus on transportation initiatives, groups including but not limited to chambers of commerce and economic development entities, environmental groups, tourism development groups, health and wellness groups, running, cycling and trail groups, etc. (Ongoing)
- 1.0.17 Administer 5305(d) funds to administer Transit planning efforts within the MPO planning area. (On-going throughout the fiscal year)

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- 1.0.18 Administer and perform project management efforts for the Transportation Management system (TMS), Pavement Management Program, (PMP), Geographic Information System Services (GIS), Crash Data Services (WebCDMS), and other special projects as needed. (On-going throughout the fiscal year)

### AUDIT

Continue MPO audit in accordance with the minimum schedule. The audit will meet Federal Management Regulations and Office of Management and Budget Circular A-133, with attachments under the single audit concept. (Working with supporting agency, Lake County Finance Department; conducted annually)

### TRAINING

Provide training and continuing education opportunities to staff members in various technical areas through conferences, workshops, and professional development opportunities that may include travel throughout Florida and, in some cases, national travel. Utilize annual training opportunities for MPO Governing Board members through the MPOAC and the University of South Florida Center for Urban Transportation Research (CUTR). (Ongoing throughout fiscal year)

### **End Product:**

- Effective and efficient management of the local 3-C planning process, including active participation by public agencies and citizens; all required management documents; and adoption of required policies.
- Five-Year Business Plan.

Positions contributing to the task of Administration, which includes the following MPO personnel: Executive Director, Project Manager, two (2) Transportation Planners, GIS Manager, Executive Staff Assistant, and an Administrative Office Associate.

Results from this task will include:

- Implementation of FY 2014/15-2015/16 UPWP.
- Refined MPO By-Laws.
- Enhanced MPO Committee and Taskforce Areas procedures
- Updated Legislative Priorities.
- Enhanced two-county regional coordination.
- Community consensus on transportation.

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### Task 1.1 State Assistance

**Responsible Agency:** FDOT

**Total Task Cost:** \$

Funding Source	FY 2014/15	FY 2015/16	2 Year Total
<b>FDOT Soft Match*</b>	\$	\$	\$
<b>Total Funds</b>	\$	\$	\$

#### Objective:

PL 112 To provide guidance and technical assistance to the MPO, MPO staff, and various committees and task forces, as requested, or required by FDOT policy.

FTA 5305(d) To provide guidance and technical assistance to the MPO staff and various committees, as requested or required by FDOT policy and the Joint Participation Agreement for the FTA Section 5305(d) Grant Application.

TD GRANTS To provide administrative support to Lake County and Sumter County for Transportation Disadvantage Coordination Board (TDCB) administration.

#### Previous Works:

The MPO has received technical and administrative assistance from FDOT in support of the Metropolitan Planning Program in Lake and Sumter counties.

- Joint Participation Agreement (JPA) among Lake~Sumter MPO, Lake County, Sumter County and FDOT.
- Coordination of MPO’s Long Range Transportation Plan (LRTP), *Transportation 2035*, adopted December 2010.
- MPO and District 5 cooperation in updating the Central Florida Regional Planning Model, version 6 (CFRPM-VI), for the next cycle of the LRTP update schedule. Traffic analysis zones have also been modified for the model update (CFRPM-VI), Year 2010 socioeconomic data has been developed for CFRPM-VI Model Validation, and Year 2040 socioeconomic data development has commenced.

#### Methodology:

- 1.1.1 Please refer to the document entitled, “FDOT District Five General Planning Activities & Specific Tasks, FY 2014/15 & 2015/16 UPWP” Appendix C for a description of FDOT District Five tasks and activities related to the UPWP. These tasks, unless otherwise noted, are ongoing throughout the fiscal year.

**End Product:**

Results of this task will include:

- Proper and timely response to management and technical problems and requests.
- State match to assist in the timely and successful completion of FTA-sponsored activities.
- An updated Central Florida Regional Planning Model.
- An updated Florida Traffic Information CD.

## ***2.0 Data Collection***

This section includes those tasks necessary for the collection and maintenance of transportation data used for analysis and planning purposes by the local governments and used in developing transportation studies. These tasks include receipt of traffic count information from FDOT; managing the traffic count programs and collecting traffic counts for Lake and Sumter Counties; collection of crash data provided by State of Florida and maintaining an online crash data management system, WebCDMS; and collection and maintenance of data utilized in the MPO's Geographic Information Systems (GIS) data-base.



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**Task 2.0 Data Collection**

**Responsible Agency:** MPO

**Total Task Cost:** \$

Funding Source	FY 2014/15	FY 2015/16	2 Year Total
FHWA PL Funds - Federal	\$	\$	\$
<b>Total Funds</b>	\$	\$	\$

**Objective:**

To monitor changes in traffic-related characteristics within the MPO planning boundary. To compare existing characteristics with projections to anticipate planning needs and activities. To build a data repository of information to support regional transportation efforts.

**Previous Works:**

Lake and Sumter counties maintained historical traffic and public transportation-related data, such as traffic counts, accident data, roadway inventories, level of service, financial information, and service area. Maintenance of the Road Segment Inventory Database. The MPO, Lake County, and Sumter County, coordinated data sharing and contribute to a comprehensive GIS initiative.

Rebuilding and enhancing the Transportation Management System as a database to manage its regional transportation for local governments. The database for Lake County continues to be a checkbook system that tracks Average Daily Traffic Counts (AADTs) plus approved trips that are either vested or reserved through an encumbrance process. Meanwhile, Sumter County and Wildwood have systems managed by the MPO that are based on projected growth rates, but each is open to track approvals.

The MPO has worked with FDOT District 5 and neighboring MPOs in the update of the district-wide Central Florida Regional Planning Model (CFRPM). Work has commenced on the update, which will be the data basis for the MPO’s 2040 Long Range Transportation Plan.

Developed safety program based on data from the Crash Data Management System (WebCDMS) constructed as a two-county GIS for Lake County and Sumter County. The system includes crash incident locations, crash characteristics and potential countermeasures to correct deficiencies.

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### Methodology:

- 2.0.1 Update the Transportation Management System (TMS) databases for Lake County and Sumter County. This task will be performed by MPO staff, with assistance from consulting firms, under contract. (Annually in the Spring, or on as-needed basis)
- 2.0.2 Assemble a Transportation Management System Annual Report for each county for distribution to the MPO Governing Board, committees and public. (January 2015 and January 2016)
- 2.0.3 Update the TMS with traffic counts within the planning area, collected by the State. (Upon completion of the state’s annual count program update; Completion by September 2015 and by September 2016)
- 2.0.4 Manage a traffic count program for the MPO planning area that includes, county and municipal traffic count collection efforts to update and maintain the MPO’s regional Transportation Management System. (Annually)
- 2.0.5 Work with Lake and Sumter counties, as well as local law enforcement agencies, to further enhance a regional system of collection and compilation of crash statistics to identify high hazard intersections and other roadway safety issues. The Crash Data Management System (WebCDMS) is a custom tool suite that helps address engineering and safety issues through the analysis of crash data. WebCDMS tools are adapted to target safety concerns through the 4E approach (engineering, enforcement, education and emergency management), as well as integrating the State of Florida’s Strategic Highway Safety Plan Emphasis Areas. (Ongoing)
- 2.0.6 Provide a list of high hazard intersections and roadway segments. (Annually)
- 2.0.7 Continue to serve as a technical resource to the Lake County Community Traffic Safety Team (CTST) and the Sumter Traffic Safety Working Group (TSWG), providing data review and expert technical assistance. (Ongoing throughout fiscal year)
- 2.0.8 Work with local governments in Lake and Sumter Counties to collect the required data for maintenance of the Transportation Management Systems (TMS) (see Task 4) which provides the basis the MPO’s Congestion Management Process (CMP). The TMS and CMP provide a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods. (Ongoing throughout fiscal year)
- 2.0.9 Assist local governments in compiling data inventories related to the TMS, CMP, and WebCDMS. (Ongoing throughout fiscal year)

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- 2.0.10 Enhance a comprehensive Geographic Information System (GIS). (Ongoing throughout fiscal year)
- 2.0.11 Serve as Program Manager to Sumter County, the Town of Lady Lake, and the City of Tavares for their Pavement Management Programs using a consulting firm under contract to the MPO with the primary task of developing a prioritized list of maintenance and repair needs for each program. (Annually/Ongoing throughout fiscal year)
- 2.0.12 Update Census Areas, Urban Boundaries and Functional Classification incorporating the 2010 MPO database to incorporate 2010 Census data; analyze new data for utilization in MPO short-range and long-range planning efforts. (updated in 2014-2015)
- 2.0.13 Develop the CFRPM-VI data for the Base Year (2010) and the E+C Network Horizon Year (2040). Validate the Base Year (2010) trip generation, trip distribution, modal split and highway and transit trip assignment. Create alternative network and land use scenarios. Develop cost feasible network. (Ongoing through model adoption in July 2015)

### **End Product:**

Results of this task will include:

- Current Transportation Management Systems (TMSs) for Lake County, Sumter County and the City of Wildwood.
- A two county traffic count database managed and maintained by the MPO that supports the needs of the regional Transportation Management System, Lake County, Sumter County and each municipality within the MPO planning area.
- Transportation Management System Annual Report for Lake and Sumter Counties.
- Crash Statistic Database for Lake and Sumter Counties.
- A list of high-hazard intersections and roadways.
- A comprehensive GIS for the Lake~Sumter region and its surrounding areas.
- Reports developed from databases, as required for monitoring changes in system activity.
- Updated data for use with the Central Florida Regional Planning Model, version 6 (CFRPM-VI).
- Updated regional transportation model and cost feasible network to develop the 2040 LRTP.
- GIS integration of TMS, Crash Data, Pavement Management, CMP, LOPP and TIP data components.

### ***3.0 Long- Range Planning***

Work in this section involves development of, adoption of and implementation of, and any major updates or amendments to, the MPO's 2040 Long Range Transportation Plan (LRTP) and the utilization of the ETDM planning screen process for projects identified in the new plan. The 2040 LRTP must be adopted on or before December 8, 2015. Work also includes efforts to ensure consistency between the MPO's transportation plan and local government comprehensive plans.

**Task 3.0 Long Range Planning**

**Responsible Agency:** MPO, Local Governments

**Total Task Cost:** \$

Funding Source	FY 2014/15	FY 2015/16	2 Year Total
<b>FHWA PL Funds - Federal</b>	\$	\$	\$
<b>FTA 5305(d)</b>	\$	\$	\$
<b>FTA Funds/State Match</b>	\$	\$	\$
<b>Local/In Kind</b>	\$	\$	\$
<b>Total Funds</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>

**Objective:**

To develop and adopt the MPO’s 2040 Long-Range Transportation Plan (LRTP). The plan will be organized around transportation corridor strategies that will include corridor/place types and corridor strategic plans, and will be driven largely by future economic growth strategies. While the final product will be a departure from past long range transportation plans which relied almost completely on a travel demand model for forecasting travel patterns, this plan will take a creative and customized approach using an assortment of tools in its development, the travel demand model being one of many employed.

**Previous Works:**

*Transportation 2035* was adopted in December 2010. Coordination occurred with District 5 on the development of the regional traffic model (CFRPM-V), and the model update was completed April 2010. As part of the model development, the MPO worked with the staff from each member government to refine the data supporting the LRTP. *Transportation 2035* addressed all requirements mandated by SAFETEA-LU.

Staff hosted the first 2035 Long Range Transportation Plan update workshop in January 2009 to introduce the LUCIS and FLUAM datasets to stakeholders. Staff hosted a Regional Transportation Summit in March 2009 to begin the process of updating the Long Range Transportation Plan. The theme of the summit was how to develop a cost feasible transportation plan. The summit began with presentations from community leader, FDOT staff, and others followed by breakout session strategies to develop and fund a successful multi-modal transportation system were discussed.

The MPO further developed the *How Shall We Grow* regional vision land use scenario (2035) that employs the University of Florida’s Land Use Conflict Identification Strategy (LUCIS) methodology for evaluation against land use derived in the traditional means that employ the Future Land Use Allocation Model (FLUAM) methodology. (July 2009)

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The MPO engaged the public in Spring 2010 to gain feedback on the travel demand modeling efforts relative to *Transportation 2035*. This included alternative model runs to examine parallel reliever facilities, new interchanges with major arterials, transit investments, intelligent transportation systems investments and other strategies.

The MPO adopted *Transportation 2035* on December 10, 2010. The plan was subsequently found to be compliant with SAFETEA-LU requirements and standards. This included incorporating the community vision previously developed; modeling project alternatives; developing a draft and final Needs and Cost Feasible Plans; and developing Goals, Objectives, and Implementation Strategies for the plan; holding public workshops and meetings for public input at various plan update milestones; and presenting interim and final draft plans to the MPO Governing Board and its advisory committees. The plan has a regional component consisting of regional growth planning, regional data development, and regional need identification across a two-county and multi-city area. Implementation activities using strategies developed during the plan update process were initiated.

In FY 2010/11, MPO staff conducted a series of workshops to introduce the public to land use and development pattern alternatives needed to implement the community vision developed during the *How Shall We Grow?* and *Our Community - Our Future* efforts to achieve consensus on needed transportation improvements. Additionally, the ability to increase transportation capacity in a financially feasible way requires a stronger commitment to transit. Staff also concluded its coordination with FDOT to develop the update of the regional traffic model, version 5 (CFRPM-V).

### **Methodology:**

#### LONG RANGE TRANSPORTATION PLAN

- 3.0.1 Begin development of the 2040 LRTP, building on the Goals, Objectives and Strategies of *Transportation 2035*. The new plan will address the requirements of MAP-21, but place primary focus on economic development and ways to employ transportation improvement projects and strategies that will facilitate future economic growth. (Ongoing through FY 2015/16)
- 3.0.2 Form a LRTP subcommittee comprised of members of the TAC, CAC, and BPAC to provide guidance and assistance with all aspects of the 2040 LRTP plan development.
- 3.0.3 The MPO will continue to participate in FDOT's Efficient Transportation Decision Making (ETDM) process by uploading project information into the ETDM database. This includes participation in planning and programming level screening analyses and coordination with District 5 Environmental Technical Advisory Team (ETAT). (Ongoing through FY 2015/16)

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- 3.0.4 Staff is coordinating with FDOT on the next update of the regional travel demand model, version 6 (CFRPM-VI). (FY 2013/14 – 2015/16)

### BICYCLE PEDESTRIAN FACILITY PLANNING

- 3.0.5 Staff is to provide administrative assistance for the BPAC. (BPAC meets 9 times per year, Ongoing throughout fiscal year)
- 3.0.6 Assist Lake County in the implementation and update of the 2008 Trails Master Plan. (Ongoing throughout fiscal year)
- 3.0.7 Continue to promote and improve the conditions for walking and bicycling through planning, education, and enforcement and encouragement programs. (Ongoing throughout fiscal year)
- 3.0.8 Identify and prioritize needed improvements and coordinate with local governments. (Ongoing throughout fiscal year)
- 3.0.9 Coordinate planning efforts to develop the Lake & Sumter County Bicycle & Pedestrian Master Plan element. (accomplished as part of the 2040 Long Range Transportation Plan)
- 3.0.10 Identify, rank, measure, and evaluate the local roadway network to produce a Bicycle Suitability Map for the Lake & Sumter County area. (Updated annually)
- 3.0.11 Create and update an Annual Pedestrian & Bicycle Crash Data Report for Lake and Sumter Counties. (Updated annually)
- 3.0.12 Assist with the implementation of the Safe Access to School Transportation Study focusing on school transportation for all schools in Lake and Sumter counties. Study completed December 2013, implementation Ongoing throughout fiscal year.
- 3.0.13 Manage the Lake-Wekiva Trail PD&E for Lake County and the City of Mount Dora. (The study will be completed by December 2014)
- 3.0.14 Work with local municipalities, business, area schools and other organizations to prepare an application to the League of American Bicyclists to coordinate a "Bicyclist Friendly Community" for South Lake County to promote the development of a comprehensive, integrated, multimodal street network by coordinating transportation planning strategies. (December 2014)
- 3.0.15 Update and refine the database for a GIS roadway, sidewalk and bicycle infrastructure inventory and gaps analysis for Lake and Sumter County roadway network. (On-going throughout the fiscal year)

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- 3.0.16 Work with the Central Florida MPO Alliance a six-MPO forum to address regional transportation issues and legislative items, including the “Close the Gaps” initiative that began in Central Florida in 2012, Regional. Through this regional trails approach, greater resources could be leveraged by prioritizing among the five MPOs within FDOT District 5 the trail projects that could most quickly lead to completed systems of trails that connect populations and attractions, thus resulting in eco-tourism opportunities for the region. This category would include regional, showcase trails, not sidewalks, local trails and other enhancement projects. (Ongoing throughout the fiscal year)
- 3.0.17 Work to complete the Coast-to-Coast Regional Trail through Lake and Sumter Counties. Trail segments to include the South Lake Trail and the South Sumter Connector Trail. (Ongoing throughout the fiscal year)

### TRANSIT

- 3.0.18 The MPO will work to promote increased mobility options including transit ridership, bicycle and pedestrian accommodations, FDOT’s commuter assistance program, “reThink”, Park and Ride lots, pursue rail opportunities, and new funding strategies through education, land use decisions and policies, promotion of urban design policies, and implementation of Multimodal corridors through the development of the 2040 LRTP. (Ongoing throughout the fiscal year)
- 3.0.19 Coordinate the development of the Lake~Sumter TDP and further updates of the TDP into the 2040 LRTP. (Ongoing throughout the fiscal year)
- 3.0.20 The MPO will promote strategies and objectives to improve the availability and level of service of public transit. (Ongoing throughout the fiscal year)
- 3.0.21 The MPO will promote though policy decisions a multimodal network that facilitates the efficient movement of people, freight and goods throughout the region. (Ongoing throughout the fiscal year)
- 3.0.22 The MPO will incorporate innovative technics and solutions to address long term transportation needs, including ITS, new passenger rail service, integrated transit systems and land use policies. (Ongoing throughout the fiscal year)
- 3.0.23 The MPO will develop through policy decisions a friendly pedestrian and bicycle network to provide greater access to new transit initiatives and improved ADA compliance. (Ongoing through the fiscal year)
- 3.0.24 The MPO through policy decisions will reduce trips lengths through the promotion of Transit Oriented Development (TOD) patterns at premium transit locations and Transit Ready Development (TRD) for planned transit routes. (Ongoing throughout the fiscal year)



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### FREIGHT

- 3.0.25 Use the findings of the MetroPlan’s Freight, Goods and Services Study completed in July 2013 as a base for analysis of freight mobility that centers on opportunities within the MPO planning area and infrastructure investments to support advancement of identified opportunities. The findings of the MetroPlan study and subsequent analysis will be incorporated into the 2040 LRTP freight policies and strategies, and in the Transportation Improvement Program. (FY 2014/15 – FY 2015/16)

### LIST OF PRIORITY PROJECTS (LOPP)

- 3.0.26 Using the projects identified in the adopted LRTP, develop a list of priorities for funding. (Ongoing)
- 3.0.27 Develop criteria and a project prioritization tool to assist with the prioritization of projects in need of funding. (FY 2014/15, Ongoing)
- 3.0.28 Form a LOPP subcommittee comprised of members of the TAC, CAC and BPAC. The subcommittee will be tasked with 1.) Developing project prioritization criteria to be used in the project prioritization tool and 2.) Drafting the new list of priorities that will be presented to the TAC, CAC, and BPAC to discuss and make recommendations to the Governing Board. (January 2015 and January 2016)
- 3.0.29 Employ a user friendly, web-based application to display the LOPP online for the use of our stakeholders and the public. The application should be linked to the long-range plan and the transportation improvement program.

### ONGOING ACTIVITIES

- 3.0.30 Continue working with FDOT and Florida’s Turnpike Enterprise regarding ongoing projects, including SR 91 (Florida’s Turnpike), SR 46 (Wekiva Parkway), SR 50, US 27, US 441, US 301, SR 19 and SR 48 and others. (Ongoing throughout fiscal year)
- 3.0.31 Develop annual overview of state and local transportation revenues and expenditures for transportation projects within the MPO Area, including Federal, State, County and Municipal, in order to better assess regional initiatives and regional resources. (Annually)
- 3.0.32 Review proposed Developments of Regional Impact (DRIs) to determine impacts on local transportation system; roadway capacity, public transportation services, access, etc. More thorough reviews will be provided for local governments on a fee-basis, as requested. DRI review is done by MPO staff, with assistance from consulting firms, under contract. (Ongoing throughout fiscal year)

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- 3.0.33 Develop GIS applications for transportation-related uses. (Ongoing throughout the fiscal year)
- 3.0.34 Provide technical assistance regarding safety and security planning issues as necessary. (Ongoing throughout fiscal year)
- 3.0.35 Periodically review local government comprehensive plans for the purpose of ensuring consistency between those plans and the Lake~Sumter MPO's LRTP. (Ongoing throughout fiscal year)

### **End Product:**

Results of this task will include:

- Continued monitoring the growth patterns within MPO Area.
- LRTP Development Subcommittee.
- Updated LRTP.
- Incorporation of ETDM process into planning process and conduct planning screens for projects found to be cost feasible in the 2040 LRTP.
- Provision of review resources to local governments either through courtesy reviews or through a fee-based system for major reviews.
- Implementation of the "Safe Access to School Transportation Study" findings and projects.
- A tool that establishes criteria for prioritization projects that will be used to create the LOPP.
- The formation of a LOPP Development Subcommittee.
- Identification of opportunities to enhance economic development through infrastructure investments.
- Overview of state and local transportation revenues and expenditures for transportation projects.
- GIS applications for transportation-related uses.
- Annually Crash Data Analysis Report.
- Completed Lake-Wekiva Trail PD&E.
- Regional and Municipal Complete Streets Policy and Plan.
- Regional Trail, Sidewalk, and Bicycle Infrastructure and Gaps Analysis Database.

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**Task 3.1 Transportation Modeling**

**Responsible Agency:** MPO, FDOT

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**Total Task Cost:** \$

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Funding Source	FY 2012/13	FY 2013/14	2 Year Total
FHWA PL Funds - Federal	\$	\$	\$
<b>Total Funds</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>

**Objective:**

The MPO will continue to coordinate with the FDOT District 5 as they develop the CFRPM Version 5, the district wide transportation model, including assisting in assessment of quality of transportation modeling databases and planning tasks to be completed for the 2035 Long Range Transportation Plan update. The MPO will utilize the updated regional model in cooperation with District 5 and the member MPOs of the CFMPOA.

**Previous Works:**

The Department coordinated with District 5 MPOs to develop a district-wide transportation model, the Central Florida Regional Planning Model, Version 4 (CFRPM-IV). The Lake~Sumter MPO completed development of base year 2000 and horizon year 2025 socioeconomic (SE) data for use in the CFRPM-IV, completed and released in April 2006.

The Department coordinated with District 5 MPOs to develop Version 5 of the Central Florida Regional Planning Model. The Lake~Sumter MPO completed development of base year 2005 and horizon year 2055 socioeconomic (SE) data for use in the CFRPM-V, completed and released in April 2010.

**Methodology:**

- 3.1.1 MPO staff will coordinate with District MPOs and FDOT District 5 to develop Version 6 of the Central Florida Regional Planning Model. (2014/15-2015/16)
- 3.1.2 MPO staff will work with Lake County and Sumter County to develop 2010 through 2040 socioeconomic data for use in the MPO's 2040 Transportation Plan update. (Underway, to be completed in FY 2014/15)
- 3.1.3 MPO staff will provide travel demand modeling support to the MPO and its member governments, as needed. (Ongoing throughout fiscal year)

**End Product:**

Results of the task will include:

- An updated Central Florida Regional Planning Model. 2010 and 2040 socioeconomic data completed in 2014/15 and 2015/16 for use in the development of the 2040 Long Range Transportation Plan.
- Modeling efforts will be utilized to monitor and evaluate proposed developments and changing conditions to the two-county network.

**Task 3.2                      Efficient Transportation Decision-Making/Socio-Cultural Effects (ETDM/SCE)**

**Responsible Agency:**     MPO, FDOT

**Total Task Cost:**         \$

Funding Source	FY 2014/15	FY 2015/16	2 Year Total
<b>FHWA PL Funds - Federal</b>	\$	\$	\$
<b>Total Funds</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>

**Objective:**

Coordination between FDOT, District 5, and the Lake~Sumter MPO, in the development of the Efficient Transportation Decision Making (ETDM) and Socio-cultural Effects (SCE) processes, and implementation of these processes with a systematic approach throughout the District.

**Previous Works:**

FDOT and MPO staff have entered project data for ETDM projects, provided purpose and needs statements, and begun coordination for project planning screens. To prepare the MPO staff for this task, FDOT provided on-site training to the MPO for the Environmental Screening Tool (EST).

The largest ETDM effort was a massive planning screen of three central Lake County corridors: SR 19, CR 561 ,CR 48, Rolling Acres Road/US 27 Reliever and the US 441 (Orange Blossom Express) Corridor Analysis to determine as a precursor to the development of the 2035 Transportation Plan the most definitive needs within the network and any fatal flaws to capacity project. The effort was innovative in its inclusion of enhanced public involvement efforts for this pre-PD&E study effort.

**Methodology:**

- 3.2.1 MPO staff will initiate Planning Screens screen for projects as they come to the forefront in the funding process. (FY 2014/15-2015/16)
- 3.2.2 The MPO will continue to refine FDOT ETDM to census data fields included in the Community Inventory Report enabling all statewide agencies to use the tool in development of their Limited English Proficiency Plan and analysis. (Ongoing throughout the fiscal year)

**End Product:**

Results of this task will include:

- A list of priority projects for ETAT Planning Screen review.
- Established data collection priorities, specifically for SCE.
- Planning Screen Reviews and Planning Summary Reports from the priority projects identified.
- Continued coordination between FDOT and the MPO with their ETDM/SCE tasks over the next fiscal year.
- Interactive Planning Tool for development of Limited English Proficiency Plan and Public Involvement Plan strategies analysis.

## ***4.0 Short-Range Planning***

This section includes development of the Transportation Improvement Program (TIP), annual Transportation Alternatives Project process and MPO priorities projects for work program development. These tasks are required by state and federal laws and are undertaken on an annual basis.

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**Task 4.0 Short Range Planning**

**Responsible Agency:** MPO, Local Governments

**Total Task Cost:** \$

Funding Source	FY 2012/13	FY 2013/14	2 Year Total
<b>FHWA PL Funds - Federal</b>	\$	\$	\$
<b>FTA 5305(d)</b>	\$	\$	\$
<b>FTA Funds – State Match</b>	\$	\$	\$
<b>Local/In Kind</b>	\$	\$	\$
<b>Total Funds</b>	\$	\$	\$

**Objective:**

To identify and address short term transportation needs. Review development activity to monitor its effect on the local transportation system.

**Previous Works:**

The MPO completed and adopted its Transportation Improvement Program, FY 2012/13- FY 2016/17. The Lake County Board of County Commissioners developed a list of priorities through 2013, with which the MPO was involved as a staff resource. MPO staff assisted its member governments with Enhancement project prioritization.

The MPO led the development of a Lake~Sumter MPO Transportation Management System (TMS). The MPO also facilitated the drafting and signing of an interlocal agreement that makes both Lake and Sumter counties and all municipalities’ part of the Master TMS. (December 2007)

Assisted City of Tavares in development of comprehensive plan policies to support automatic Transportation Concurrency Exception Area established by virtue of Florida SB 360. The policies were transmitted in February 2010 to the Florida Department of Community Affairs and were reviewed and commented upon, with adoption of refined policies in June 2010.

Worked with FDOT and City of Groveland on PD&E study for the realignment of SR 50 in downtown Groveland. (2011)

Worked with FDOT and the City of Mount Dora on PD&E study of US 441 from SR 44 to SR 46 in Mount Dora. (Completed 2013)

Worked with FDOT, Lake County, the City of Tavares, and the Town of Howey-in-the-Hills on the PD&E study of SR 19 from CR 561 in Tavares to CR 48 in Howey-in-the-Hills. The study included the replacement of two-lane, 62-year-old bridge with four-lane bridge. (Completed 2013)



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Analysis of SR 50 transportation and land use along the corridor from US 27 to Florida's Turnpike. The study was funded by FDOT and was heavily coordinated with the MPO. The MPO utilized findings of the study in *Transportation 2035* and continues with the implementation phase.

### **Methodology:**

#### LIST OF PRIORITY PROJECTS (LOPP) DEVELOPMENT

- 4.0.1 Coordinate with FDOT to update the FY 2014/15-2034/35 LOPP by requesting new projects and submitting FDOT's Project Information Application Form required for each project included in the LOPP. (FY 2014/15)
- 4.0.2 Initiate development of the FY 2015/16 -2039/40 LOPP that will coincide with the adoption of the 2040 LRTP. (FY 2015/16)
- 4.0.3 Amend the LOPP as necessary. (Ongoing throughout the fiscal year)
- 4.0.4 Review local government comprehensive plans for consistency with new MPO LOPP. (Ongoing throughout fiscal year)

#### TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT

- 4.0.5 Refine the FY 2014/15-2019/20 Transportation Improvement Program (TIP) based on FDOT Work Program changes, satisfying MAP-21 requirements. (FY 2014/15)
- 4.0.6 Amend the TIP as necessary. (Ongoing throughout fiscal years)
- 4.0.7 Develop the FY 2014/15-2019/20 TIP. (April 2014)
- 4.0.8 Develop YR 2015/16-2034/35 unfunded List of Priority Projects. (August 2014)
- 4.0.9 Develop YR 2016/17-2035/36 unfunded List of Priority Projects. (August 2015)
- 4.0.10 Review local government comprehensive plans for consistency with new MPO TIP. (Ongoing throughout fiscal year)

#### TRANSPORTATION MANAGEMENT SYSTEM (TMS)

- 4.0.7 The MPO will act as the transportation management system's data clearinghouse for Lake County and its 14 municipalities, Sumter County and its five municipalities. (Ongoing throughout the year)
- 4.0.8 In light of the Florida's legislature removing Transportation Concurrency as a state mandate, the MPO will assist each local government as needed in

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transitioning to the method of choice in determining mitigation responsibility for new developments impacting transportation facilities. (Ongoing)

### CONGESTION MANAGEMENT PROCESS (CMP)

- 4.0.9 Continue development of a Congestion Management Process (CMP), which will be used to monitor transportation network and system performance throughout Sumter County and Lake County. (Ongoing throughout fiscal year)
- 4.0.10 Review and monitor/update federal functional classification data for area roadways based on Census 2010 information. (FY 2014/15)

### MONITOR TRANSPORTATION SYSTEM IMPACTS

- 4.0.11 Monitor and review traffic operation needs through collection and analysis of peak-hour traffic data. (Ongoing throughout fiscal year)
- 4.0.12 Conduct and review site impact analysis for new development projects. (Ongoing throughout fiscal year)
- 4.0.13 Advise local governments and boards on decisions which may impact corridors identified for improvement or identified as physically or policy constrained. (Ongoing throughout fiscal year)
- 4.0.14 Coordinate MPO actions with local government comprehensive plan development efforts to encourage alternative modes of transportation. (Ongoing throughout fiscal year)
- 4.0.15 Ensure local governments are notified of significant changes in transportation projects. (Ongoing throughout fiscal year)

### TRANSPORTATION ALTERNATIVES PROGRAM

- 4.0.16 Solicit and encourage local governments to participate in the TRANSPORTATION ALTERNATIVES application process. (Ongoing throughout fiscal year)
- 4.0.17 Monitor progress of currently programmed TRANSPORTATION ALTERNATIVES projects. (Ongoing throughout fiscal year)
- 4.0.18 Work with local governments and regional partners to implement the Coast-to-Coast Regional Trail project and other CFMPOA prioritized regional trail projects in FDOT District 5.

### MANAGEMENT AND OPERATIONS STRATEGIES

- 4.0.19 Develop and incorporate potential ITS strategies into review of highway/transit projects. (FY 2014/15)

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- 4.0.20 Work with the local governments to begin practices to better use management and operations strategies to address congestion issues. (FY 2014/15 and ongoing)
- 4.0.21 Investigate State and Federal funding opportunities to evaluate the operational test of emerging technologies and to deploy existing products and services. (FY 2014/15 and ongoing)

### PLANNING STUDIES

- 4.0.22 The MPO will complete various planning studies in partnership with FDOT. (Ongoing throughout fiscal year)

### SUSTAINABLE COMMUNITIES

- 4.0.23 The MPO will examine strategies to better link transportation planning with efforts to improve access to housing and efforts to improve environmental quality; the MPO will explore opportunities through programs like the federal initiative toward Sustainable Communities. (Ongoing throughout fiscal year)
- 4.0.24 The MPO will collaborate with the South Lake municipalities and local businesses, and schools, to become a “Bicyclists Friendly Community,” League of American Bicyclists certified community. (Ongoing through the fiscal year)
- 4.0.25 The MPO shall be an advisory committee to assist local governments and the FDOT in developing rules, regulations and/or guidelines for the Complete Streets Program. The advisory committee shall be comprised of the regular MPO committee structure, TAC, CAC, BPAC. (Ongoing through the fiscal year)
- 4.0.26 The MPO shall confirm accuracy of baseline inventory of pedestrian and bicycle accommodations, identify procedures to follow when conducting municipal, county and state road repairs, upgrades or expansions projects on public rights-of-way to incorporate complete street elements, and submit an annual progress report. (Ongoing throughout the fiscal year)

### SAFETY

- 4.0.27 Outreach to local governments to enable a more effective utilization in the planning and prioritization of projects of the MPO’s web-based Crash Data Management System. (Ongoing throughout fiscal year)

### ECONOMIC DEVELOPMENT

- 4.0.28 Assist MPO member governments with area specific Freight Movement and Economic Development Opportunities study building on the findings of the MetroPlan Orlando Freight, Goods, and Services Study completed in July 2013. (FY 2014/15)

**End Product:**

Results of this task will include:

- Newly developed FY 2014/15-2018/19 and FY 2015/16-2020/21 TIPs.
- 2015 and 2016 List of Priority Projects categorized and prioritized by project phase: Study, PD&E, Design (PE), Right-of-Way, and Construction.
- New MAP-21 TRANSPORTATION ALTERNATIVES Program applications.
- Identification of necessary short-term improvements to the local transportation system.
- The integration of ITS strategies in *Transportation 2035*.
- Planning study for the intersection of SR 44/US 27 and a planning study or design build study for ATMS on US 27 from SR 44 to Marion County.
- South Lake County certified as a “Bicyclists Friendly Community.”
- Integration of WebCDMS into the planning and prioritization processes of our local partners.

## ***5.0 Public Transportation***

This section includes elements of the staff support to the planning assistance to Community Transportation Coordinators (CTCs) and the support to the Transportation Disadvantaged Coordinating Boards (TDCBs).

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

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

To collect, analyze and store data necessary for conducting a viable transit planning process. To administer funds, coordinate planning activities, and to encourage citizen knowledge and awareness of public and private transit services.

All MAP-21 factors are considered while developing transit projects.

*Transportation 2035* builds on the Ten-Year Transit Development Plan, which was adopted by Lake County and the MPO Governing Board in October 2013. The plan identified a series of possible transit emphasis corridors that will serve as the backbone of our region's transit's future route network (see map in Appendix A). *Transportation 2035* refined those corridors and consolidated them with the region's other transit initiatives.

**Task 5.0 Public Transportation**

**Responsible Agency:** MPO, Lake County, Sumter County

**Total Task Cost:** \$

Funding Source	FY 2012/13	FY 2013/14	2 Year Total
<b>FHWA PL Funds - Federal</b>	\$	\$	\$
<b>FTA 5305(d)</b>	\$	\$	\$
<b>FTA Funds – State Match</b>	\$	\$	\$
<b>Local/In Kind</b>	\$	\$	\$
<b>CTD Funds/Grant</b>	\$	\$	\$
<b>Total Funds</b>	\$	\$	\$

**Objective:**

To ensure the efficient and effective provision of public transportation by providing technical assistance and staff support to the local CTCs, transit providers and the TDCBs and to coordinate with local governments and CTCs to develop and update (where necessary) transportation plans that will maximize mobility for the citizens of Lake~Sumter MPO Area.

**Previous Works:**

The MPO provides oversight of the Lake County and Sumter County TDCBs and works closely with Lake County and Sumter County Community Transportation Coordinators (CTCs), in addition to conducting an annual review of the CTCs. The MPO supports increased regional partnership with neighboring LYNX for transit service including the integration of existing services and development of grant funding opportunities. The MPO, working with Lake County and LYNX, monitors and evaluates the express bus service from Clermont to Orlando and another route from the Four Corners area to the Disney/Theme Parks area and into Kissimmee. The MPO, in conjunction with the Lake County CTC, launched the fixed route bus service Lady Lake to Eustis, June 2007, with the Mount Dora circulator beginning July 2008 and the Umatilla to Zellwood (Route 4) beginning July 2009

**Methodology:**

CTCs

- 5.0.1 Provide technical assistance and staff support to the Lake County and Sumter County CTCs. (Ongoing throughout fiscal year)
- 5.0.2 Assist CTCs in completing necessary grant applications for Section 5307, 5310, 5311, and FDOT Transit Block Grants. (Ongoing throughout fiscal year)
- 5.0.3 Conduct quarterly reviews of routes and schedules to determine effectiveness. The required quarterly monitoring and review of the fixed route service is

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accomplished with oversight provided by the LakeXpress Taskforce (elected representatives, County and Municipal staff representatives). (Quarterly and Ongoing)

- 5.0.4 Assist Lake County in monitoring and evaluation of the fixed-route transit services. (Ongoing)
- 5.0.5 Provide staff and manage the Lake County ADA Advisory Committee (Lake County TDCB) to monitor and advise Lake County Public Transportation on ADA issues, complaints and concerns for the fixed routes services provided in lake County. (Ongoing)
- 5.0.6 Facilitate regional transit planning among neighboring CTCs, and transit providers including Sumter, Marion, Polk, and Volusia Counties and LYNX. (Ongoing throughout fiscal year)
- 5.0.7 While no longer required by FDOT the MPO will monitor, as needed, data for Transit Quality Level of Service (TQLOS) for transit services as the fixed-route system ITS components are brought fully on-line. (September 2014 and annually as part of the TDP required updates)
- 5.0.8 Update the 2014-23 Transit Development Plan (TDP) for Lake and Sumter Counties, manage the required minor update annually, and manage the required major update every five years, incorporating a 10-year planning horizon. (Adopted October 2013, updated annually)
- 5.0.9 Assist Lake County staff and municipalities in implementation of the bus stop and shelter installation program. (Ongoing)

### TRANSPORTATION DISADVANTAGED

- 5.0.10 Organize and provide staff organizational support and administration to TDCB. (Ongoing throughout fiscal year)
- 5.0.11 Conduct grants administration, including maintenance of quarterly operational reports and financial statements. (Ongoing throughout fiscal year)
- 5.0.12 Continue to facilitate coordination between the TDCB and the CTC. (Ongoing throughout fiscal year)
- 5.0.13 Review CTC's Annual Operating report. (September 2014 and annually)
- 5.0.14 Perform annual evaluation of the CTC. (June 2014 and annually)
- 5.0.15 Continue coordination with the Commission for Transportation Disadvantaged (CTD). The MPO will ensure the monitoring of all unresolved funding requests;

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support inter- and intra-county agreements to improve conditions as a way to reduce costs for service delivery, maintenance, insurance, or other identified strategies. (Ongoing throughout fiscal year)

- 5.0.16 Continue to work with TDCB in its role for the annual updates of the TDP and TDSP. (Ongoing throughout fiscal year)
- 5.0.17 Update the TDSP. (June 2014 and annually)
- 5.0.18 Complete Quarterly Progress Reports submitted with invoices to CTD. (Quarterly throughout the fiscal year)

### TRANSIT QUALITY LEVEL OF SERVICE ASSESSMENT

- 5.0.19 In preparation for the 2040 Transportation Plan update, begin the development of a framework for assessing transit service using the procedures in the most current edition of the Transit Capacity and Quality of Service Manual. (July 2014 and annually)

### TRANSPORTATION IMPROVEMENT PROGRAM

- 5.0.20 Ensure inclusion of transit projects in the TIP and assure adherence to the Public Involvement Process and FTA public hearing guidance. (Annually and as needed)

### RAIL TRANSIT PLANNING

- 5.0.21 Partner with FDOT and MetroPlan Orlando to support the development of the Project Development and Environmental Study (PD&E) for the US 441 Corridor (Orange Blossom Express). (FY 2014-15)

### **End Product:**

Results of this task will include:

- An effective and efficient coordinated public transportation system.
- Lake County ADA Advisory Committee for the fixed route services.
- Completion of CTC review annually by June of each year.
- Update 2008 Transit Development Plan (TDP) annually for Lake County.
- Transit Development Plan (TDP) for Sumter County.
- Updated TDSP June of each year.
- Utilization of the detailed TDSP, which functions as a foundation for the development of the Service Plan by the CTC and will be used as a tool for monitoring by the TDCB.
- An active Transportation Disadvantaged Coordinating Boards (TDCB).



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- A TIP that includes transit projects and adheres to the public involvement process.
- Accurate and completed FTA Section 5310 and 5311 Grant Applications.
- Updated assessment of the transit quality of service completed as part of the annual TDP update, this assessment is no longer required by FDOT.
- Study the development and feasibility of partnerships and corridors within the MPO Planning Area appropriate for service development grant applications.
- Locally and regional funded PD&E for the Orange Blossom Express Passenger Rail Project managed by FDOT. (Study to begin in FY 2015/2016)

## **6.0 *Public Involvement***

This section contains two elements. The first is continued support of the MPO's public participation and outreach efforts. The second element covers the costs associated with printing and distributing MPO reports and publications.

The Lake~Sumter MPO actively seeks and considers public input on transportation policies and ultimately the prioritization of transportation investments. A major function of the MPO is to ensure that the public (comprised of a diverse constituency of interested and affected parties) maintains a strong voice in the transportation planning process. As part of the MPO planning process, the MPO implemented a broad public outreach strategy to ensure early and continued involvement in the development of all plans, projects and policies. These outreach efforts provided substantial public input that ultimately shaped the identified plans, policies and projects in the region. The MPO's Public Involvement Plan (PIP) which was prepared in accordance with Title 23 Code of Federal Regulations, Section 450.316(b)(1). The PIP provides a process that ensured opportunities for the public to be involved in all phases of the planning process.

The public involvement process includes multiple components including consultation with members of the MPO Governing Board, Citizen's Advisory Committee, Bicycle & Pedestrian Advisory Committee, Technical Advisory Committee, Transportation Disadvantaged Coordinating Boards for both Lake County and Sumter County, and the four MPO Task Forces – South Lake, East Lake, North Lake Sumter, and LakeXpress – to participate in the process.

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

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

The MPOs website also served as the major information portal for all planning efforts. All information including workshop videos, presentations, and technical documents are made available to the public via the website. Advertisements for public meetings and workshops are posted online and placed in local newspapers.

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**Task 6.0 Public Involvement**

**Responsible Agency:** MPO

**Total Task Cost:** \$

<b>Funding Source</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>2 Year Total</b>
<b>FHWA PL Funds - Federal</b>	\$	\$	\$
<b>FTA 5305(d)</b>	\$	\$	\$
<b>FTA Funds – State Match</b>	\$	\$	\$
<b>Local/In Kind</b>	\$	\$	\$
<b>Total Funds</b>	\$	\$	\$

**Objective:**

To provide requested information to the public, government agencies and elected officials; to increase public awareness of the MPO and its role; to increase the opportunities for public involvement.

To increase public participation in the metropolitan transportation planning process, especially from those segments of the population that are considered to be traditionally underserved. Through a comprehensive public outreach program, local residents are encouraged to participate in the process by learning more about planning and providing feedback.

As part of the planning process, federal law requires organizations like the MPO to provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment.

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

MPO staff initiated a statewide improvement of the current ETDM Planning screen capabilities to include census data associated with non-English speaking residents of the MPO planning area. New capabilities will allow all MPOs to use the EDTM planning screen tools in the development of their Limited English Proficiency Plan (LEP) and Public Involvement Plan (PIP) strategies for effective communication with these groups.

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### Previous Works:

Continue to monitor and improve the Website: [www.LakeSumterMPO.com](http://www.LakeSumterMPO.com) and all printed materials describing agency. Ongoing informational campaign to educate public on purposes of the MPO. Adopted Public Involvement Plan (PIP) as part of *Transportation 2035*. At the January 25, 2012 MPO Governing Board meeting the required 45 day public review period for the draft 2012 Public Involvement Plan update was open for public and agency review.

### Methodology:

- 6.0.1 Develop and disseminate public information, as necessary to inform the public of transportation planning activities. Conduct presentations on transportation-related topics to civic and governmental groups as requested. (Ongoing throughout fiscal year)
- 6.0.2 Provide a clearinghouse for transportation-related activities for all levels of government and public involved in improving the local transportation system. (Ongoing throughout fiscal year)
- 6.0.3 Expand existing Website to include more graphics and more enhanced detail of MPO projects and priorities. (Ongoing throughout fiscal year)
- 6.0.4 Continue to monitor and track all public information requests. (Ongoing throughout fiscal year)
- 6.0.5 Develop and publish an annual report on MPO accomplishments and activities. (January 2014 and annually)
- 6.0.6 Monitor and update Public Involvement Plan (PIP) and conduct meetings and workshops. (April 2014 and updated annually)
- 6.0.7 Utilize electronic media and social media (MPO Web page, Facebook page, Twitter feed and the Internet) to promote the MPO's role and improve public awareness of transportation planning and projects for the MPO planning area. (Ongoing throughout fiscal year)
- 6.0.8 Distribute meeting notices to the media and project press releases. (Ongoing)
- 6.0.9 Develop and annually maintain an Interactive Transportation Improvement Program that can be accessed by the general public via the MPO's website. (Annually with ongoing updates as necessary)
- 6.0.10 Utilize the Citizens' Advisory Committee to assist in public involvement activities to ensure the public has the opportunity to review and evaluate all proposed transportation plans and programs. Composed of representatives appointed from

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local counties and municipalities, the committee members provide input and recommendations to the MPO Governing Board on behalf of the communities they represent. (Ongoing)

- 6.0.11 MPO staff maintains and continuously updates a master database of all contacts, both business and public. The database includes committee membership, mailing information, phone and fax numbers, and e-mail addresses. (Ongoing)
- 6.0.12 Utilize innovative approaches to media including video, web publishing and link sharing to achieve greater exposure of MPO transportation items to the general public. (Ongoing throughout the fiscal year)
- 6.0.13 Update and revise the Limited English Proficiency Plan (LEP) for the MPO planning area for use in serving the non-English speaking populations. (April 2014 and annually)
- 6.0.14 Explore the use of consulting services in overall public involvement efforts including the option of issuing a Request for Proposals for such services. (FY 2014/15)

### **End Product:**

Results of this task will include:

- An annually reviewed and updated PIP.
- A measurable public involvement process that maximizes outreach to member communities and ensures maximum amount of participation and input from the general public through the adopted PIP.
- An updated MPO Calendar of Events for FY 2014/15 and FY 2015/16.
- Active outreach to local communities through presentations and workshops.
- Timely printing and distribution of MPO/committee meeting notices, agendas, and meeting minutes.
- An enhanced user-friendly website and social media presence.
- Update and maintain MPO Master Database.
- Annually updated LEP Plan.

***7.0 Special Projects: Regional Planning***

Identification of any short-term projects or studies undertaken by the MPO and coordination and general planning assistance to local communities. Specifically this task will include, but is not limited to, the regional visioning and planning initiatives occurring in central Florida in which the MPO is participating.

**Task 7.0                      Special Projects: Regional Planning**

**Responsible Agency:**        **MPO**

**Total Task Cost:**             **\$**

Funding Source	FY 2014/15	FY 2015/16	2 Year Total
<b>FHWA PL Funds – Federal</b>	\$	\$	\$
<b>FTA 5305(d)</b>	\$	\$	\$
<b>FTA Funds – State Match</b>	\$	\$	\$
<b>Local/In Kind</b>	\$	\$	\$
<b>Total Funds</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>

**Objective:**

To strive towards Regional Transportation Planning Coordination and Project Coordination.

**Previous Works:**

Development of a list of regional transportation goals and objectives. Regional Transportation Summit hosted in October 2005 and again in April 2009. Membership in the Central Florida MPO Alliance. Development of CFMPOA List of Legislative Priorities. Participation in the West Orange South Lake Transportation and Economic Development Task Force. Participation in the Central Florida Smart Growth Alliance. Participation in *MyRegion.org* and the Central Florida Leadership Academy. Participation in Regional Visioning among the various organizations mentioned above. Establishment of *Our Community – Our Future* for Lake County and the 14 municipalities and other entities concerned with growth concerns related to transportation, land use and other planning factors.

Partnered with the Florida Department of Transportation to conduct a detailed corridor analysis on SR 50 from US 27 to the Turnpike ramps. The purpose of the analysis was to investigate transportation and land use alternatives that could be used to implement the community’s desires established through regional visioning initiatives that include *Our Community-Our Future* and *MyRegion.org*.

**Methodology:**

- 7.0.1 Work through the Central Florida MPO Alliance to address issues of regional interest and importance. (Ongoing throughout fiscal year)
- 7.0.2 Actively participate in the MPOAC and FDOT District 5 quarterly meetings. (Ongoing throughout fiscal year)

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- 7.0.3 Maintain an ongoing dialogue with neighboring counties and municipalities in the Management Operation Safety and Security in MPO Planning Area (ITS and CTST activities). (Ongoing throughout fiscal year)
- 7.0.4 Promote a regional perspective to transportation planning. (Ongoing throughout fiscal year)
- 7.0.5 Work with MetroPlan Orlando and Ocala/Marion County TPO on the joint planning agreement connecting planning areas. (Ongoing throughout fiscal year)
- 7.0.6 Provide financial assistance to staff support for quarterly meetings of the Central Florida MPO Alliance. (Ongoing throughout fiscal year)
- 7.0.7 Assist other CFMPOA staff directors with the development of a list of issues critical to Central Florida. (Ongoing throughout fiscal year)
- 7.0.8 Participate in regional transportation activities with *MyRegion.org* on the New Regional Agenda for the seven counties in the area. (Ongoing throughout fiscal year)
- 7.0.9 Participate in regional visioning initiatives within the region. (Ongoing)
- 7.0.10 Continue coordination with LYNX, VoTran, SunTran, and the Sumter and Polk transit systems in order to strengthen regional transit planning. (Ongoing throughout fiscal year)
- 7.0.11 Provide guidance and expertise on the variables and characteristics that contribute toward enhancing the experience of people using various transportation modes, and embracing the concept of moving people, not just cars. (Ongoing)
- 7.0.12 Provide planning staff support to the Florida Black Bear Scenic Byway, Scenic Sumter Heritage Byway and the Green Mountain Scenic Byway. (Ongoing)
- 7.0.13 Support the development of the Florida Black Bear Scenic Byway “Corridor MasterPlan.” (Ongoing through the fiscal year)
- 7.0.14 Support the development and implementation of the Scenic Sumter Heritage Byway Corridor Management Plan (CMP). (December 2014)
- 7.0.15 Support and develop the State Scenic Highway Program in Lake and Sumter Counties. (Ongoing)
- 7.0.16 Research and support of alternative funding options. (Ongoing)



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- 7.0.17 Work in partnership with Florida Central Railroad, FDOT, MetroPlan Orlando, Orange County and other regional partners on rail initiatives involving the FCRR Corridor including upgrades to the freight rail infrastructure. (Ongoing)
- 7.0.18 Assist the MPO Member governments with area specific Freight Movement and Economic Development Opportunities study building on the findings of the MetroPlan Orlando's Freight Goods and Services Study completed in July 2013. (December 2016)
- 7.0.19 Engage quasi-public and private sector groups that can assist in building community consensus on transportation, growth and economic development issues; with groups such as the West Orange-South Lake Transportation and Economic Development Task Force, the Chamber Alliance of Lake County and various chambers of commerce in the two-county area. (Ongoing)
- 7.0.20 Work in partnership with CFMPOA, the Greenways and Trails Foundation and FDOT District 5 on the implementation of the Coast-to-Coast Regional Trail project. (Ongoing throughout the fiscal year)
- 7.0.21 In the interest of data accuracy, maintenance and efficiency, the MPO extends its Geographic Information System (GIS) knowledgebase, services, and consultant resources to supplement its local governments GIS needs. The scope of services and tasks generally involve redevelopment of a GIS with provisions of basic and general GIS services by the MPO. A member of government's GIS may be inactive and/or unmanaged. The MPO assists with various components of the existing GIS to make it current and operable for County/City staff and developed for public access, per authorization. The member of government may also acquire general GIS services from the MPO as necessary for maintenance and utilization of its GIS system, including but not limited to data collection, data analyses, updating and maintenance of the GIS system, and map productions. The revamped GIS would utilize reengineered data layers for use in related mapping products. The MPO designates its GIS Manager to serve as the local governments GIS Liaison.

### **End Product:**

Results of this task will include:

- A process for coordinating regional transportation planning efforts that results in funded regional transportation projects and minimizes any duplication of planning activities.
- Further development of a Regional Transit Circulator Study encompassing the transit and para-transit integration of services in Lake County and Sumter County and its connectivity with LYNX and the Marion County system.

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- Implementation of a two-county regional transportation plan that is coordinated with neighboring counties and MPOs.
- Implementation of projects in the Florida Black Bear Scenic Byway Corridor Master Plan.
- Regional Rail Initiative that could result in upgraded and continuously-welded track along the Florida Central Railroad Corridor in Lake County and Orange County.
- Regional Freight and Economic Development Study that the MPO will use to better integrate freight and goods movement into the regional transportation planning process. Freight policies, strategies, and projects specific to Lake~Sumter MPO region identified in the study will be incorporated into the next update of the Long Range Transportation Plan and Transportation Improvement Program.
- Provide auxiliary GIS Services via agreements to local governments. These GIS services are typically non-transportation related and intended as a fee-based support for creating, reengineering, and maintaining GIS datasets and specialized map production.

# 2013

## Lake~Sumter MPO - Transportation Management System Annual Report



Prepared by

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## Attachments

- I. Lake~Sumter MPO – Corridor Constraints Policy and Map
- II. Lake~Sumter MPO Transportation Management System – Roadway Inventory
- III. 2013 Level of Service (LOS) Analysis
- IV. 2013 Volume to Capacity Ratio (V/C) Map

## **Purpose**

This report has been prepared in accordance with the requirements of Concurrency Management Chapter V (Section 5.08.02) of the Lake County Land Development Code and Chapter 24 (Article IV) of the Sumter County Land Development Code which requires the annual publication of an inventory of the maximum, utilized and available capacity of public facilities for which minimum regulatory Levels of Service (LOS) are prescribed. This inventory contains projections of demand on the facilities due to anticipated growth and indicates additions to capacity based upon construction in progress or under contract.

## **Background**

The Lake~Sumter Metropolitan Planning Organization (MPO) entered into an interlocal agreement in 2007 with Lake County, Sumter County, all fourteen (14) municipalities in Lake County and the City of Wildwood. This interlocal agreement, effective January 1, 2008, designated the MPO as the administrator of the Transportation Management System (TMS) for each of these local governments. The MPO currently monitors the Lake County checkbook TMS, which covers all of Lake County, incorporated and unincorporated, the Sumter County growth-rate TMS and the Wildwood growth-rate TMS. In 2010, the City of Wildwood TMS was incorporated into the Sumter County TMS and is no longer monitored separately. By virtue of the enactment of 2009's SB 360, and by virtue of the removal of transportation concurrency as a Florida statutory mandate, the MPO is working individually with each local government on the transition away from the state mandate. Some local governments are choosing to maintain transportation concurrency by local ordinance. Other local governments are opting to remove transportation concurrency from ordinances and rely on dual-rational-nexus-test mitigation of impact fees to address road capacity concerns. The MPO continues to assist in addressing means through which to preserve capacity, manage congestion, and address projects to be funded through specified mechanism such as development-based fees and proportionate share payments.

## **Level of Service Standards**

The Level of Service (LOS) standards for roadways are established and monitored during the year to ensure that sufficient capacity is available for each type of facility to support approved development. Necessary enhancements to facilities are programmed in the capital planning process depending on the demand for additional capacity.

Roadway LOS refers to travelers' perceptions of the quality of service provided by a particular road. This perception is categorized much like a student's report card, represented by the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable. The Lake~Sumter MPO measures the LOS of each roadway through the difference between the road's capacity and the number of peak time/peak directional trips, peak time trips, or averaged daily trips. Existing traffic volumes and capacities are quantified along with approved development trips. Analyses are administered on a link by link basis using volume to capacity ratios to analyze level of service. As new developments take place, new trips are added to the link volumes following the update

of annual traffic counts. This methodology serves the objective of maintaining the adopted level of service on transportation facilities annually.

## Constrained Corridors

The Lake~Sumter MPO has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes aiming to unite community planning principles with transportation goals with an objective to provide guidance in prioritizing transportation needs. A copy of the corridor constraints policy and map is included in Attachment I of this report.

## Data Inventory

The Lake~Sumter MPO transportation management system has currently 439 roadway segments listed for Lake County and 237 roadway segments listed for Sumter County. A copy of the Lake County and Sumter County roadway inventories are included in Attachment II of this report.

## Transportation Improvement Program

Capacity projects listed in the current Transportation Improvement Program (TIP) scheduled for construction in the next five years are shown below.

2014 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM - TIP FY 2013/14 - 2017/18 APPROVED JUNE 26, 2013 [AMENDED DECEMBER 11, 2013]

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	WORK DESCRIPTION	PROJECT PHASE
Lake	SR 46 / US 441	2382752	FROM W OF US 441 TO E OF VISTA VIEW LANE	1.458 MI	ADD LANES & RECONSTRUCT	CST
Lake	SR 46	2382753	FROM EAST OF VISTA VIEW LANE TO EAST OF ROUND LAKE ROAD	2.083 MI	ADD LANES & RECONSTRUCT	CST
Lake	SR 46 REALIGNMENT	2382754	FROM EAST OF ROUND LAKE ROAD TO ORANGE COUNTY LINE	1.402 MI	NEW ROAD CONSTRUCTION	PE
Lake	SR 429 (WEKIVA PKWY)	2382756	FROM ORANGE CO LINE TO W OF OLD MCDONALD RD	2.447 MI	NEW ROAD CONSTRUCTION	CST
Lake	SR429/46 (WEKIVA PKWY)	2382757	W OF OLD MCDONALD RD E OF WEKIVA RIVER RD	4.924 MI	NEW ROAD CONSTRUCTION	PE
Lake	CR 46A REALIGNMENT	2382758	FROM SR 46 TO NORTH OF ARUNDEL WAY	00.00 MI	NEW ROAD CONSTRUCTION	CST
Lake	SR429 (WEKIVA PKWY)	2382759	FROM ORANGE CO LINE TO W OF OLD MCDONALD RD	2.447 MI	TOLL PLAZA	CST
Lake	SR 19	2383191	FROM CR 48 TO CR 561	4.760 MI	PD&E/EMO STUDY	PE
Lake	SR 500 (US 441)	2383942	FROM PERKINS ST TO N OF GRIFFIN RD	1.022 MI	ADD LANES & RECONSTRUCT	CST
Lake	SR 500 (US 441)	2383954	FROM MARTIN LUTHER KING TO LAKE ELLA RD	3.453 MI	ADD LANES & RECONSTRUCT	CST
Lake	SR 500 (US 441)	2383955	FROM LAKE ELLA RD TO AVENIDA CENTRAL	4.157 MI	ADD LANES & RECONSTRUCT	ROW
Lake	SR 25 (US27)	2384221	FROM BOGGY MARSH RD TO LAKE LOUISA RD	6.686 MI	ADD LANES & RECONSTRUCT	ROW
Lake	SR 25 (US 27)	2384231	FROM 1000N LAKE LOUISA TO N OF CLUSTER OAK DR	3.837 MI	ADD LANES & REHABILITATE PVMNT	DSB
Lake	SR 50	2384233	FROM W OF BLOXHAM BLVD TO W OF HANCOCK RD	1.724 MI	ADD LANES & RECONSTRUCT	DSB
Sumter	SR 48	2404182	FROM E OF I-75 RAMP TO C-475 (MAIN ST)	1.606 MI	ADD LANES & REHABILITATE PVMNT	CST
Sumter	SR 93 (I-75)	2426262	FROM HERNANDO CO LINE TO C-470	13.083 MI	ADD LANES & REHABILITATE PVMNT	ROW
Sumter	SR 93 (I-75)	2426263	FROM C-470 TO SR 91 (FLORIDA TURNPIKE)	7.415 MI	ADD LANES & REHABILITATE PVMNT	ROW
Sumter	I-75/TPK INTERCHANGE	4061101	NORTHERN TERMINUS (MP 309)		INTERCHANGE IMPROVEMENT	PE
Lake	SR 50	4167242	ADVANCE ROW ACQUISITION - LAKE COUNTY	5.679 MI	RIGHT OF WAY ACTIVITIES	ROW
Lake	SR 44	4193701	AT ROYAL TRAILS RD	0.210 MI	ADD LEFT TURN LANE(S)	CST
Lake	SR 33	4230961	AT CR 474	0.001 MI	ADD LEFT TURN LANE(S)	CST
Sumter	CR 466	4301871	AT US 301	0.075 MI	ADD TURN LANE(S)	CST
Sumter	US 301	4301881	AT SR 44	0.113 MI	ADD TURN LANE(S)	CST
Lake	CR 466A	4302531	FROM SUMTER COUNTY LINE TO US 27	3.061 MI	ADD LANES & REHABILITATE PVMNT	ROW
Lake	CR 466A (Miller St)	4302532	FROM US 27 TO SUNNY COURT		ADD LANES & REHABILITATE PVMNT	CST
Lake	CR 473	4311961	AT WESTMONT RD	0.135 MI	ADD LEFT TURN LANE(S)	CST
Lake	SR25 (US 27)	4329111	FROM CR 561 SOUTH TO CR 561 NORTH	2.136 MI	ADD LANES & RECONSTRUCT	PDE
Sumter	CR 673	4336701	FROM US 301 TO I-75	3.500 MI	RESURFACING	CST
Lake	MINNEOLA INTERCHANGE	4338301	MINNEOLA PARTIAL INTERCHANGE (TPK MP 279)		INTERCHANGE RAMP (NEW)	CST
Sumter	I-75 at CR 514	4354761	FROM 0.5 MILES WEST OF I-75 TO US 301		WIDEN ROAD	PD&E
Lake	LAKE-ORANGE PARKWAY	4354851	FROM US 27 TO SR 429		NEW ROAD CONSTRUCTION	PD&E
Sumter	WEST STREET	4354931	FROM SR 48 TO CR 476		RESURFACING	CST
Sumter	BATTLEFIELD PKWY	4354951	FROM CR 476 TO SR 48		RESURFACING	CST
Sumter	SR 48 (East Belt Ave)	4354961	FROM MAIN STREET TO US 301		RESURFACING	CST
Lake	NORTH HANCOCK RD	4355151	FROM CR 50 TO FOSGATE RD		NEW ROAD CONSTRUCTION	CST
Sumter	C-468	PENDING	FROM WEST OF CR 505 TO EAST OF SR91/FLORIDA TURNPIKE	1.500 MI	ADD LANES & REHABILITATE PVMNT	CST

## Level of Service/Capacity Analysis

For purposes of this report, existing capacity is defined as the total available, encumbered, and reserved capacities for each facility. Permitting activity is also included when calculating available capacity. This report includes capacity used in the 2013 year.

This analysis shows the roadway segments condition reflecting the existing condition and any improvements listed in the current TIP and it represents the Existing + Committed (E+C) network. An existing condition roadway LOS analysis was completed for the 2013 base year using the FDOT 2012 Generalized Service Volume Tables and the 2013 Peak Hour/Peak Direction volumes for Lake County and Sumter County. A copy of this analysis is included in Attachment III of this report. It is important to note that the adopted capacities shown in Attachment III are generalized capacities obtained from the 2012 Florida Department of Transportation Level of Service Handbook, but the Lake~Sumter MPO also accepts capacities based on LOSPLAN Studies/Analyses submitted by proposed developments. LOSPLAN is a Level of Service Analysis tool which uses site-specific field data including roadway geometrics, cycle lengths, signal timings, and turning movements to calculate roadway capacities.

A map showing the volume to capacity ratios for the 2013 year is included in Attachment IV of this report.

### Lake County – Level of Service Summary

The TMS evaluation shows that 20 roadway segments in Lake County are operating at or above adopted LOS standards with 17 roadway segments reporting above 110% capacity. The following table identifies these segments.

Segment ID	ROAD NAME	FROM	TO	FDOT LOS STANDARD	LOS CAPACITY	2013 LEVEL OF SERVICE									
						EB/NB	RESERVED	TOTAL	V/C RATIO	LOS	WB/SB	RESERVED	TOTAL	V/C RATIO	LOS
480	CR 44	CR 473	APIARY ROAD	D	792	872	4	876	1.11	F	469	7	476	0.60	C
510	CR 44	SR 19	HICKS DITCH ROAD	D	792	482	97	579	0.73	C	709	100	809	1.02	F
850	CR 452	SANDY LANE	LAKE LANDING BOULEVARD	D	560	649	0	649	1.16	F	667	0	667	1.19	F
860	CR 452	LAKE LANDING BOULEVARD	CR 44	D	572	649	4	653	1.14	F	667	5	672	1.17	F
990	CR 455	CR 455 / CR 50	SR 50	D	572	412	249	661	1.16	F	293	310	603	1.05	F
1140	CR 46A	SR 44	SR 46	C	603	29	6	35	0.06	C	657	15	672	1.11	F
2085	S. HANCOCK ROAD	HOOKS STREET	JOHNS LAKE ROAD	D	792	615	160	775	0.98	D	814	161	975	1.23	F
2100	HARTWOOD MARSH ROAD	US 27	HANCOCK ROAD	D	572	365	6	371	0.65	C	646	11	657	1.15	F
2104	HARTWOOD MARSH ROAD	HANCOCK ROAD	N. 90 DEGREE BEND	D	572	325	6	331	0.58	C	682	11	693	1.21	F
2110	HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	D	560	285	6	291	0.52	C	718	11	729	1.30	F
2350	LAKESHORE DRIVE (CLER)	HARDER ROAD	LAKE LOUISA ROAD	D	572	393	13	406	0.71	C	823	24	847	1.48	F
2354	LAKESHORE DRIVE (CLER)	LAKE LOUISA ROAD	ANDERSON HILL ROAD	D	572	328	13	341	0.60	C	589	24	613	1.07	F
2750	ROLLING ACRES ROAD	US 27 / US 44	OAK STREET	D	572	778	96	874	1.53	F	658	100	758	1.33	F
2760	ROLLING ACRES ROAD	OAK STREET	CR 466	D	572	641	97	738	1.29	F	788	112	900	1.57	F
2790	ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	560	196	373	569	1.02	F	183	220	403	0.72	C
3030	SR 19	CR 561	LAKE HARRIS NORTH END	D	1,190	1,124	201	1,325	1.11	E	1,180	219	1,399	1.18	E
3400	SR 46	CR 435	CR 46A	C	430	598	3	601	1.40	D	641	8	649	1.51	D
3410	SR 46	CR 46A	SEMINOLE COUNTY LINE	C	430	690	7	697	1.62	D	1,053	19	1,072	2.49	E
3560	SR 50	CR 455	ORANGE COUNTY LINE	D	3,020	1,221	933	2,154	0.71	C	2,292	907	3,199	1.06	F
4160	WOLF BRANCH ROAD	US 441	BRITT ROAD	D	572	439	221	660	1.15	F	375	123	498	0.87	C

### Sumter County – Level of Service Summary

The TMS evaluation shows that no roadway segments in Sumter County are operating at or above adopted LOS.

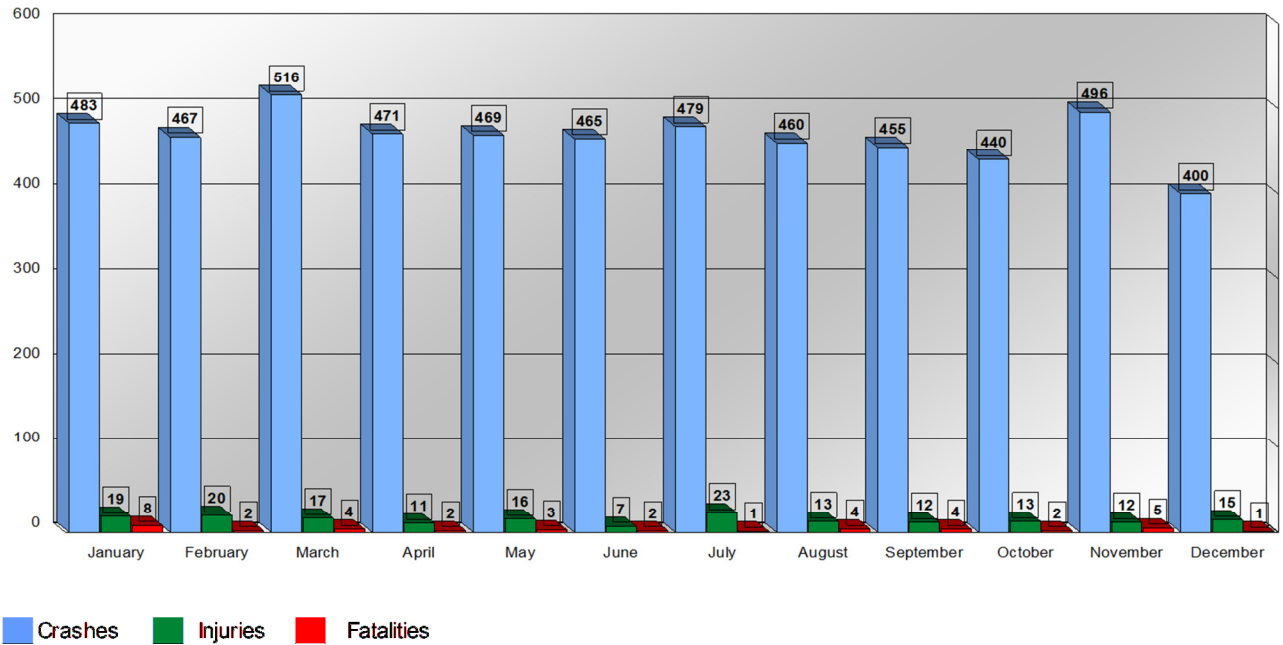
### Crash Data Management System

In 2010 the MPO acquired a web-based Crash Data Management System (WebCDMS) in which crash data, roadway inventory data, and traffic operations data are merged and used to aid in addressing engineering and safety issues. Long and short form crash reports are received from the Department of Highway Safety and Motor Vehicles. The MPO provides query based thematic mapping, collision diagramming, and specialized reporting to local law enforcement, school boards, and local municipalities.

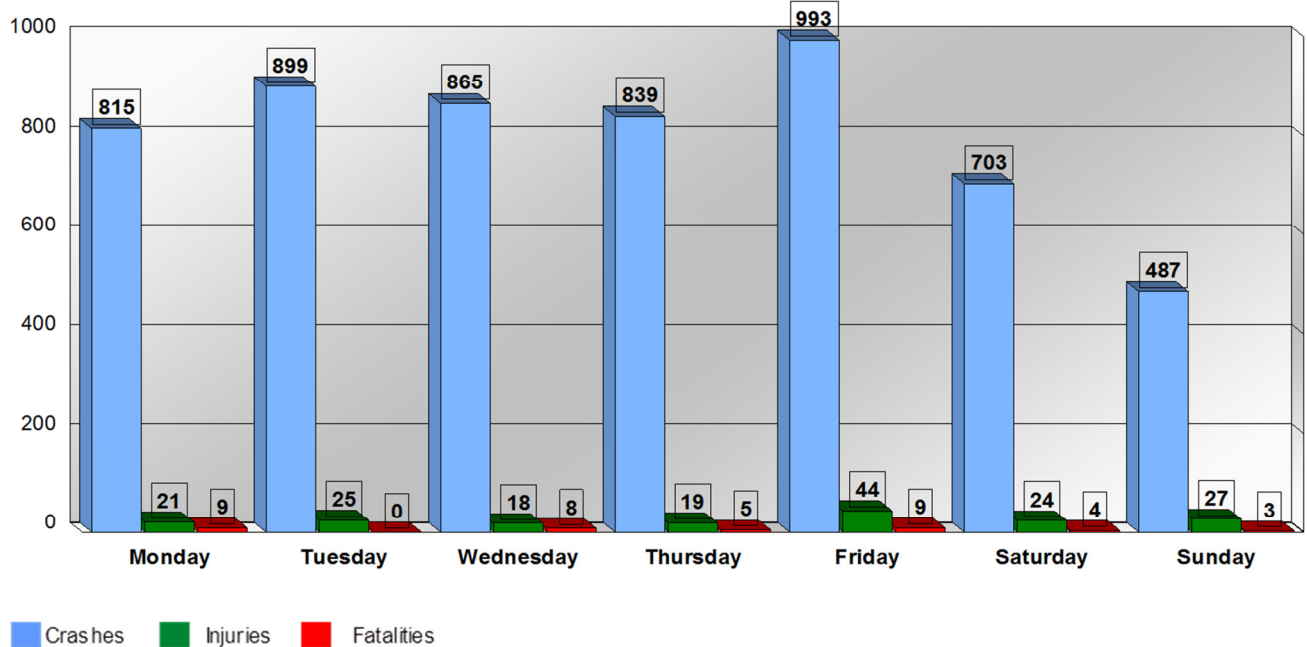
## Lake County – Crash Report Summary

In the 2013 year, Lake County had 5,601 reported motor vehicle crashes. The majority of the crashes being property damaged only 5,385 (96.14%). Injury crashes accounted for 178 (3.18%) of the crashes, while 38 (0.68%) were fatal crashes.

### Month Summary

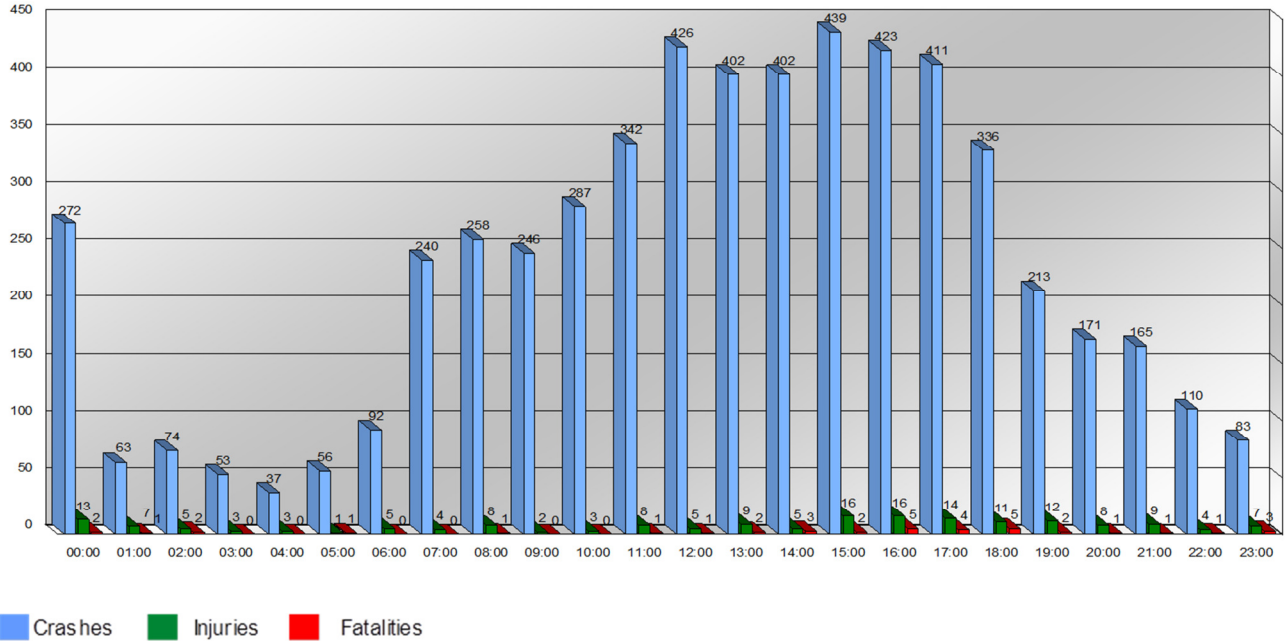


### Day of Week Summary

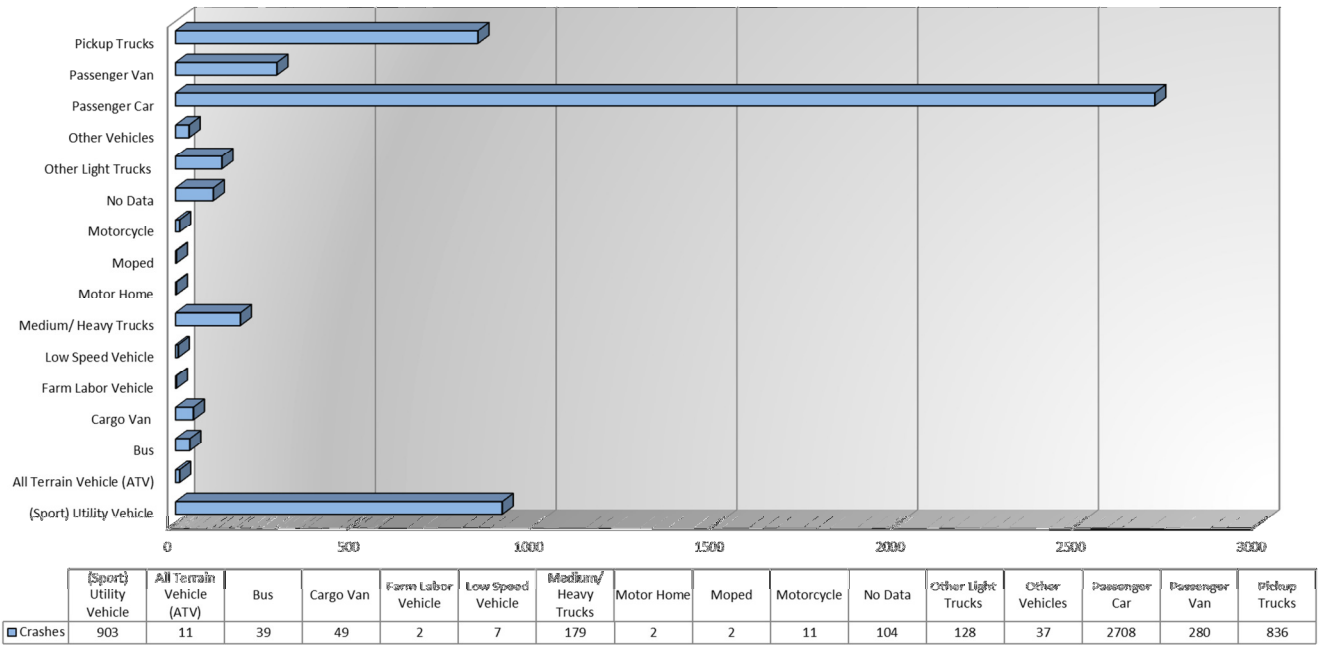




## Time of Day Summary



## Crashes by Vehicle Type



**Table 1 – Crash Location Summary**

Located Crashes			
Area	Crashes	Injuries	Fatalities
Astatula	3	0	0
Clermont	586	11	1
Eustis	176	8	3
Fruitland Park	101	7	0
Groveland	128	8	0
Howey-In-the-Hills	7	0	0
Lady Lake	502	24	12
Leesburg	579	18	1
Mascotte	22	1	0
Minneola	54	2	0
Montverde	5	0	0
Mount Dora	370	10	0
Tavares	184	6	0
Umatilla	34	0	0
Unincorporated	776	41	15
<b>Totals:</b>	<b>3527</b>	<b>136</b>	<b>32</b>

Private Properties, Parking Lots, and Unlocated Crashes			
Area	Crashes	Injuries	Fatalities
Astatula	2	0	0
Clermont	308	3	0
Eustis	96	3	0
Fruitland Park	66	1	0
Groveland	95	1	0
Howey-In-the-Hills	13	1	0
Lady Lake	236	2	3
Leesburg	389	3	2
Mascotte	4	1	0
Minneola	40	0	0
Montverde	1	0	0
Mount Dora	201	4	0
Tavares	135	4	0
Umatilla	28	1	0
Unincorporated	460	18	1
<b>Totals:</b>	<b>2074</b>	<b>42</b>	<b>6</b>

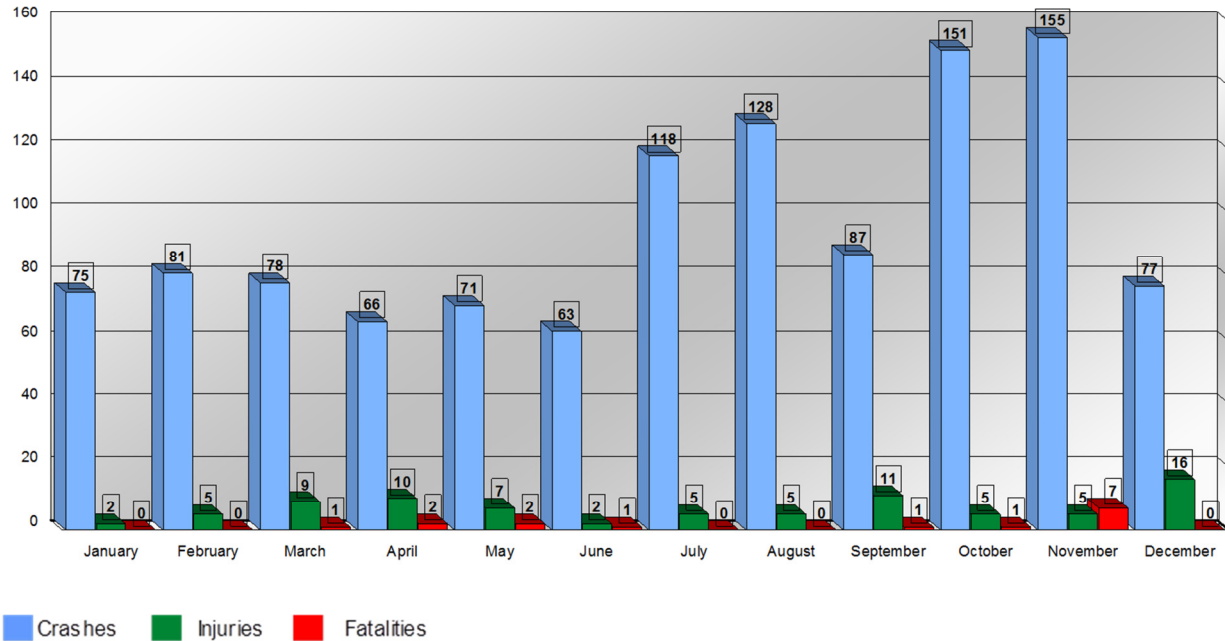
**Table 2 - Intersection Summary Top 40**

Ranking	Intersection	Total Crashes
1	US 441 @ DONNELLY ST	98
2	US 27 @ DIXIE AVE	35
3	SR 50 @ HANCOCK RD	34
4	SR 50 @ GRAND HY	32
5	US 441 @ SLEEPY HOLLOW RD	32
6	US 27 @ SR 91	30
7	US 27 @ HOOKS ST	29
8	US 27 @ CAGAN CROSSINGS BLVD	29
9	US 441 @ EUDORA RD	26
10	CR 466 @ ROLLING ACRES RD	24
11	US 27 @ PICCIOLA CUTOFF	23
12	US 27 @ CITRUS TOWER BLVD	23
13	US 27 @ ROPER BLVD	22
14	SR 50 @ CITRUS TOWER BLVD	22
15	US 441 @ LAKE SHORE BLVD	22
16	SR 50 @ CR 455 (Hartle Rd)	21
17	US 192 @ TOWN CENTER BLVD	21
18	US 441 @ LIMIT AVE	21
19	US 441 @ SR 46	21
20	US 441 @ SPRING HARBOR BLVD	20
21	US 27 @ ROLLING ACRES RD	19
22	US 27 @ WASHINGTON ST	18
23	SR 46 @ CR 437	18
24	US 27 @ VISTA DEL LAGO BLVD	18
25	US 27 @ SOUTHERN BREEZE DR	17
26	US 441 @ SR 19	17
27	US 27 @ INDIAN TR	17
28	SR 50 @ BLOXAM AVE	16
29	SR 91 @ RONALD REAGAN TURNPIKE	16
30	US 441 @ 3RD ST	16
31	US 441 @ TOMATO HILL RD	16
32	US 441 @ RADIO RD	16
33	US 27 @ MAIN ST	15
34	US 192 @ SUMMER BAY BLVD	15
35	SR 91 @ OLD HWY 50	15
36	US 27 @ CR 48	15
37	US 441 @ LINCOLN AVE	15
38	US 441 @ LAKE EUSTIS DR	15
39	US 27 @ SR 50	15
40	US 27 @ GLENBROOK BLVD	14

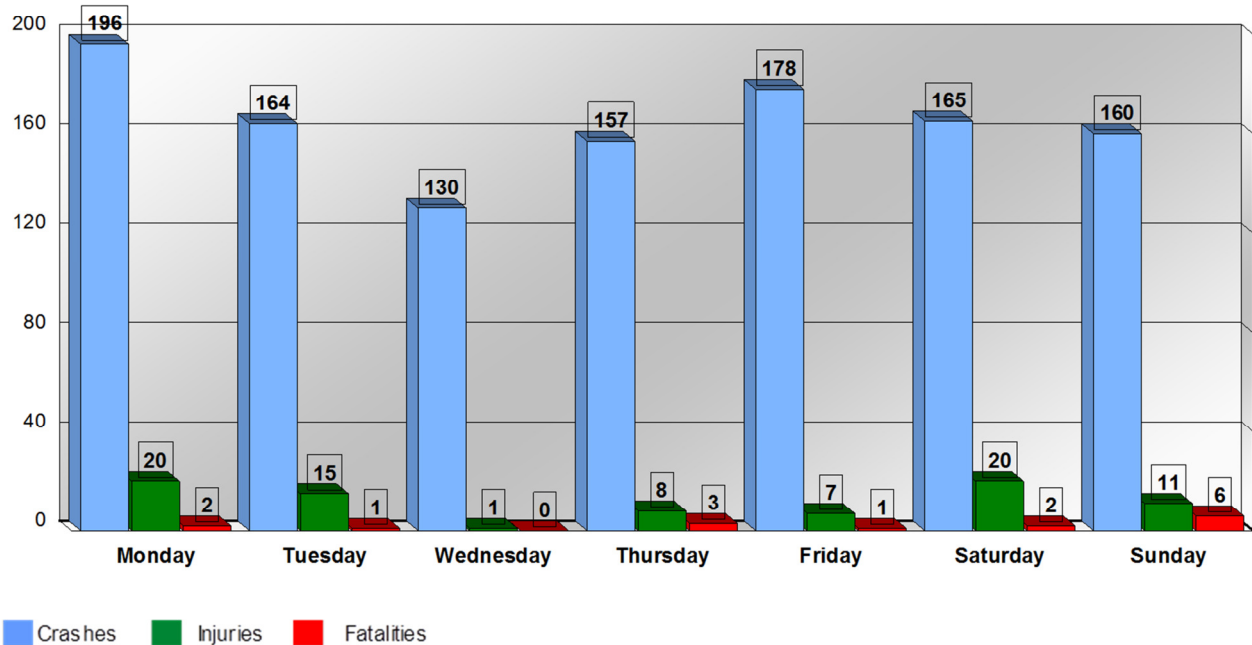
## Sumter County – Crash Report Summary

In the 2013 year, Sumter County had 1,150 reported motor vehicle crashes. The majority of the crashes being property damaged only 1,053 (91.57%). Injury crashes accounted for 85 (7.13%) of the crashes, while 15 (1.30%) were fatal crashes.

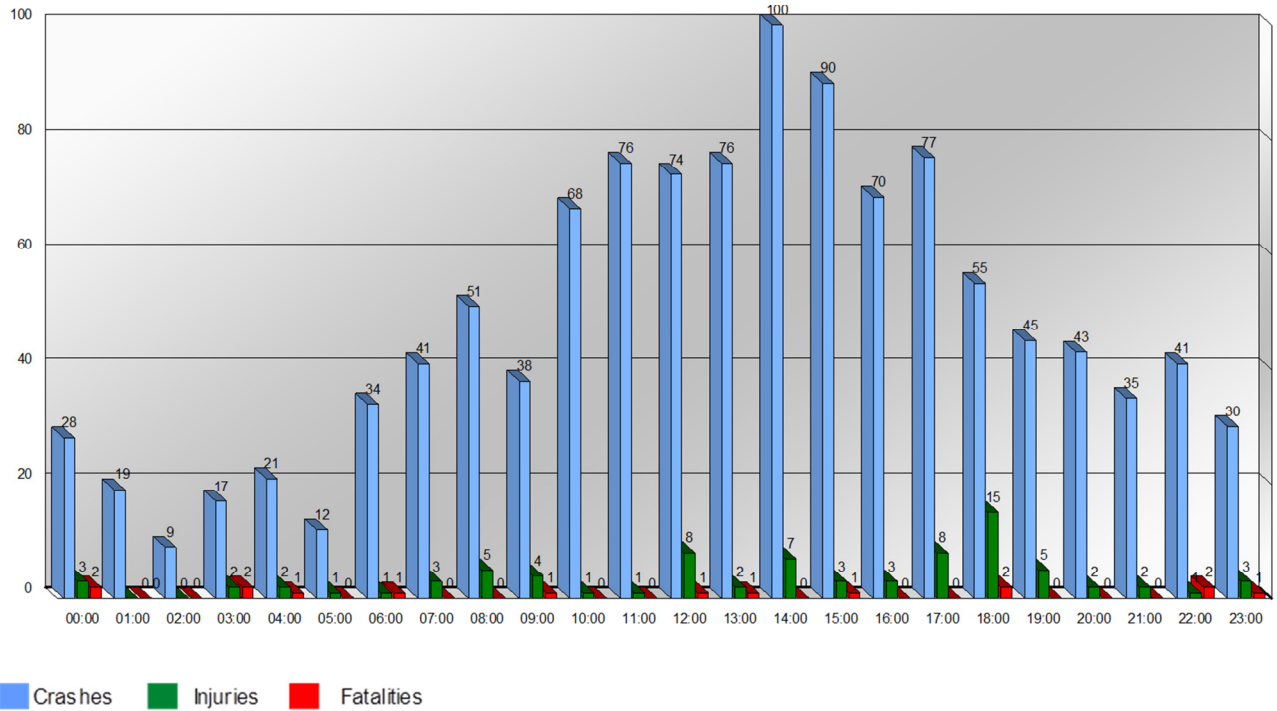
### Month Summary



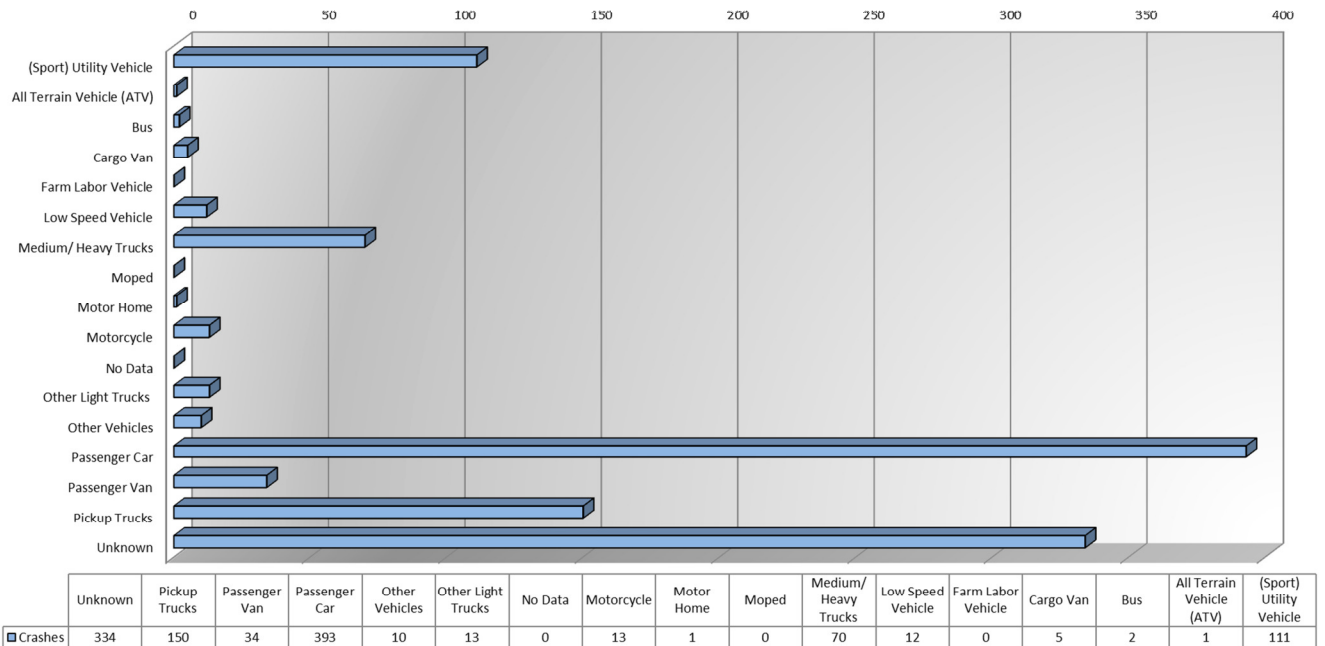
### Day of Week Summary



## Time of Day Summary



## Crashes by Vehicle Type



**Table 3 – Crash Location Summary**

Located Crashes			
Area	Crashes	Injuries	Fatalities
Bushnell	15	0	0
Center Hill	4	0	0
Coleman	2	0	0
Webster	4	1	0
Wildwood	97	4	0
No Data	77	7	1
Unincorporated	278	18	6
<b>Totals:</b>	<b>477</b>	<b>30</b>	<b>7</b>

Private Properties, Parking Lots, and Unlocated Crashes			
Area	Crashes	Injuries	Fatalities
Bushnell	50	5	0
Center Hill	4	1	0
Coleman	4	0	0
Webster	4	0	0
Wildwood	158	3	0
No Data	13	0	0
Unincorporated	440	43	8
<b>Totals:</b>	<b>673</b>	<b>52</b>	<b>8</b>

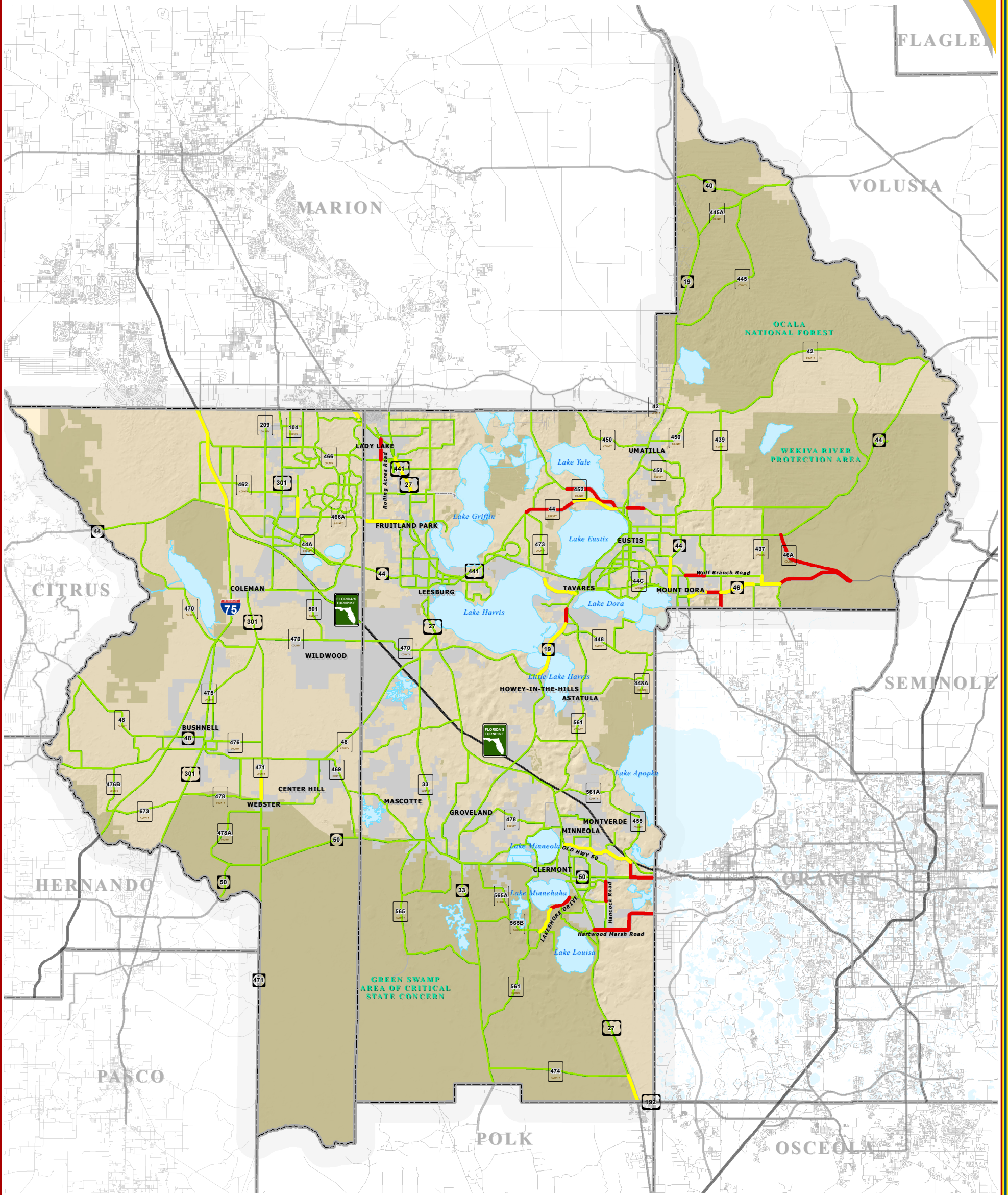
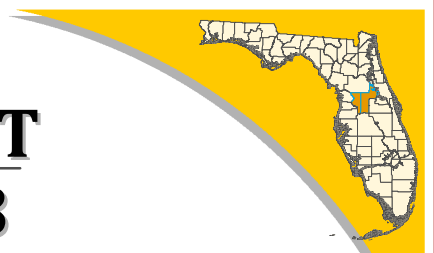
**Table 4 – Intersection Summary Top 40**

Ranking	Intersection	Total Crashes
1	I 75 @ SR 44	50
2	US 301 @ SR 91	29
3	US 301 @ STATE HWY 44	24
4	I 75 @ SR 48	17
5	I 75 @ CR 470	17
6	I 75 @ EXT 328	12
7	SR 93 @ COUNTY HWY 476	11
8	US 301 @ E COUNTY ROAD 466	11
9	I 75 @ CR 673	9
10	US 301 @ COUNTY HWY 44A	8
11	BUENA VISTA BLVD @ EL CAMINO REAL	8
12	CR 466 @ COUNTY HWY 466	7
13	SR 93 @ N COUNTY ROAD 475	7
14	SR 91 @ RONALD REAGAN TURNPIKE	5
15	CR 101 @ E COUNTY ROAD 466	5
16	MORSE BLVD @ EL CAMINO REAL	5
17	US 27 @ NE 134TH AVE	5
18	US 27 @ COUNTY ROAD 109	5
19	US 441 @ DONNELLY ST	4
20	CR 476 @ COUNTY ROAD 647	4
21	SR 471 @ STATE HWY 50	4
22	SR 93 @ COUNTY ROAD 311	4
23	SR 91 @ STATE HWY 468	4
24	SR 44 @ N C 470	4
25	US 301 @ COUNTY HWY 466A	4
26	SR 44 @ N COUNTY ROAD 475	4
27	BUENA VISTA BLVD @ STILLWATER TRL	4
28	CR 466 @ COUNTY ROAD 105	4
29	SR 50 @ COUNTY ROAD 773	3
30	BARWICK ST @ N GAMBLE ST	3
31	BUENA VISTA BLVD @ BELVEDERE BLVD	3
32	BUENA VISTA BLVD @ WINIFRED WAY	3
33	CR 466 @ PRESTON DR	3
34	CR 466 @ COUNTY ROAD 103	3
35	CR 101 @ WEDGEWOOD LN	3
36	MORSE BLVD @ SAN MARINO DR	3
37	BUENA VISTA BLVD @ GLENVIEW RD	3
38	US 27 @ NE 136TH AVE	3
39	SR 50 @ COUNTY ROAD 757	2
40	SR 471 @ COUNTY HWY 48	2

# 2013 Volume to Capacity Ratio Map



# TRANSPORTATION MANAGEMENT SYSTEM ANNUAL REPORT~2013



### LEGEND

- Water Body
- Conservation Areas
- County Delineation
- Municipal Area
- County Road
- State Road
- US Highway
- Interstate
- Turnpike

### V/C Ratio - Roadway Network Status

- 0 - 79% Capacity
- 80 - 99% Capacity
- 100 - 200% Capacity

**NOTE:**  
 Lake TMS - Based on Existing Traffic plus Approved and Committed Projects  
 Sumter TMS - Based on Existing Traffic



## TRANSPORTATION MANAGEMENT SYSTEM

### SUMTER AND LAKE COUNTY, FLORIDA



**MAP COMPOSITION:**  
 DECEMBER 2013

**DATA SOURCES:**  
 Lake and Sumter County GIS Department, Esri/arcgis.com  
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