I-75 Relief Task Force

# Recommendations Report


OCTOBER 1, 2016

# Task Force Members

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|---|---|
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| **Florida Department of Economic Opportunity** | Taylor Teepell, Director, Division of Community Development |
| **Florida Department of Environmental Protection** | Gary Clark, Deputy Secretary for Land and Recreation |
| **North Central Florida Regional Planning Council** | Scott Koons, Executive Director |
| **Northeast Florida Regional Council** | Brian Teeple, Executive Director |
| **Tampa Bay Regional Planning Council** | Sean Sullivan, Executive Director |
| **East Central Florida Regional Planning Council** | Hugh Harling, Executive Director |
| **Alachua County** | The Honorable Charles Chestnut, County Commissioner |
| **Citrus County** | The Honorable Scott Adams, County Commissioner |
| **Hernando County** | The Honorable Nick Nicholson, County Commissioner |
| **Levy County** | The Honorable John Meeks, County Commissioner |
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September 30, 2016

Dear Secretary Boxold:

I am pleased to submit the final report of the I-75 Relief Task Force.

As requested when you established the Task Force in 2015, the Task Force developed consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the area between Tampa Bay and Northeast Florida, with initial emphasis on the counties along and to the west of I-75. The Task Force adopted this report unanimously at its final meeting on August 12, 2016.

The Task Force's primary focus was on developing strategies to provide relief to I-75, which serves as a critical gateway to Florida for both people and freight. I-75 faces significant safety, efficiency, and reliability issues today—all of which are anticipated to become more significant as our population, visitors, economy, and trade flows continue to grow. The Task Force also discussed the long-term goal of providing better connectivity between Tampa Bay and Northeast Florida.

The Task Force developed a framework of potential short, medium, and long-term solutions for further study. The primary and immediate strategy is to evaluate the transformation of I-75 from Hernando to Columbia counties through approaches such as express lanes and truck-only lanes.

Also recommended for study are preserving the function and, where needed, improving the capacity of U.S. 301 from Hernando to Duval counties and U.S. 41 from Hernando to Columbia counties; expanding freight rail capacity and connectivity, with emphasis on the S-line from Polk to Duval counties; and providing more choices for long-distance travel by residents and visitors. After the potential enhancements to I-75 and other existing corridors are evaluated and need is determined, the Task Force recommends further study of potential new multimodal, multiuse corridors to address long-term mobility and connectivity needs.

I would like to recognize the members of the Task Force for their service; the federal, state, regional, and local agencies who provided technical support for the work of the Task Force; and the members of the public who shared their ideas and concerns with the Task Force throughout this process. I also wish to thank the staff who worked so diligently and professionally to support this effort.

The Task Force appreciates the opportunity to advise you on the future transportation corridor needs in this region of the state. It has been an honor to serve you, and the citizens of the state of Florida, in this role.

Respectfully submitted,

Thomas Byron
Chair

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## Highlights

The I-75 Relief Task Force recommends the following options for further evaluation to **provide relief to Interstate 75** and **improve mobility** in the counties along and to the west of I-75 and to **enhance regional connectivity** between Tampa Bay and Northeast Florida:

- As the primary and immediate strategy, **transform I-75** from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through approaches such as express lanes and truck-only lanes.
- **Preserve the function** and, where needed, improve the capacity of **U.S. 301** from Hernando to Duval counties and **U.S. 41** from Hernando to Columbia counties, in coordination with and compatible with the context, visions, and plans of local communities.
- Expand freight rail capacity and connectivity, with emphasis on the **S-line** from Polk to Duval counties.
- Provide **more choices** for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services.
- Evaluate potential areas of opportunity **for new multimodal, multiuse corridors** to relieve I-75 and to connect Tampa Bay and Northeast Florida after evaluation of enhancements to I-75 and other existing corridors and determination of need.

# Introduction and Background

## Future Corridor Planning Process

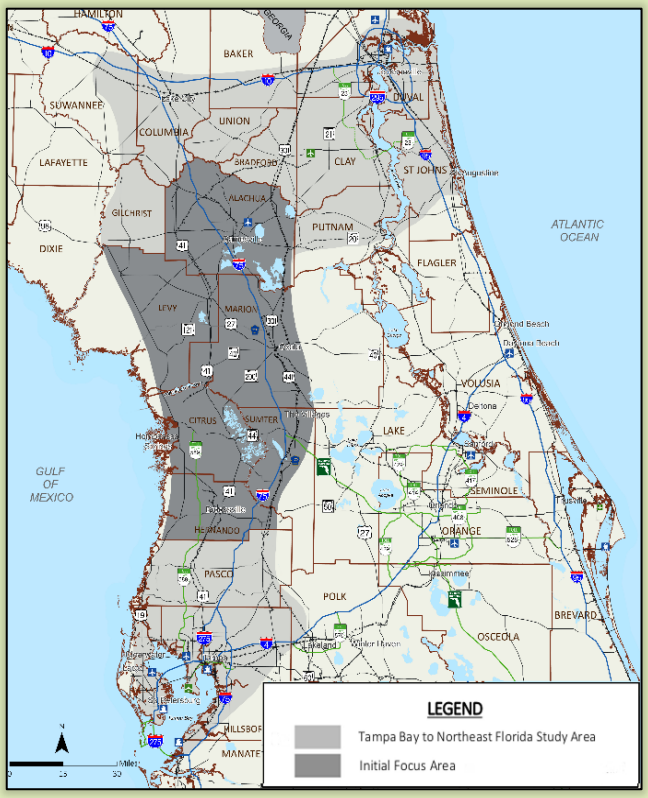
The Florida Department of Transportation (FDOT) initiated the Future Corridors planning process to envision and plan the future of Florida's major statewide transportation corridors over the next 50 years. This is a long-term, large-scale approach for planning major transportation corridors in the context of environmental stewardship, community development, and economic development decisions. This process focuses on high-speed, high-capacity transportation corridors, including both maximizing the use of existing corridors and developing new corridors. Corridors are planned and developed through a structured process emphasizing early and ongoing coordination with local, state, and federal planning and resource agencies and the public.

FDOT completed a Concept Study in 2013 to assess mobility needs in a 19-county area from Tampa Bay to Northeast Florida. The Concept Study identified steps to continue corridor planning activities in the study area with an early focus on increasing safety and congestion concerns along Interstate 75 (I-75) north of Wildwood. The Concept Study recommended FDOT conduct a more detailed Evaluation Study to assess the feasibility of developing a multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75 between Wildwood and Lake City. The Concept Study also recommended this corridor be considered in the context of a long-term vision of improving connectivity between Tampa Bay and Northeast Florida.

## Task Force Purpose

Building on these recommendations, FDOT Secretary Jim Boxold established the I-75 Relief Task Force in October 2015 for the purpose of providing consensus recommendations on maximizing existing and developing new high-capacity transportation corridors to serve the Tampa Bay to Northeast Florida study area, with initial emphasis on the area along and to the west of I-75. The Task Force included 21 members representing state agencies, local governments, regional planning councils, environmental organizations, business and economic development interests, and the public (see page i). The Task Force charge included specific activities described in this report. Additional documentation on Task Force activities is provided on the I-75 Relief website (see page 17 for a list of resources available on the website). The Task Force was modeled after the East Central Florida Corridor Task Force, which was created by Executive Order in 2014 to develop recommendations for future transportation corridors in Brevard, Orange, and Osceola counties.

The Task Force focused on mobility needs in six counties along and to the west of I-75: Alachua, Citrus, Hernando, Levy, Marion, and Sumter (the **Initial Focus Area**). Consistent with its charge, the Task Force considered these recommendations in the context of longer-term connectivity for the entire Tampa Bay to Northeast Florida study area.




***Tampa Bay – Northeast Florida Study Area & Initial Focus Area***

## Summary of Task Force Activities

The Task Force met seven times between December 2015 and August 2016 in locations within the Initial Focus Area. Task Force meeting agendas included:

- Review of relevant federal, state, and local laws, policies, and plans;
- Review of previous and ongoing studies of I-75, U.S. 301, and other corridors in the study area;
- Panel discussions and presentations involving representatives of the six counties, the four metropolitan/ transportation planning organizations (MPO/TPO) with jurisdiction in the Initial Focus Area, and the agricultural, trucking, rail, and seaport industries;
- Technical presentations by FDOT staff and consultants, including review of briefing books prepared by FDOT documenting trends and conditions in the Initial Focus Area;
- Consideration of public and agency input; and
- Task Force discussion and consensus-building on its recommendations.

## Public and Agency Involvement

*Task Force Charge: Solicit and consider input from government agencies, property owners, agricultural interests, business and economic development interests, environmental organizations, study area residents, and other interested individuals.*

The Task Force meetings were supplemented by multiple public involvement activities:

- One **Public Information Webinar** in late January 2016 shared information about the Task Force purpose, charge, and work plan and opportunities for public involvement. A total of 68 people participated in the webinar.
- **Community Open Houses** in Gainesville, Lecanto, and Ocala, in March 2016, provided an opportunity for the public to review background information and to provide input on the preliminary purpose and need and key environmental and community resources. A total of 102 people participated in the three Open Houses.
- A second round of **Community Open Houses**, in the same communities in June 2016, provided an update on the work of the Task Force and sought feedback on the preliminary options for enhanced and new transportation corridors. The June Open Houses involved a total of 410 participants.
- Three **Agency Coordination Meetings**, with outreach to more than 190 agency partners including local governments, MPOs/TPOs, regional planning councils (RPC), state agencies, environmental resource agencies, and water management districts, provided an opportunity for discussion of technical issues related to the Task Force's charge.
- An opportunity for **public comment** was provided at each Task Force and Agency Coordination Meeting. Public attendance at these meetings ranged from 34 to 153.
- Ongoing opportunity to comment was offered through the I-75 Relief **website** or by contacting the project manager.

At each meeting the Task Force was provided a summary of the comments and coordination from agencies and the public since the previous Task Force meeting. The comment and coordination summaries are posted on the I-75 Relief website under each corresponding meeting.

The Task Force also considered input from a range of local governments and local, regional, and state agencies, including letters and resolutions adopted by the Board of County Commissioners in Alachua, Citrus, Hernando, and Levy counties; the cities of Archer, Gainesville, Newberry and Williston; the Gainesville Metropolitan Transportation Planning Organization; Hernando/Citrus Metropolitan Planning Organization; and the North Central Florida Regional Planning Council. The letters and adopted resolutions are included in the Comments and Coordination Report under separate cover.

# Overview of the Initial Focus Area

*Task Force Charge: Identify opportunities and constraints related to environmental resources including natural lands and surface and groundwater resources, agriculture, land use and development, property rights, economic development, quality of life, and other statewide and regional issues that should be considered in planning for future transportation corridors in the study area.*

The I-75 Relief Task Force examined opportunities and constraints using a framework organized around four themes, known as the 4 Cs. Detailed briefing books on each topic prepared by FDOT are available on the I-75 Relief website.

## Conservation

- **Opportunities:** Where planned in conjunction with environmental stewardship goals, enhanced or new transportation corridors provide opportunities to improve access to recreational lands; enhance water storage and stormwater treatment; and enhance or restore connectivity of natural systems. Retrofitting existing corridors such as I-75 through Payne's Prairie or U.S. 301 through Orange Lake can create opportunities to improve wildlife corridor connectivity and reconnect water resources. Acquisition of right of way for new corridors can create opportunities for joint land development and land acquisition partnerships to protect parcels critical for improving connectivity of ecological corridors.
- **Constraints:** The study area connects many of Florida's important and fragile natural systems, such as the Green Swamp, Payne's Prairie, the Ocala and Osceola National Forests, and the Okefenokee Swamp. The Initial Focus Area includes two aquatic preserves (Rainbow Springs and Ocklawaha River/Silver Springs) and 170 mapped springs, five of which are first magnitude springs with high discharge rates. Large portions of the area are high recharge areas to the Floridan aquifer and/or have sensitive karst areas. Impacts to these resources from transportation corridors should be avoided or minimized, to the maximum extent possible.

## Countryside

- **Opportunities:** Agriculture, forestry, mining, and related industries account for nearly three out of every 10 jobs in the Initial Focus Area. In addition, the parks, recreational areas, small towns, historic resources, and the equestrian industry are attractions for visitors from other states and nations. Improved transportation connectivity can link these resources to markets in other states and nations, creating economic opportunities throughout the area.
- **Constraints:** Significant portions of Marion County's land are designated as a Farmland Preservation Area, and all six counties have adopted policies to protect agricultural and other rural lands. Corridor development should preserve regionally significant agricultural lands, forests, and mines and avoid creating additional pressure for development of these lands.

## Centers and Communities

- **Opportunities:** Corridor development can support centers targeted for growth in regional and local plans. Sumter, Marion, and Hernando counties are all planning to develop intermodal logistics centers and distribution facilities close to I-75, U.S. 301, and the CSX S-line. Emerging technology-oriented industry clusters, particularly around Gainesville and Ocala, would benefit from enhanced access to businesses and talent in Central Florida, Tampa Bay, and Northeast Florida.

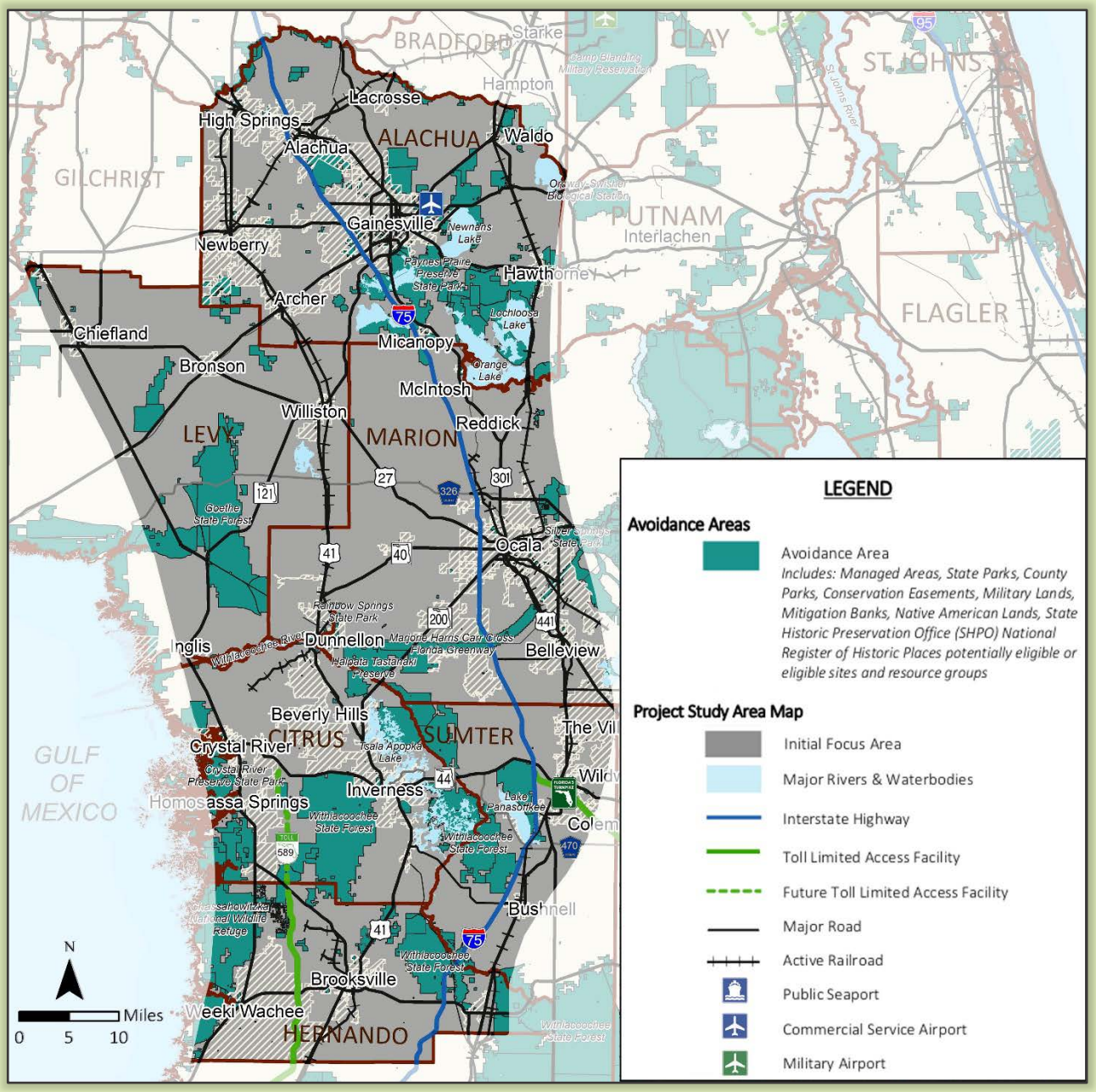
- **Constraints**: Five of the six counties have established urban or municipal growth or service boundaries as part of their comprehensive plans. About three out of every 10 residents live in a rural area, compared to one out of 10 statewide. Corridor development should preserve the quality and character of existing communities, including areas identified in local plans to maintain rural character.

## Corridors

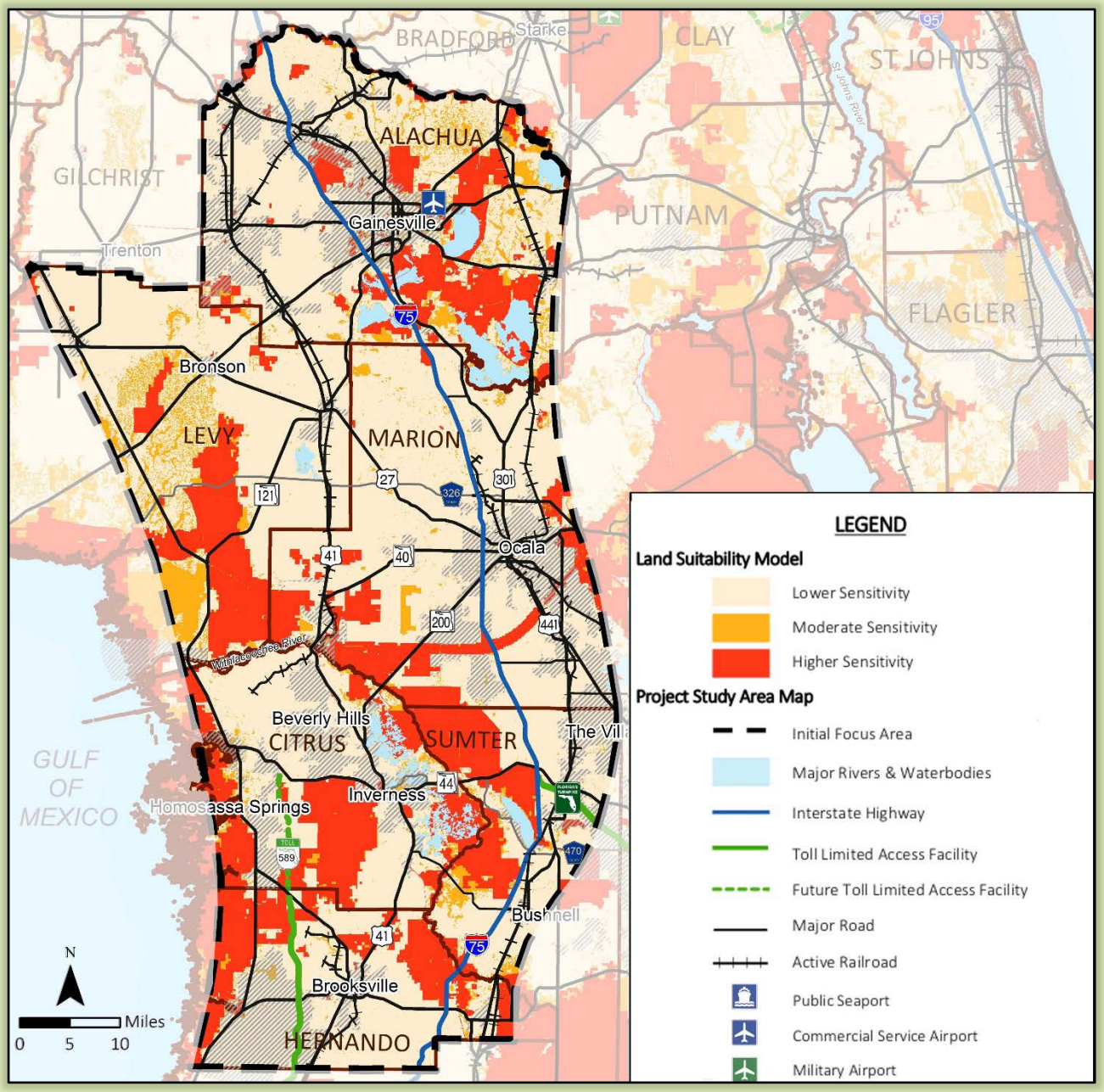
- **Opportunities:** The Initial Focus Area includes portions of three limited access highways – I-75, Florida's Turnpike (S.R. 91), and the Suncoast Parkway (S.R. 589) – as well as other state highways such as U.S. 301, U.S. 27, U.S. 41, U.S. 19, S.R. 121, S.R. 50, S.R. 40, S.R. 200, and S.R. 26. The area is served by several intercity bus services and fixed-route transit systems in Alachua, Hernando, and Marion counties. Passenger rail service from Tampa through Orlando to Jacksonville skirts the area. CSX operates its major north-south freight corridor, the S-line, from Polk County to Duval County; CSX and the Florida Northern Railroad also operate shortlines and rail spurs in the six counties. The study area is bisected by the Marjorie Harris Carr Cross Florida Greenway and the Florida Coast to Coast Connector and is served by multiple regional trails.
- **Constraints:** I-75 is the only continuous, high-speed, limited access highway traversing the Initial Focus Area. The options for high-speed, high-capacity highway travel between Tampa Bay and Northeast Florida currently are I-75 and U.S. 301, I-4 and I-95, and I-75 and I-10. Long-term mobility and connectivity needs include growing demand for moving people and freight; increasing delay and decreasing reliability on I-75 and other existing highways; significant crash rates along portions of I-75, as well as other regional facilities; limited modal options; and limited connectivity to Rural Areas of Opportunity and other places targeted for economic development.

The Task Force, with input from state, regional, and local agencies and support from FDOT staff, identified a preliminary map of Avoidance Areas where direct impacts from enhanced or new corridors should be avoided to the maximum extent possible (map on page 6). These include existing national, state and county parks and forests, areas with conservation easements, and other managed lands; mitigation banks; military lands; Native American lands; and State Historic Preservation Officer National Register of Historic Places eligible or potentially eligible sites and resource groups.

In addition, FDOT worked with the Task Force and input from partner agencies to develop a Land Suitability Map (LSM) (map on page 7). This process considers concentrations of conservation, countryside, and center/community resources including multiple functions served by some resources. In addition to the Avoidance Areas, this map includes other resources such as springs, flood hazard zones, prime and unique farmland, and existing communities. The land areas were sorted into lower, moderate, and higher sensitivity areas. This approach helped identify potential constraints and areas of opportunity for further study of enhanced and new corridors. These analyses are documented on the I-75 Relief website.




***Avoidance Areas Map***




***Land Suitability Map***

# Task Force Recommendations

## Guiding Principles

*Task Force Charge: Adapt previously developed guiding principles for planning the future of Florida's transportation corridors as needed to ensure that they are relevant to the study area.*

The Task Force recommends 20 **guiding principles** to balance considerations of conservation, countryside, and centers and communities when making decisions about the future of the study area's transportation corridors (see page 18). The principles were refined from the principles developed in 2014 by the East Central Florida Corridor Task Force.

## Preliminary Purpose and Need

*Task Force Charge: Recommend the **purpose and need** for high-capacity, high-speed transportation corridors in the study area with emphasis on providing relief to I-75, increasing safety, improving statewide and regional connectivity, and enhancing economic development opportunities.*

The Task Force recommends two primary purposes for planning high-capacity, high-speed transportation corridors in the study area:

### Provide relief to Interstate 75 and improve mobility in the Initial Focus Area

- **Increase safety for I-75 users.** Most of the I-75 corridor experiences crash rates greater than the statewide average for similar facilities. This reflects the mix of customers using the facility including commuters, visitors, and a large percentage of trucks, as well as fog and other weather-related issues and other non-recurring events.
- **Improve reliability for I-75 users.** I-75 peak traffic typically occurs on weekends and during specific seasons rather than daily rush hours. On peak days, traffic can be double the annual average. Only 20 percent of existing delay is related to recurring daily congestion. The remaining 80 percent is non-recurring congestion, with time and day varying due to seasonal patterns, weekends, and special events; crashes and other incidents; weather; and construction. Between 2010 and 2015, the number of incidents closing at least one lane of I-75 increased steadily. On average, an incident closed at least one lane or ramp every 16 hours; all lanes in one direction were closed every nine days.
- **Reduce delay for trips using I-75.** Most of I-75 operates with acceptable levels of congestion on the typical weekday, but conditions often deteriorate on weekends and during peak seasons as traffic increases. If current trends continue, by 2040 most of I-75 will operate at or over capacity on typical weekdays, with heavy congestion in parts of Sumter and Marion counties. Weekend and peak season traffic will experience even greater congestion and delay.
- **Accommodate projected population and economic growth and demand for moving people and freight.** The population of the six counties is projected to grow from 1.1 million in 2014 to 1.8 million by 2060. The number of out-of-state visitors to Florida is projected to grow from 105 million in 2015 to 159 million by 2025, also increasing demand for travel. About half of visitors today enter Florida on a highway, with I-75 accounting for a large share of those trips. Freight tonnage between Florida and other states on the I-75 corridor is expected to increase 80 percent between 2011 and 2040, with I-75 in the Ocala area carrying the most tonnage of all highways in the state.
- **Enhance regional emergency evacuation and response.** I-75 is a critical route for evacuating and bringing response personnel and equipment to Tampa Bay, Central Florida, and South Florida during hurricanes and other disasters. Evacuation planning studies by the state's regional planning councils have identified the interchange between I-75 and Florida's Turnpike as a potentially significant bottleneck during evacuations.

**Enhance regional connectivity between Tampa Bay and Northeast Florida**

- **Reduce travel time and improve reliability between Tampa Bay and Northeast Florida.** Florida's transportation corridors link the state's diverse regions together to form a globally competitive economy. A missing link today is an efficient, high-speed direct connection between Tampa and Jacksonville.
- **Support projected long-term growth in regional population, visitors, employment, trade, and freight.** Tampa Bay and Northeast Florida are projected to continue to have strong growth in population, visitors, and employment during the next 50 years. Freight activity will grow to support a larger population and economy, with potential for additional trade growth following the widening of the Panama and Suez Canals.
- **Provide transportation connectivity to support growth of regional industry clusters and other places targeted for economic development in regional and community visions and plans.** The study area's economy is shifting from natural resources, tourism, military, and basic manufacturing to also include technology, logistics, and services. These industry clusters rely on connections between businesses, suppliers, skilled labor, and universities.
- **Improve transportation connectivity between rural areas and regional employment centers as well as other regions and states.** Seven counties in the full study area are identified as Rural Areas of Opportunity due to historically high levels of poverty and unemployment. Tampa, Jacksonville, Gainesville, and Ocala play important roles as employment and service centers for these rural areas.
- **Enhance statewide emergency evacuation and response.** Because the regional transportation system has few alternative routes, a crash, incident, or even planned special event can result in severe delays. This issue increases in significance during emergency events.

## Framework for Enhanced and New High-Speed, High-Capacity Transportation Corridors

*Task Force Charge: Recommend a **range** of alternatives (**options**) for accomplishing the purpose and need, including maximizing the use of existing transportation facilities and developing new transportation facilities, with consideration of multiple modes (such as highways, passenger and freight rail, and trails) and multiple uses (such as utilities, pipelines, and other linear infrastructure). Recommend **corridors** to be incorporated into regional and local long-range plans and to be advanced to future phases of project development.*

The Task Force considered multiple options for accomplishing the purpose and need, drawing upon the results of prior and ongoing studies; available data and technical analyses provided by FDOT; input from local governments, MPOs/TPOs, regional planning councils, and other agencies; and public input. Based on this input, the Task Force recommends a framework of options for enhanced and new high-speed, high-capacity transportation corridors for **further study as part of FDOT's Future Corridor Planning Process** (summary on page 10). This framework is intended to identify potential regional and interregional transportation solutions. Future evaluation studies would refine and narrow these options and identify potential corridors ready to move forward into Project Development. The recommended options are organized into three categories. The highest priority options in the framework are the optimization and transformation of I-75 through a long-term buildout plan to meet future statewide and regional mobility needs.

**Immediately optimize existing transportation corridors**

- Improve the safety, efficiency, and reliability of I-75 and other transportation corridors through **operational solutions**
- Provide technical and financial support to assist local governments in improving **regional and local roads and transit systems** parallel or connecting to I-75 to provide alternatives for regional and local trips
- Coordinate with local governments to minimize **land use decisions** that adversely impact the reliability of I-75
- Improve the safety and efficiency of **freight operations**, such as expanding truck parking and staging areas or reducing the number of empty trucks and rail cars on the system
- Improve **intercity bus and rail connectivity and service**, such as working with local governments and the private sector to enhance connections with regional and local public transportation systems

**Evaluate potential enhancements to, or transformation of, existing transportation corridors**

- Transform **I-75** from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes
- Preserve the function and, where needed, improve the capacity of **U.S. 301** from Hernando to Duval counties, and the connectivity between U.S 301 and I-75, in coordination with and compatible with the context, visions, and plans of local communities
- Preserve the function, and, where needed, improve the capacity of **U.S. 41** from Hernando to Columbia counties, and the connectivity between U.S 41 and I-75, in coordination with and compatible with the context, visions, and plans of local communities
- Expand freight rail capacity and connectivity, with emphasis on the **S-line**
- Provide **more choices** for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services

**Evaluate potential areas of opportunity for new multimodal, multiuse corridors after evaluation of enhancements to I-75 and other I-75 connector roads and determination of need**

- Evaluate long-term opportunities to create a **reliever corridor to the west of I-75**, considering use of existing regional roads and new limited access highway segments, as well as multiple modes and purposes
- Evaluate long-term opportunities for providing a high-speed, high-capacity **multimodal/multiuse corridor between Tampa Bay and Northeast Florida**, building on options identified in this framework

As the items from this framework of options move forward into future phases of planning or implementation, the following opportunities and constraints should be considered and incorporated into any future studies.

## 1. Immediately optimize existing transportation corridors

This set of options focuses on optimizing existing north/south transportation facilities. These strategies currently are being implemented, or could be implemented in the near future, and typically do not require detailed planning or project development studies for implementation. The Task Force recommends FDOT continue to implement these strategies, recognizing their ability to provide immediate relief while medium- and long-term options are studied and implemented.

- **Improve the safety, efficiency, and reliability of I-75 and other transportation corridors through operational solutions.** Strategies for enhanced transportation system management and operations include service patrols, traveler information such as dynamic message signs and fog detection systems, and traffic signal optimization.
- **Provide technical and financial support to assist local governments in improving regional and local roads and transit systems parallel or connecting to I-75 to provide alternatives for regional and local trips.** While designed to accommodate long-distance travel, I-75 in areas such as Ocala and Gainesville also functions as a local road for commuters, residents, and delivery vehicles on short trips. Southwest (SW) 49th Avenue in Marion County and SW 62nd Boulevard in Alachua County are examples of projects in MPO/TPO plans that would provide an alternative to I-75 for local trips. The Task Force encourages FDOT to work with MPOs/TPOs and local governments to support innovative approaches for planning and funding these projects, such as the Transportation Regional Incentive Program.
- **Coordinate with local governments to minimize land use decisions that adversely impact the reliability of I-75.** Local government land use decisions should support the high-speed, high-capacity function of I-75 by limiting requests for additional interchanges or access points and encouraging compatible land uses along or near I-75.
- **Improve the safety and efficiency of freight operations**. Up to 35 percent of the trucks operating on I-75 are estimated to be empty – primarily trucks heading north after bringing consumer goods into Florida. There may be market-based opportunities to reduce the number of empty trucks through developing intermodal logistics centers including multiple shippers and carriers in a single location, using rail to reposition empty equipment, and using information technologies to facilitate load matching. There also may be opportunities to enhance existing facilities such as I-75 or U.S. 301 to better support trucking, such as expanding truck parking and staging areas.
- **Improve intercity bus and rail connectivity and service**. Intercity bus and rail connections from Tampa to Jacksonville today primarily occur through Orlando rather than the Initial Focus Area. Projected growth in population, jobs, and visitors is anticipated to increase demand for a range of transportation choices. FDOT should work with federal agencies, local governments, and the private sector to facilitate intercity bus and rail services, such as providing access for intercity bus operators at I-75 rest areas or Turnpike service plazas and supporting connectivity and interoperability between intercity bus, rail, and local public transportation systems to enable customers to complete end-to-end trips using a single ticket.

### 2. Evaluate potential enhancements to, or transformation of, existing transportation corridors

This set of options involves potential enhancements to existing transportation facilities, including potential transformation of these facilities to maximize their function, such as adding express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line. These options would require detailed evaluation studies, followed by Project Development and Environment (PD&E) studies. These generally are medium-term strategies that could be implemented in the next 20 years. They focus on four existing north-south facilities, as well as expansion of intercity bus and rail services (see map on page 14).

- **Transform I-75 from Hernando to Columbia counties by expanding its capacity and improving its safety, efficiency, and reliability through potential strategies such as express lanes and truck-only lanes**. Enhancement and transformation of I-75 is viewed as the ***primary strategy for I-75 relief***. Potential enhancements include: interchange improvements, auxiliary lanes to connect closely spaced interchanges, express lanes to separate through and local traffic and bypass congestion in general purpose lanes, and truck-only lanes in strategic locations. The Task Force recommends FDOT work with MPOs/TPOs and local governments to develop a long-term buildout concept for I-75 over the next 50 years and to prioritize these improvements for funding. This build out should assume projects currently underway or funded will move forward as planned, such as widening from Hernando County to Florida's Turnpike in Sumter County and interchange modifications on I-75 at Florida's Turnpike and S.R. 121 in Alachua County. FDOT's 20-year Strategic Intermodal System cost-feasible plan (2014 edition) includes no additional capacity improvements on I-75 from Sumter County north. Further study should identify the optimal combination of

improvements of short term improvements and ultimate build out; address potential impacts on the safety, efficiency, and reliability of I-75 and on regional mobility; consider right of way availability for additional roadway capacity and related needs such as stormwater management; and evaluate potential impacts on adjacent communities and environmental resources. The Task Force recommends FDOT immediately evaluate large scale capacity improvements to I-75, including express lanes and truck-only lanes, and identify specific projects for incorporation into the SIS Cost Feasible Plan and the Five Year Work Program.

- **Preserve the function, and, where needed, improve the capacity of U.S. 301 from Hernando to Duval counties, and the connectivity between U.S. 301 and I-75, in coordination with and compatible with the context, visions, and plans of local communities.** U.S. 301 provides an alternative to I-75 in Hernando, Sumter, and Marion counties, as well as a connection between the Initial Focus Area and Northeast Florida. A high-speed, direct connection between I-75 and U.S. 301 near Ocala could help improve overall connectivity between Tampa Bay and Northeast Florida. Additional potential improvements to U.S. 301 include grade separations at intersections, additional general purpose lanes, conversion of portions of U.S. 301 to limited access with frontage lanes to accommodate local traffic, and implementation of vehicle-to-infrastructure communications and additional connected vehicle technologies. Building on the *U.S. 301 Transportation Alternatives Study* completed by FDOT in 2015, a future evaluation study should evaluate the ability to transform U.S. 301 to accommodate both short- and long-distance trips, including additional traffic that may shift from I-75 due to non-recurring congestion. This study should consider the function U.S. 441 plays as part of the overall U.S. 301 corridor, as well as impacts on communities and environmental resources.
- **Preserve the function and, where needed, improve the capacity of U.S. 41 from Hernando to Columbia counties, and the connectivity between U.S. 41 and I-75, in coordination with and compatible with the context, visions, and plans of local communities**. U.S. 41, a two-lane north-south corridor to the west of I-75, provides an alternate connection between north Florida and Tampa Bay. The Task Force discussed whether it would be possible to add capacity to portions of U.S. 41, or improve connectivity from U.S. 41 to I-75, to support trucking or long-distance travel. However, public and agency input highlighted significant challenges to improving U.S. 41, including potential impacts on existing communities, farms and other rural lands, and environmental resources. The Task Force recommends FDOT work with local governments to preserve the function of U.S. 41 for intercounty travel, and determine if capacity or connectivity improvements are feasible and compatible with the context, vision, and plans of existing communities.
- **Expand freight rail capacity and connectivity, with emphasis on the S-line**. CSX Transportation invested in improvements during the past decade to add capacity to the S-line, and estimates the S-line has sufficient capacity to accommodate anticipated growth in freight demand for the foreseeable future. In view of planned seaport expansions and intermodal logistics centers, the Task Force encourages FDOT to work with CSX to identify future S-line capacity needs both within and outside of the Initial Focus Area, including additional sidings or spot improvements, improved intermodal terminal capacity, and enhanced connectivity to seaports and industrial sites. The Task Force also encourages FDOT to work with CSX and the Florida Northern Railroad to explore opportunities for the use of existing and abandoned rail right of way for freight service, while maintaining prior investments in converting rail to trails. FDOT also should work with local governments and railroads to minimize potential impacts of expanded freight rail operations on existing communities by improving rail/highway intersections and by ensuring compatible land uses around rail corridors and terminals.
- **Provide more choices for long-distance travel by residents and visitors, including enhancing intercity bus services and creating passenger rail services**. FDOT should work with the rail industry to evaluate opportunities for linking cities such as Gainesville and Ocala to the statewide and national passenger rail network. These options could build on existing corridors such as the S-line, reuse of shortline and abandoned rail right of way, and/or development of new rail corridors.

### 3. Evaluate potential areas of opportunity for new multimodal, multipurpose corridors after evaluation of enhancements to I-75 and other I-75 connector roads and determination of need

This set of options are long-term opportunities to develop new multimodal, multiuse corridors that could provide relief to I-75 and enhance regional connectivity. These options would require detailed evaluation studies, followed by Project Development and Environment studies. The Task Force recommends FDOT initiate evaluation of these options after the evaluations of I-75 transformation and other existing facilities advance.[1]

- **Evaluate long-term opportunities to create a reliever corridor to the west of I-75, considering use of existing regional roads and new limited access highway segments, as well as multiple modes and purposes.** A reliever corridor to the west of I-75 could bypass existing congested areas and/or provide a more direct connection from Tampa Bay to Ocala, Gainesville, and other parts of north Florida. The Task Force reviewed three potential "areas of opportunity" for future study of a reliever corridor, running from the northern terminus of the Suncoast Parkway 2 at S.R. 44 in Citrus County to I-75 in southern Marion, central Marion, and northern Alachua County.[2] The Task Force recommended the southern area of opportunity not be advanced for future study at this time due to the potential for impacts on conservation lands and existing communities and the location of the connection south of the most congested portions of I-75 in Marion County. Public and agency input on the central and northern areas raised concerns about potential impacts on existing communities, farms and other rural lands, and environmental resources such as conservation lands, springs, and aquifer recharge areas. The Task Force did not have a unified point of view regarding these areas of opportunity. Task Force discussions affirmed the need for more detailed analysis of purpose and need, traffic demand, and environmental and community issues through future comprehensive evaluation studies. Any study of a new reliever corridor will require careful consideration of the concerns and challenges raised during the Task Force process.

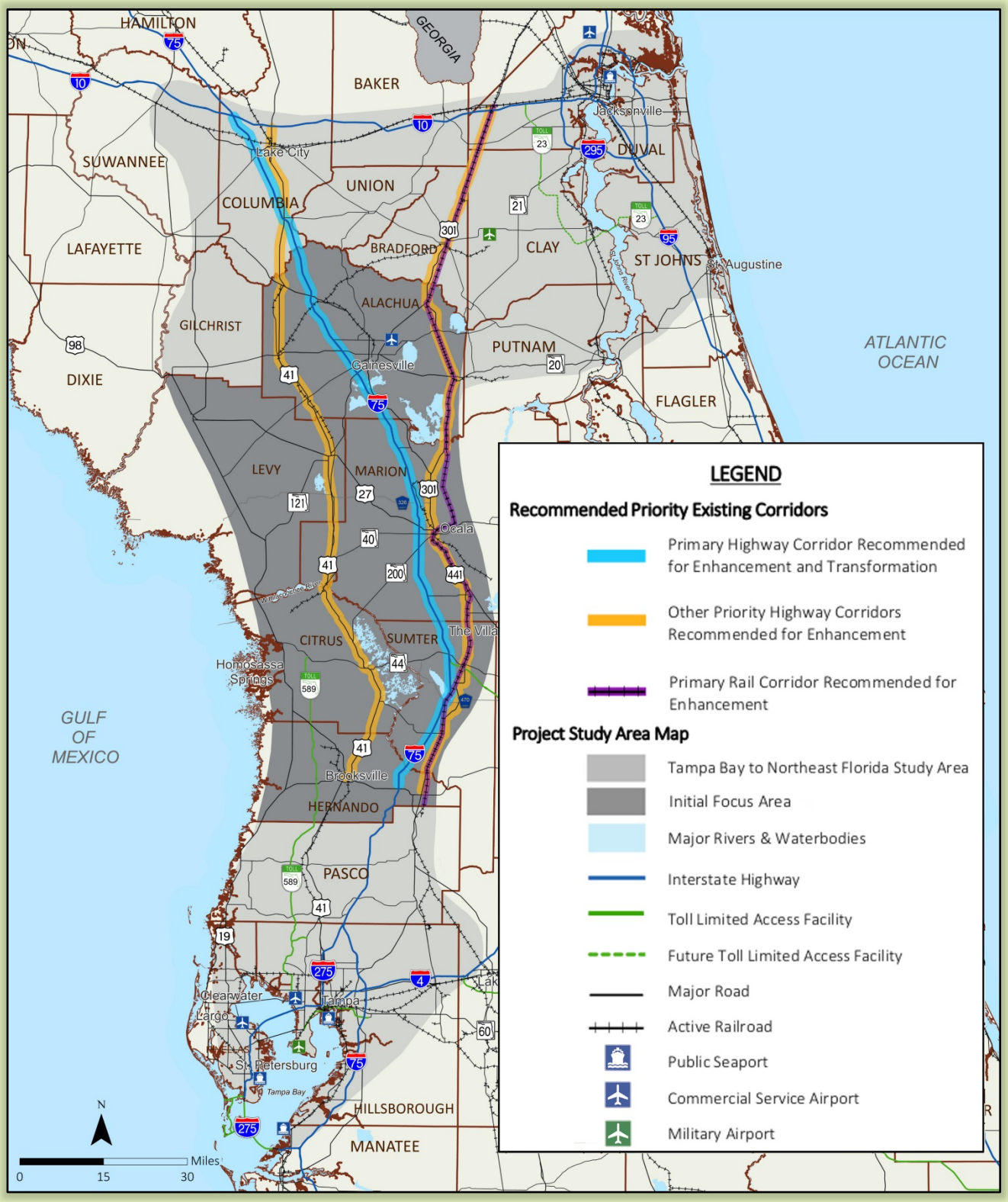
- **Evaluate long-term opportunities for providing a high-speed, high-capacity multimodal/multiuse corridor between Tampa Bay and Northeast Florida, building on options identified in this framework.** The Task Force also recommends FDOT consider long-term opportunities to the east of I-75 that could build on existing north/south corridors and any future I-75 western reliever corridors to ultimately provide a high-speed, high-capacity multimodal/multiuse corridor between Tampa Bay and Northeast Florida.

### Additional supporting recommendations

The Task Force also recommends FDOT work with local governments and MPOs/TPOs to identify needs for improving the safety, efficiency, and reliability of existing east-west facilities that provide connectivity between the major north/south corridors. It is not anticipated that these facilities would be transformed into high-speed, high-capacity corridors. Examples include:

- S.R. 50 from U.S. 301 to the Suncoast Parkway (S.R. 589) in Hernando County;
- S.R. 44 from U.S. 301 in Sumter County to the Suncoast Parkway (S.R. 589) in Citrus County;
- S.R. 200 from U.S. 301 in Marion County to U.S. 41 in Citrus County;
- S.R. 40 from U.S. 301 to U.S. 41 in Marion County;
- S.R. 121 from I-75 in Alachua County to U.S. 41 in Levy County
- S.R. 24 from I-75 in Alachua County to U.S. 19 in Alachua County;
- S.R. 26 from I-75 in Alachua County to U.S. 19 in Levy County; and
- County roads providing short connections between I-75 and the Florida's Turnpike (e.g., Sumter County Road 468/470) or I-75 and U.S. 301 (e.g., Marion County Road 326).

[1] Alachua County Commissioner Charles Chestnut read into the record a letter submitted to the Task Force chair by the Chair of the Board of County Commissioners opposing further evaluation of the areas of opportunity.
[2] See documentation on Task Force website – www.i75relief.com.




***Potential Areas of Opportunity for Enhancements to Existing Corridors***

## Evaluation Approach

*Task Force Charge: Recommend the **approach** that should be used to evaluate and narrow these alternatives.*

FDOT has developed a three-stage process for planning the future of statewide, multimodal transportation corridors:

1. Prepare a high-level **Concept Study** to identify anticipated statewide connectivity and mobility needs in the study area; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in this study area (completed for the full study area in 2013).
2. Conduct one or more **Evaluation Studies** to identify and assess potential alternative modes and solutions to the anticipated mobility and connectivity needs; work with agencies and the public to build consensus around purpose and need statements and potential solutions; and develop an action plan for future work on viable corridors.
3. Use FDOT's established **Project Development** processes to conduct more detailed analyses of specific alternative corridor improvements compared to no-build alternatives, continue coordination with partners, and advance specific projects into implementation.

The Task Force process represents the transition from the Concept to the Evaluation stage in the Tampa Bay to Northeast Florida study area. Many of the options identified by the Task Force could move into evaluation studies in the next few years. The scope for the evaluation studies should include the following activities:

- Develop a **structured process** that begins with evaluation of potential enhancements to and transformation of I-75; incorporates evaluation of potential enhancements to U.S. 301, U.S. 41, and existing intercity bus and rail services; and evaluates potential new multimodal, multipurpose corridors based on assessment of the impacts of the existing corridor improvements and a determination of the remaining transportation needs. This structured process would allow for updating the purpose and need based on updated demographic, economic, and travel data, including impacts of widening I-75 from Hernando to Sumter county, extending the Suncoast Parkway to S.R. 44, and planned seaport expansion and intermodal logistics center development.
- Develop and implement a robust **public involvement process** to share information with and gather input from study area residents, visitors, and businesses, as well as local governments and other state and regional agencies.
- Evaluate the consistency of options for potential enhanced and new corridors with the preliminary **purpose and need**, considering forecasts of future demand for moving people and freight, as well as potential economic development impacts.
- Evaluate the consistency of options for potential enhanced and new corridors with the **Guiding Principles**, including consideration of potential strategies to avoid, minimize, or mitigate potential impacts on conservation, countryside, and center/community resources. This analysis should assess consistency with adopted local government comprehensive plans, long-range transportation plans, and strategic regional policy plans. It also should build upon the preliminary Avoidance Areas identified by the Task Force such as existing conservation lands, aquifer recharge areas, farmland preservation areas, and areas intended to maintain rural character. This analysis also should consider innovative approaches for regional mitigation, stormwater management, land use coordination, and context-sensitive solutions to help accomplish multiple transportation, environmental stewardship, and community development goals.
- Refine the general options for enhanced and new corridors identified into more specific corridors, including consideration of specific **modes and purposes** for these corridors, including "no build" options.
- Conduct initial analyses of the **engineering and financial feasibility** of the potential enhanced and new corridors, including the comparative costs of alternative options and initial identification of potential funding strategies.

- Identify potential **projects or segments** within these corridors, including potential sequencing of these projects over time, and advance projects as appropriate into the SIS Cost Feasible Plan and FDOT's Five Year Work Program.
- Recommend projects/segments to move forward into **Project Development and Environment** studies.

## Preliminary Implementation Plan

*Task Force Charge: Recommend a proposed implementation plan for moving forward with the recommended corridors, including potential actions by FDOT, other state agencies, local governments, and other partners.*

1. **Take immediate action to identify and implement strategies to optimize I-75** from Hernando to Columbia County, as well as to evaluate the potential to **transform I-75** such as the development of dedicated truck lanes and/or express lanes. Developing a long-term buildout plan for I-75 should be the highest priority for long-range transportation planning in the study area.
2. Coordinate with metropolitan planning organizations and local governments to identify and implement strategies for **preserving the function of U.S. 301** from U.S. 50 in Hernando County to I-10 in Duval County and **U.S. 41** from S.R. 50 in Hernando County to I-10 in Columbia County. Evaluate potential capacity and connectivity enhancements to these corridors that address anticipated mobility needs while also supporting regional and local visions and land use plans.
3. Coordinate with rail and intercity bus operators and local governments to evaluate potential enhancements to existing or creation of new **intercity bus, passenger rail, and freight rail services** to, from, and through the Initial Focus Area.
4. Based on further evaluation of the purpose and need and consideration of the assessment of the existing corridor options, conduct evaluation studies of potential areas of opportunity for **new multimodal, multipurpose corridors** that would provide additional relief to I-75, if needed, and improve long-term connectivity between Tampa Bay and Northeast Florida.
5. In parallel with the evaluation studies, provide technical support to local governments for development of strategies to protect **sensitive rural land uses and critical environmental resources** in areas potentially impacted by transformation of existing or development of new transportation corridors.
6. In parallel with the evaluation studies, work with federal, state, and local resource agencies and nongovernmental organizations to explore innovative, **regional approaches for mitigation** of potential corridor improvements that could help enhance or restore natural systems connectivity, improve water resources management, and accomplish other environmental stewardship goals.
7. Coordinate with local governments, MPOs/TPOs, regional planning councils, and other agencies to incorporate the recommendations of the evaluation studies, as well as the Guiding Principles, into **local and regional plans**.
8. Continue to support a robust **public involvement and interagency coordination** process to ensure the evaluation studies and other corridor development activities are conducted in an open, transparent manner and the study recommendations reflect the values and needs of study area residents, visitors, and businesses.
9. Continue to **evaluate the effectiveness** of implemented corridor improvements in addressing the recommended purpose and need, and refine future corridor development plans as needed to reflect changing conditions.

## Additional Resources

These background documents summarize additional detailed information reviewed and considered during the Task Force process. The technical documents are intended to serve as support documentation to the Task Force Report. The documents are available on the I-75 Relief website.

- **Task Force Purpose and Charge** – Guidance document to the Task Force prepared by the Secretary.
- **Comments and Coordination Report** – All Task Force comments, agency resolutions and comments, and public comments received during the Task Force process, including summaries of Task Force, Agency Coordination, and public meetings.
- **4Cs Briefing Books** – Series of four individual Briefing Books providing an overview of the 4C themes of Conservation, Countryside, Centers and Communities, and Corridors. The Briefing Books were developed to identify opportunities and constraints to support the Task Force deliberations as well as to support the Task Force's efforts to consider input on existing and planned resources in the Initial Focus Area.
- **Identification of Avoidance Areas and Land Suitability Mapping and Areas of Opportunity Technical Memorandum** – Technical memorandum summarizing the preliminary environmental analyses conducted to identify Avoidance Areas, complete initial Land Suitability Mapping, and identify potential areas of opportunity for Task Force review. This memorandum documents the methodology and analyses presented at Task Force meetings for further review in any future evaluation studies.

## Recommended Guiding Principles for Planning Future Transportation Corridors

***Conservation***

- Identify regionally significant land and water resources prior to determining locations for future corridor investments; implement coordinated land acquisition and/or protection measures prior to or in parallel with implementation of future corridor investments.
- Avoid, to the extent feasible, existing lands currently managed for conservation purposes; where avoidance is not feasible, minimize and mitigate impacts on these lands.
- Maintain and, where possible, restore and enhance the integrity and connectivity of regionally significant environmental lands.

***Countryside***

- Maintain and improve transportation connectivity to, from, and between working farms, forests, mines, eco-tourism attractions, and other economically valuable rural lands.
- Plan and develop transportation corridors in a manner that protects regionally significant agricultural lands and other rural lands with economic or environmental significance.
- Plan and develop transportation corridors in a manner that is compatible with areas identified in local plans to maintain their rural character as a choice for residents.

***Centers and Communities***

- Improve connectivity for transportation and other infrastructure to established and emerging regional population and employment centers.
- Locate major transportation corridor improvements and, if needed, new facilities in areas targeted for growth in regional and local plans. When planning enhanced or new transportation corridors that are intended to support new population and employment centers, ensure that these new centers support regional and community visions including: compact development in both urban centers and adjacent areas; mixed-use development with integration of residential and commercial uses; open space, parks, greenways, agricultural areas, and buffers between centers; and "green" community designs that support a reduced urban and environmental footprint, such as reduced water consumption.
- Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities and previously approved developments, while avoiding or minimizing adverse impacts on these communities and developments. When a corridor and a center or community intersect, plan and design the corridor so that its purpose and scale is compatible with that of the center or community.

***Corridors***

- Make optimal use of existing transportation facilities before adding new capacity to existing facilities or developing new facilities.
- Where possible, give preference to enhancing existing corridors, recognizing that new corridors may be needed to meet current or future mobility and connectivity needs.
- Direct strategic investments to transportation corridors that will provide better access to regional employment centers and other economic assets or provide better connectivity to global markets.
- Make early decisions about the location of enhanced or new corridors to ensure effective coordination with conservation and land use decisions and to enable timely preservation, management, or acquisition of property necessary to accommodate existing and planned transportation facilities
- Plan enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation, including opportunities for active transportation, and to accommodate multiple uses, including utility infrastructure.
- Plan highway elements of future transportation corridors to be limited access, with interchange locations identified to provide access to economic development activities dependent on long-distance transportation, and to support growth in areas targeted for economic development. Plan rail and transit elements of future transportation corridors to support compact development locations and to encourage public transportation ridership.
- Protect the integrity of statewide and interregional corridors by developing and maintaining strong regional and local transportation networks to accommodate demand for regional and local trips.
- Plan, design, construct, and operate transportation corridors to reflect the context of the communities and environment through which the corridors pass to the fullest extent possible.
- Use state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies, where economically feasible, to develop and operate transportation corridors.
- Plan, design, construct, and operate transportation corridors to be safe and secure for all users.
- Plan, design, construct, and operate transportation corridors to support emergency evacuation, emergency response, and post-disaster recovery activities; ensure that corridor improvements intended to enhance emergency evacuation and response are not used to promote additional development in hazardous areas or areas not planned for growth.

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EXIT 329
44
Inverness
Wildwood
EXIT ONLY

**NOVEMBER 2016**
**Contact: Vickie.Wyche@dot.state.fl.us**
**(386) 943-5185**

## LAKE COUNTY
## CONSTRUCTION IN PROGRESS

**238422-1-52-01**
**SR 25/US 27 from N. Boggy Marsh Road to N. of Lake Louisa Road. Add lanes and reconstruct**
Estimated completion date: 967 – October 2018 – %
Ranger Construction
Project cost: $37,503,443.23
**LANE CLOSURES:** February 9, 2016 to October 18, 2018
SB inside lane closure on US 27 from south of Marguax Dr. to north of Lake Louisa Rd. – 24-hours a-day

April 25, 2016 to October 18, 2018
NB outside lane closure on US 27 from south of Margaux Dr. to north of Lake Louisa Rd. – 24-hours a-day
The single lane configuration on both NB and SB will remain until the project is complete in Winter of 2018.

**435434-1-52-01**
**SR 25/US 27 and SR 50 Interchange – Landscaping in Lake County**
Estimated completion date: August 2017 (Establishment period ends) – 63% complete
Dynamics Group, Inc.
Project cost: $243,390
**LANE CLOSURES:** No lane closures anticipated

**NOVEMBER 2016**
**Contact: Vickie.Wyche@dot.state.fl.us**
**(386) 943-5185**

## LAKE COUNTY
## Other Projects Pending

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Construction funded FY 2019 estimate $33 million.

2. **SR 500 (US 441) from Perkins Street to SR 44** (FM238394-3) Construction not funded.

3. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2018/2019. (FM 429356-1) Construction not funded.

4. **SR 44 (CR 44B) from SR 500 (US 441) to SR 44** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870-1). Right of way FY 2014/16. Construction not funded.

5 **SR 19 from CR 48 to CR 561** - An environmental study (PD&E complete 4/2015) into possible widening along the 4.7 miles from CR 48 to CR 561 (FM No. 238319-1). Design estimate $2.9 million in FY 2014/16. Construction not funded

6. **CR 466A (Miller St.) Lake-Sumter County Line US 27** - A $8.7 million TRIP grant to Lake County Right-of-Way funds in FY 2014 (FM 430253-1). Construction on Segment (2). JPA with Lake County (ROW Acquisition began)

7. **CR 466A (Miller St.) from US 27 to Sunny Court –** A $5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2015. JPA with Lake County.

8. **CR 466A (Miller Street) Phase 3 from Cut-off Road to Sunny Court** - $2.5 million grant for Right-of-Way in Fiscal Year 2016 (FM 430253-3). LAP with Lake County. (Construction on FM430253-4).

**NOVEMBER 2016**
**Contact: Vickie.Wyche@dot.state.fl.us**
**(386) 943-5185**

## SUMTER COUNTY
## CONSTRUCTION IN PROGRESS

**242626-2-52-01: I-75 Improvements from North of Hernando County Line to South of CR 470.**
**Widen I-75 from four (4) lanes to six (6) lanes, complete interchange construct at State Road 48 (Exit 314) new ramps at the CR 476B/CR 673 (Exit 309 Interchange) Intelligent Transportation Systems (ITS) improvements. Drainage, guardrail, signing** and pavement markings, signalization, milling and resurfacing, and miscellaneous structures.
Estimated completion date: January 2017 - 80% complete
The Middlesex Corporation
Project cost: $76.9 million
**LANE CLOSURES**: November 3rd to November 4th – 8pm to 7am
SB on-ramp and off-ramp at SR 48 to be closed for making corrections and placing friction course. Detour will be in effect

November 4th to November 5th – 8pm to 7am
NB on-ramp and off-ramp at SR 48 to be closed for making corrections and placing friction course. Detour in effect.

**242626-3-52-01:**
**I-75 from South of CR 470 to SR 91 (FL Turnpike) in Sumter County**
Widening of 4-lane divided Highway to 6-lane divided Highway
Estimated completion date: October 2017 - 65% complete
Project cost: $43.1 million
**LANE CLOSURES:** October 30th – November 4th – 8pm to 7am
NB alternating outside and inside lane closures starting from the end of the Lake Panasoffkee Bridge and lasting for approximately two miles.

**240418-2: SR 48 from E. of I-75 Ramps to CR 475 (Main Street) – Add Lanes and Rehabilitate Pavement**
Estimated completion date: August 2017 – 50%
**LANE CLOSURES**: No lane closures anticipated

**NOVEMBER 2016**
**Contact: Vickie.Wyche@dot.state.fl.us**
**(386) 943-5185**

## Other Projects Pending

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/18 (FM No. 430132-1).

2. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)

3. **CR 466W from CR 209 to US 301** – A $1.6 million grant to Sumter County in FY 2015 for resurfacing existing pavement (Super Pave), remark Pavement and Sod. JPA with Sumter County (FM No. 428443-1).

4. **CR 475 from C-470 to CR 542** - A $3.26 million grant to Sumter County in FY 2015/16 for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). JAP with Sumter County

5. **CR 673** – A $2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.

# PUBLIC WORKS DIVISION

## PROJECT SUMMARY - October 25, 2016

### SUMTER COUNTY ROADWAY PROJECTS UPDATE

| | ROADS | SCOPE | *PHASE | PROJECT BUDGET (FY 2016) |
|---|---|---|---|---|
| 1 | C-462 Widening | This roadway widening project includes reconstruction of approximately 2.3 miles of roadway from US 301 to C-466A, within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, a bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Roadway construction commenced on April 18, 2016. Project completion is 12 months from NTP, April 18, 2017. MOT Phase has C-462 closed at the 121 curve so the section of roadway between the CSX railroad line and the CR 121 curve can be completed and during second week of October the MOT will shift to the C-466A end of the project. Contractor projects 35% completion of the entire project by the end of October. | C | $5,333,000 |
| 2 | C-466W Widening | This roadway widening project includes reconstruction of approximately one mile of roadway from CR 209 to US 301 within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Utility work coordination progessing as DAB commences clearing and grubbing. MOT established via C-462 and C-475 as well as "Business Open and Business Name" signs. | B/P | $967,742 |
| 3 | C-476 W Safety Improvements | The purpose of this project is to replace the existing edge and centerline striping with rumble striping for a 9.1± mile section of C-476 W from the Hernando County Line to US 301. Final design plans were submitted on 6/26/15. Agreements with FDOT for construction and inspection services funding are being executed. Project was to be re-bid and one bid was received. FDOT has approved contractor award and a November Pre-Construction meeting is being organized. | B/P | $299,342 |
| 4 | C-468 Widening from US 301 to CR 505 | This roadway widening project includes reconstruction of approximately 1.7 miles of roadway from US 301 to CR 505. The final roadway configuration will include a four-lane divided urban typical section with sidewalks and bicycle lanes. The project is being coordinated with the Wildwood Springs DRI site planning process, and shared pond/developer access locations have been determined. The design was completed, and Rights-of-Way (R/W) acquisition started in January 2016. Plan updates occurring to accommodate City of Wildwood after main relocation request, and to address Village of Fenney access. A construction timetable has not yet been determined. Waterline design and utility coordination with TECO are underway. | R/W Acquisition | $2,323,656 |
| 5 | C-475 from C-470 E to CR 542 | This project involves milling and resurfacing of C-475S from C-470 to CR 542. Scope also includes adding 4' paved shoulders and replacing the bridge over Jumper Creek and includes a 12 inch water main interconnection design. The design recommendation for Kimley-Horn and Associates will go before the BOCC for approval on 5/10/16 and includes a dry water main extension to interconnect the Bushnell water system. Funding of construction is expected to be through an FDOT SCOP grant. | D | $400,000 |
| 6 | C-470, C-475N, and C-575 Safety Improvements | The design recommendation for HDR will go before the BOCC 5/10/16 of safety improvements to C-470 between CR 424 and Wilderness Drive (0.6 miles); C-475N between SR 44 and the Marion County line (6.3 miles); and C-575 between C-476W and C-48W (along 0.8 miles of curves). These safety improvements include adding paved shoulders, installing raised pavement markers, installing edge line rumble strips, and other related safety improvements. The RFQ for design was advertised 1-15-16. Design is scheduled to begin in March 2016, and construction is scheduled to occur in FY 2018. This project is funded with FDOT Local Agency Program (LAP) funds. FDOT sent approval to proceed into design phase. | D | $401,000 |
| 7 | C-478 from US 301 to SR 471 | This 5.5 miles of roadway is scheduled to be resurfaced once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant. | PL | $750,000 |
| 8 | South Buena Vista Boulevard | This roadway will be milled and resurfaced from the North Odell Circle/Bailey Trail roundabout to the South Odell Circle roundabout (9000'). This work is scheduled to occur once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant. | PL | $750,000 |
| 9 | CR 219 between SR 44 and CR 238 | This project involves the reconstruction and widening of the existing two-lane CR 219 to include two 12' lanes, paved shoulders, and turn lanes at SR 44 and the future southernmost Pike 75 driveway. It also includes the extension of a 12" potable water main to the north of the industrial park entrance. C.W. Roberts is the contractor for this project. Construction and notice-to-proceed was provided. | C | $1.028M |
| 10 | CR 525 Extension - Wade Industrial Park | The concept master plan of the industrial park and deed work is complete. The Nelson right-of-way is scheduled for closing and the Wade right-of-way closed. The project is in the process of finalizing our drainage design and 90% roadway plans. The 90% plans will be submitted to the County by 10/26/16. Simultaneous with that submittal, submission of the permit applications to SWFWMD, FDEP, and US Army Corps will occur. The design includes the water line, gas line and limited improvements on CR 514. Construction bidding is shifted to December 1, 2016. | D | Not yet determined |
| 11 | ITS Study | A Joint Participation Agreement (JPA) with FDOT was approved by the Board of County Commissioners on 1-12-16. A task order with Volkert & Associates for the performance of the study will be executed in January 2016. The study is expected to be completed by January 2017. Stakeholder meeting scheduled for Gainesville to view ATMS system. | PL | $200,000 |
| **FUTURE PROJECTS** | | | | |
| A | CR 673 from CR 674 west to I-75 | This 3.5 miles of roadway will be reconstructed, and paved shoulders will be added to the roadway. The scope of the work is being finalized, and funding of the construction through an FDOT grant is expected to occur in FY 2017. | FY 2017 | $2,032,000 |
| B | C-48W Safety Improvements | C-48W from the Citrus County Line to CR 616 is a roadway safety upgrade project (adding 5' paved shoulders, audible edge line, and guardrail at the curves) approximately 7.5 miles in length. A public meeting was held on 4/16/2015 to discuss the 60% plans. 100% design plans were submitted to the County on 5/29/15. Construction is expected to begin in 2017, when FDOT grant funds are programmed. | FY 2017 | $450,000 |
| C | C-472 @ US 301 Intersection | A final FDOT signalization study and roundabout alternatives analysis was submitted to the County from FDOT on 10/2/15. A roundabout is the preferred alternative, and is tentatively scheduled for construction in FY 2020-2021. As an interim safety measure, modified the median to a directional type. | FY 2020 | TBD |

Saved as: S:\Public Works\Division-Admin\Project Update Reports
Projects A, B, and C are future projects and not shown on the map.

B/P - Bid or Design Procurement
C - Construction
CD - Conceptual Design
D - Design
PC - Post Construction
PL - Planning
TBD - To Be Determined
WC - Waiting Construction

**MINUTES**

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

# Wednesday, August 10, 2016
# Regular Meeting, 4 p.m.

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

OPENING

T.J. Fish called the meeting to order at 4:01 p.m.; Mr. Fish asked for a volunteer that would be willing to serve as Chairman for the meeting due to the resignation of Chairman Steve Ferrell. Susy Gibson volunteered to Chair the meeting. T.J. Fish asked for a motion and second. **Motion** was made by Doug Tharp to appoint Susy Gibson as Chairman for the meeting, seconded by John Schaller – **motion passed 7-0**. Susy Gibson confirmed the meeting was properly noticed and a quorum was present.

**Members Present**

| | |
|---|---|
| Susy Gibson, Chairman | City of Clermont |
| Gregory Jones | Lake County, D5 |
| Doug Tharp | Sumter County |
| Gerald Cobb | City of Eustis |
| John Schaller | City of Fruitland Park |
| Regis LeClerc | Town of Lady Lake |
| Stephen Stone | City of Wildwood |

**Members Absent**

| | |
|---|---|
| Ben Homan | Lake County, D2 |
| Bradley W. Campbell | Lake County, D3 |
| Natalie Werner | Lake County, D4 |
| David Kilmartin | Town of Howey-in-the-Hills |
| David Clutts | City of Tavares |
| Steve Printz | Sumter County |
| Hal Lyons | City of Bushnell |
| Sam Slaughter | City of Minneola |

**Staff Present**

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

**Others Present**

| | |
|---|---|
| Vickie Wyche | FDOT |

## I. REPORTS

A. Florida Department of Transportation
Vickie Wyche provided updates and lane closures.

B. Florida's Turnpike Enterprise
T.J. Fish provided updates

C. Lake County Report
Included in Agenda Package

D. Sumter County Report
Reports included in Agenda Package.

E. MPO Staff Reports
T.J. Fish provided a brief update of the status of the new MPO location. Mr. Fish also provided update on the operational audit findings. T.J. Fish introduced Robert Williams the newly hired financial analyst. Discussion continued.

F. CAC Members Comments and Reports
None

## II. AGENDA UPDATE

T.J. Fish recommended Action Item C be moved before Presentations.

## III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

## IV. PRESENTATIONS

A. SR 44 (Dixie Avenue)
Mike Woods provided a project overview along with renderings of the changes to come to the SR 44 (Dixie Avenue) corridor.

## V. ACTION ITEMS

A. June 8, 2016 Meeting Minutes
**Motion** was made by Stephen Stone to approve the June 8, 2016 meeting minutes, seconded by Doug Tharp– **motion passed 7-0.**

B. Recommend Approval of Policy 2016-6: Sidewalks Program
Mike Woods provided a brief explanation of Policy 2016-6: Sidewalks Program. Mr. Woods also provided wording suggested by the Technical Advisory Committee to be added to the policy.
**Motion** was made by Stephen Stone to approve Policy 2016-6: Sidewalks Program, seconded by Regis LeClerc – **motion passed 7-0**.

C. Recommendation on FHWA/FTA Notice of Proposed Rulemaking: Metropolitan Planning Organization Coordination and Planning Area Reform
T.J. Fish provided a brief explanation of the recommendation on FHWA/FTA Notice of proposed rulemaking: Metropolitan Planning Organization Coordination and Planning Area Reform. Discussion Continued. **Motion** was made by Doug Tharp to strongly oppose the proposed rulemaking and to incorporate into the rulemaking process the statewide and regional coordination already happening in Florida, seconded by Regis LeClerc – **motion passed 7-0**.

## VI. DISCUSSION ITEMS

A. Long Range Transportation Plan: Plan Draft Policy 2016-7: Safe Schools Emphasis Program
Mike Woods gave a brief update of the draft Policy 2016-7: Safe Schools Emphasis Program. Mr. Woods also provided the wording suggested by the Technical Advisory Committee to be added to the Draft Policy.

B. Florida 511
Susy Gibson gave a brief update of Florida 511 service provided by FDOT.

C. New MPO Location
T.J. Fish provided update at beginning of meeting. Susy Gibson made recommendations for providing the disclosure form needed to sign the new lease. Discussion continued.

## VII. PROJECT UPDATES

Project updates included in the agenda package. Mike Woods also provided additional updates.

## VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Susy Gibson confirmed that she will be attending the August 24, 2016 Governing Board Meeting.

**IX. ADJOURNMENT – Motion** was made by Doug Tharp to adjourn meeting, seconded by Regis LeClerc **motion** passed **7-0.** Meeting adjourned at 4:58 p.m.

_____
Susy Gibson, Chairman

**MINUTES**

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

# Wednesday, September 14, 2016
# Regular Meeting, 4 p.m.

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

OPENING

Susy Gibson called the meeting to order at 4:10 p.m.; and confirmed the meeting was properly noticed and a quorum was not present. Susy Gibson asked for everyone to introduce themselves, and thanked everyone for attending the meeting.

**Members Present**

| | |
|---|---|
| Susy Gibson | City of Clermont |
| Gregory Jones | Lake County, D5 |
| Doug Tharp | Sumter County |
| Regis LeClerc | Town of Lady Lake |
| Victoria Diaz | City of Leesburg |

**Members Absent**

| | |
|---|---|
| Ben Homan | Lake County, D2 |
| Bradley W. Campbell | Lake County, D3 |
| Natalie Werner | Lake County, D4 |
| Gerald Cobb | City of Eustis |
| John Schaller | City of Fruitland Park |
| Stephen Stone | City of Wildwood |
| David Clutts | City of Tavares |
| Steve Printz | Sumter County |
| Hal Lyons | City of Bushnell |
| Sam Slaughter | City of Minneola |

**Staff Present**

| | |
|---|---|
| Mike Woods | Transportation Planner |
| Francis Franco | GIS Manager |
| Doris LeMay | Executive Assistant |
| Robert Williams | Financial Analyst |

**Others Present**

| | |
|---|---|
| Carol Scott | FDOT/Turnpike |

## I. REPORTS

A. Florida Department of Transportation
Mike Woods noted that the reports are included in the Agenda Package.

B. Florida's Turnpike Enterprise
Carol Scott provided updates

C. Lake County Report
None

D. Sumter County Report
Reports included in Agenda Package.

E. MPO Staff Reports
Mike Woods provided a brief update of the status of the new MPO location. Discussion continued.

F. CAC Members Comments and Reports
None

## II. AGENDA UPDATE

None

## III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

## IV. ACTION ITEMS

A. August 10, 2016 Meeting Minutes

No Action Taken

B. Election of Chairman and Vice-Chairman

No Action Taken

C. Recommend Approval to Amend FY 2016/17-2020/21 Transportation Improvement Program

No Action Taken

D. Recommend Approval of Policy 2016-7: Safe Schools Emphasis Program

No Action Taken

E. Recommend Approval of Amendment of the Unified Planning Work Program

No Action Taken

## V. DISCUSSION ITEMS

A. Annual Prioritization Process – List of Priority Projects
Mike Woods gave a brief update of the Annual Prioritization Process – List of Priority Projects. Discussion Continued.

B. Safe Routes to Schools – Call for Applications
Mike Woods gave a brief update of the Safe Routes to Schools. Discussion Continued.

C. Transportation Management System – Budget and Traffic Impact Analysis Methodology
Mike Woods gave a brief update of the Transportation Management System and Budget and Traffic Impact Analysis Methodology. Discussion continued.

D. Lake County Transportation Impact Fee Update
Mike Woods gave a brief update of the Lake County Transportation Impact Fee. Discussion Continued.

E. MPO Coordination with Lake County on Transit Planning
Mike Woods gave a brief update of the MPO Coordination with Lake County on Transit Planning

F. Merging of the Citizens' Advisory Committee and the Bicycle & Pedestrian Advisory Committee
Mike Woods gave a brief update of the merging of the Citizens' Advisory Committee and the Bicycle & Pedestrian Committee. Discussion Continued.

## VI. PROJECT UPDATES

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

## VII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Susy Gibson confirmed that she will be attending the September 28, 2016 Governing Board Meeting.

**VIII. ADJOURNMENT – Motion** was made by Doug Tharp to adjourn meeting. Meeting adjourned at 5:15 p.m.

_____
Susy Gibson, Chairman

# 2017 CAC Meeting Calendar

Meeting dates for 2017 are scheduled the second Wednesday of the month at 4:00 p.m. All meetings are scheduled in the MPO Board Room at the Lake~Sumter MPO, 1616 South 14th Street, Leesburg.

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

January 11, 2017
February 08, 2017
March – NO MEETING
April 12, 2017
May 10, 2017
June 14, 2017
July – NO MEETING
August 09, 2017
September 13, 2017
October 11, 2017
November 8, 2017
December – NO MEETING

**POLICY 2016-8**

**TRANSPORTATION SYSTEM MANAGEMENT AND ORERATION POLICY**

## 1. POLICY OBJECTIVE

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

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

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

## 2. BACKGROUND

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

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

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

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

**Vision:** Provide an efficient, reliable, safe, and environmentally friendly multi-modal transportation experience through inter-agency cooperation that utilizes cost effective and innovative TSM&O methods to enhance the quality of life for the citizens of Lake County.
**Mission:** To deploy a customer-driven TSM&O program focused on mobility outcomes through real-time and effective management of the existing transportation system toward its maximum efficiency.
**Formal Definition:** TSM&O is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system.

## 3. POLICY

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

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

## 4. REQUIREMENTS

a. TSM&O project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement (if applicable) covering the long term operation and maintenance of any TSM&O infrastructure.

b. Each project should use the most appropriate TSM&O planning, design standards and procedures, i.e., Central Florida ITS Architecture, AASHTO Transportation Systems Management and Operations Guidance, and the Florida Transportation Systems Management and Operations Strategic Plan.

## 5. APPEALS

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

## 6. IMPLEMENTATION

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

## 7. EVALUATION

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

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

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

_____
Leslie Campione, Chairman

Approved as to form and legality:

_____
Melanie Marsh, MPO Attorney

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

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

1. Assist the MPO in the formulation of goals and objectives for shaping the urban environment.
2. Conduct public information programs.
3. Provide an effective citizens review of the preliminary findings and recommendations of the continuing study.
4. Assist in other functions as deemed desirable by the MPO or TAC.

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

A. Each voting and non-voting member of the MPO Governing Board shall appoint a CAC representative. The School Superintendents from Lake County and Sumter County shall each appoint in writing one (1) representative to serve on the committee. The appointments should reflect a broad cross section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

B. Voting members of the Committee (CAC) shall not be elected officials or directly involved in transportation planning in Lake County.

C. A representative of FDOT District Five shall be a liaison to the CAC.

D. The term of office for a CAC representative shall be for two (2) years with all terms ending in the month of December. Terms shall be staggered with half ending December 31st of an odd year and half ending December 31st of an even year so approximately one-half (1/2) of the terms end each year. If a vacancy occurs mid-term for any reason, the reappointment will complete that particular unexpired term.

Term expirations will be as follows:

| December 31-Odd year | December 31-Even year |
|---|---|
| Lake County D1 | Lake County D2 |
| Lake County D3 | Lake County D4 |
| Lake County D5 | Sumter County (1) |
| Astatula | Sumter County (2) |
| Bushnell | Center Hill |
| Coleman | Clermont |
| Eustis | Fruitland Park |
| Groveland | Howey-in-the-Hills |
| Lady Lake | Leesburg |
| Mascotte | Minneola |
| Montverde | Mount Dora |
| Tavares | Umatilla |
| Wildwood | Webster |
| Lake County Schools | Sumter County Schools |

E. If any member of the CAC fails to attend three (3) consecutive meetings, the member will be notified, as will the member government, that a fourth (4th) consecutive absence will result in automatic vacancy. At that point, the elected body must take action to re-appoint.

F. Any vacancies in membership shall be filled through a process acceptable to the member government and acted upon by the local governing body. Such appointment shall be documented with the MPO in the form of minutes from the meeting at which the appointment was made.

G. A chair and vice-chair shall be elected at the last scheduled meeting of each year and shall serve a term of one year, starting with the January meeting.

**SECTION 3.2: MEETINGS**

A. Regular meetings of the CAC shall be held on a day and time agreed upon annually by the Committee. Regular meeting dates and times may be changed by action of the Committee (CAC) to accommodate holidays and/or other reasons.

B. Special meetings may be called by the Chair, the Vice-Chair or the CAC. Reasonable notice must be provided to the members and alternates for special meetings.

C. Six (6) of the voting members on the Committee (CAC) shall constitute a quorum for the transaction of business.

D. Notices and tentative agendas shall be sent to members and alternates seven (7) days prior to the regular meeting dates, and shall be made available to the public at least four (4) days in advance of the meeting. Agenda changes may be made at any meeting by two-thirds (2/3) vote of the CAC, provided that all agenda changes are made in accordance with Section 6.0 ("MPO Public Participation Policy") below.

E. Minutes shall be kept of all meetings.

F. Meetings will be open to the public and press.

G. If the Bylaws do not address a particular issue that comes before the Board, and if the statute that the CAC is operating under does not cover said item, then *Robert's Rule of Order* shall take precedence.

## SECTION 3.3: RESPONSIBILITIES AND FUNCTIONS OF THE CAC

A. The Committee (CAC), composed of citizens from the study area who represent the various segments of the populace, should actively represent all segments of the general public and their concern in the transportation planning process.

B. The Committee (CAC) shall be charged with the following:

1. Preparation of a "Statement of Concern" regarding general plan proposals and specific projects designed to implement plans.
2. Determination of the effect of a plan or project, as proposed, upon the various segments of the population.
3. Based on its findings, the Committee (CAC) shall note the plans or projects that appear to be harmful or helpful to segments of the population. These recommendations and findings shall be transmitted in report form to the MPO for consideration.

4. The Committee (CAC) may hold public meetings to elicit public reaction and to determine the degree of acceptance that a plan or project proposal may have by all segments of the public, regardless of color, creed, religion, age, sex, or national origin.

C. The Committee (CAC) shall transmit to the MPO, in written form, the findings of all public information programs, citizen comments on study recommendations, and other representative concerns expressed by the general public regarding the transportation planning process.

D. Members of the CAC shall not express their individual and/or personal views as those of the CAC, unless the CAC has, through a majority vote of those members present at a meeting, expressed such opinions.

**SECTION 3.4: SUBCOMMITTEES**

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

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

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

1. Administrative matters
2. Bylaws

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

**2016 MEMBER LIST**

| NAME | REPRESENTING | APPOINTED | EXPIRATION |
|---|---|---|---|
| (vacant) | Lake County, D1 | vacant | vacant |
| Ben Homan | Lake County, D2 | 12/2/14 | 12/31/16 |
| Bradley W. Campbell | Lake County, D3 | 2/16/16 | 12/31/17 |
| Natalie Werner | Lake County, D4 | 12/2/14 | 12/31/16 |
| Gregory Jones | Lake County, D5 | 3/15/16 | 12/31/17 |
| Doug Tharp | Sumter County (1) | 11/11/14 (re-appt.) | 12/31/16 |
| Steve Printz | Sumter County (2) | 11/11/14 | 12/31/16 |
| (vacant) | Town of Astatula | vacant | vacant |
| Hal Lyons | City of Bushnell | 12/17/15 | 12/31/17 |
| (vacant) | City of Center Hill | vacant | vacant |
| (vacant) | City of Coleman | vacant | vacant |
| Susy Gibson | City of Clermont | 12/9/14 (re-appt.) | 12/31/16 |
| Gerald Cobb | City of Eustis | 2/25/16 | 12/31/17 |
| John Schaller | City of Fruitland Park | 11/20/14 (re-appt.) | 12/31/16 |
| (vacant) | City of Groveland | vacant | vacant |
| (vacant) | Town of Howey-in-the-Hills | vacant | vacant |
| Regis LeClerc | Town of Lady Lake | 11/16/15 (re-appt.) | 12/31/17 |
| Victoria Diaz | City of Leesburg | 8/22/16 | 12/31/18 |
| (vacant) | City of Mascotte | vacant | vacant |
| Sam Slaughter | City of Minneola | 12/2/14 | 12/31/16 |
| (vacant) | Town of Montverde | vacant | vacant |
| (vacant) | City of Mount Dora | vacant | vacant |
| David Clutts | City of Tavares | 01/20/16 (re-appt) | 12/31/17 |
| (vacant) | City of Umatilla | vacant | vacant |
| Stephen Stone | City of Wildwood | 12/21/15 (re-appt) | 12/31/17 |
| (vacant) | Lake County Schools | vacant | vacant |
| (vacant) | Sumter County Schools | vacant | vacant |

# PROJECT UPDATES

- **US 301 Project Development and Environment Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida's Turnpike Interchange Improvements**
  US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study is in the early stages. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida's Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study.

- **I-75/CR 514 Interchange Planning (Sumter County near Coleman)**
  Staff is coordinating with Sumter County, FDOT and the Federal Highway Administration on an Interchange Justification Report and on an upcoming study of a potential new interchange with I-75 west of Coleman at CR 514. This effort is being coordinated with the US 301 study.

- **C-470 Study**
  FDOT has commenced a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida's Turnpike. The study will look at future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County.

- **Wekiva Parkway Project**
  FDOT and the Central Florida Expressway Authority are now moving into the right-of-way acquisition phase for most segments of the project. Construction is underway by CFX from US 441 north toward Kelly Park Road. Construction of FDOT segments will be substantially underway by 2017. The first segment opened in January.

- **Trails: Central Florida C2C Trail and Wekiva Trail**
  Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail recently received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019. The other two segments are funded in 2016 for the design phase.

- **Minneola Interchange: Florida's Turnpike/North Hancock Road/Citrus Grove Road**
  Florida's Turnpike Enterprise has selected a firm to design and build the interchange and construction has begun. The FDOT TRIP grant for North Hancock Road has allowed Lake County to proactively meet FTE's timeline for construction to be complete as the four-lane roadway is now open to just north of Fosgate Road. From that point north, the roadway is under construction by contractors for the FTE. The final portion of the roadway, the extension of the roadway north from the interchange to CR 561A, will be constructed by the Hills of Minneola landowner. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, which is under design.

- **Lake-Orange Parkway (US 27 to SR 429)**
  The Orange-Lake Parkway Partners, LLC, is examining options to construct a road between US 27 in Clermont east to SR 429 just south of Winter Garden. A $28.5 million State Infrastructure Bank loan is currently programmed in the FDOT program for the LLC of landowners to potentially accomplish the potential project. Meanwhile, the Central Florida Expressway Authority has agreed to include the concept in the CFX's 2040 Master Plan and to examine concepts for the potential roadway. Therefore, multiple options are being explored to satisfy this regional need that would catalyze the northern corridor of the Wellness Way Area Plan.

- **SR 50 Corridor Study**
  SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The study is examining safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest.