

JANUARY 2017

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

(386) 943-5185

**LAKE COUNTY
CONSTRUCTION IN PROGRESS**

238422-1-52-01

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

Estimated completion date: 967

Ranger Construction

Project cost: \$37,503,443.23

ESTIMATE COMPLETION DATE: SEPTEMBER 2018 – 34% COMPLETE

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

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

April 25, 2016 to October 18, 2018

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

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

435434-1-52-01

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

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

Dynamics Group, Inc.

Project cost: \$243,390

LANE CLOSURES: No lane closures anticipated

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

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LAKE COUNTY
Other Projects Pending

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Construction funded FY 2020 estimate \$33 million.
2. **SR 500 (US 441) from Perkins Street to SR 44** (FM238394-3) Construction not funded.
3. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2018/2019. (FM 429356-1) Construction not funded. 429356-2 US 441 Utility Relocation, JPA with City of Mt. Dora FY 2017.
4. **SR 44 (CR 44B) from SR 500 (US 441) to SR 44** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870-1). Right of way FY 2014/16. Construction not funded.
5. **SR 19 from CR 48 to CR 561** - An environmental study (PD&E complete 4/2015) into possible widening along the 4.7 miles from CR 48 to CR 561 (FM No. 238319-1). Design estimate \$2.9 million in FY 2014/17. Construction not funded
6. **CR 466A (Miller St.) Lake-Sumter County Line to US 27** - A \$8.7 million TRIP grant to Lake County Right-of-Way funds in FY 2014 (FM 430253-1). Construction on Segment (2). JPA with Lake County (ROW)
7. **CR 466A (Miller St.) from US 27 to Sunny Court** – A \$5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2015. JPA with Lake County.
8. **CR 466A (Miller Street) Phase 3 from Cut-off Road to Sunny Court** - \$2.5 million grant for Right-of-Way in Fiscal Year 2016 (FM 430253-3). LAP with Lake County. (Construction on FM430253-4).

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**SUMTER COUNTY
CONSTRUCTION IN PROGRESS**

242626-2-52-01:

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

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

Estimated completion date: January 2017 - 85% complete

The Middlesex Corporation

Project cost: \$76.9 million

LANE CLOSURES: No Lane closures anticipated

242626-3-52-01:

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

Widening of 4-lane divided Highway to 6-lane divided Highway

Estimated completion date: September 2017 - 71% complete

Project cost: \$43.1 million

LANE CLOSURES: January 3 to January 4, 2017

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

January 5 to January 6, 2017

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

240418-2:

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

Estimated completion date: July 2017 – 61%

LANE CLOSURES: No lane closures anticipated

433959-1:

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

Estimated completion date: Summer 2017

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

Project cost: \$8.8 million

LANE CLOSURES: January 3 to January 6, 2017

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

JANUARY 2017

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Other Projects Pending

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/18 (FM No. 430132-1).
2. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)
3. **CR 466W from CR 209 to US 301** – A \$1.6 million grant to Sumter County in FY 2015 for resurfacing existing pavement (Super Pave), remark Pavement and Sod. JPA with Sumter County (FM No. 428443-1).
4. **CR 475 from C-470 to CR 542** - A \$3.26 million grant to Sumter County in FY 2015/16 for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). JAP with Sumter County
5. **CR 673 from US 301 to I-75** – A \$2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.

PUBLIC WORKS DEPARTMENT

PROJECT SUMMARY - January 24, 2017

SUMTER COUNTY ROADWAY PROJECTS UPDATE

ROADS		SCOPE	*PHASE	PROJECT BUDGET (FY 2017)
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 12/31/16 and finalizing punch list, as-builts and CSX reimbursement.	PC	\$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. Overhead utility/relocation work completed and storm sewers as well as curb and gutter work will dominate the next 3 weeks.	C	\$4,055,100
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. Project substantially complete with FDOT close-out meeting and one punch list item remaining.	PC	\$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. Duke Energy pole relocation to commence mid-March 2017.	C	\$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 post 60% plans and construction is scheduled to occur in FY 2018. This project is funded with FDOT Local Agency Program (LAP) funds.	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 in FY 2019t.	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 in FY2018.	PL	\$750,000
9	CR 219 between SR 44 and CR 238	This project involves the reconstruction and widening of the existing two-lane CR 219 to include two 12' lanes, paved shoulders, and turn lanes at SR 44 and the future southernmost Pike 75 driveway. It also includes the extension of a 12" potable water main to the north of the industrial park entrance. C.W. Roberts is the contractor for this project. Construction is underway and currently ahead of schedule.	C	\$1.028M
10	CR 525 Extension - Wade Industrial Park	The concept master plan of the industrial park and deed work is complete. The Wade right-of-way closed but the Nelson right-of-way closing is delayed due to the billboard easement conflict. DEP approval is in hand and the SWFWMD permit is in process. The design includes the water line, gas line and limited improvements on CR 514. Construction bidding is delayed until the Nelson right-of-way is in hand and the SWFWMD permit is in hand.	D	\$2,565,800
11	ITS Study	A Joint Participation Agreement (JPA) with FDOT was approved by the Board of County Commissioners on 1-12-16. A task order with Volkert & Associates for the performance of the study will be executed in February 2016. The study is expected to be completed by January 2017. Presentation will be made to the MPO and TAC in January 2017.	PL	\$200,000
12	CR 673 from CR 674 west to I-75	This 3.5 miles of roadway will be reconstructed, and paved shoulders will be added to the roadway. The RFQ will be advertised for Design Consultant Selection 12/15/16. FDOT has authorized design funds for 2017 and construction is anticipated for FY 2018. Consultant Selection Committee to meet and recommend top ranked consultant for BOCC review at 1/24/17 BOCC Meeting.	D	\$2.9M
FUTURE PROJECTS				
A	C-48W Safety Improvements	C-48W from the Citrus County Line to CR616 is a roadway safety upgrade project (adding 5' paved shoulders, audible edge line, and guardrail at the curves) approximately 7.5 miles in length. 100% design plans will be submitted to FDOT on 2/15/17. Construction is expected to begin in 2017, after the FDOT LAP agreement goes to the BOCC for approval in March 2017.	FY 2017	\$450,000
B	C-472 @ US 301 Intersection	A final FDOT signalization study and roundabout alternatives analysis was submitted to the County from FDOT on 10/2/15. A roundabout is the preferred alternative, and is tentatively scheduled for construction in FY 2020-2021. As an interim safety measure, modified the median to a directional type.	FY 2020	TBD







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

B/P - Bid or Design Procurement
C - Construction
CD - Conceptual Design
D - Design

PC - Post Construction
PL - Planning
TBD - To Be Determined
WC - Waiting Construction

8

Tips for Transportation Project Resources in Rural Communities

-  **1 Identify priority projects.** From a list of community needs, select top 5-6 priority projects. Include projects that may not have an obvious transportation need, but have a potential transportation impact. Consider the readiness of the project, economic development opportunities, and available community resources.
-  **2 Identify an FDOT Champion.** Your Florida Department of Transportation (FDOT) contact can help you navigate the process; your District Local Agency Program (LAP) Coordinator is a good point of entry.
-  **3 Work with FDOT to strategically match funding sources.** The LAP Coordinator and FDOT's Office of Work Program and Budget can assist in determining the best match of transportation funding sources for priority projects.
-  **4 Coordinate joint projects.** In some cases, joint projects with other communities/counties with a broader scope can expand funding options or reduce local match requirements, for example, through joint Transportation Regional Incentive Program (TRIP) projects.
-  **5 Take advantage of the Rural Economic Development Initiative (REDI) reduction or waiver of financial match requirements.** Projects requiring a local match can either be reduced or waived in the 32 rural counties.
-  **6 Seek technical assistance from DEO and Regional Planning Councils (RPC).** DEO offers limited technical assistance grants and its Competitive Florida program helps identify community assets through asset mapping. RPCs can provide technical assistance or resources for a fee.
-  **7 Partner with local colleges.** The Florida Local Technical Assistance Program (LTAP) at the University of Florida offers assistance such as transportation equipment loans. Consider offering internships for local college students to augment staff, while offering career development opportunities to encourage local talent to stay in the rural community.
-  **8 Stay involved.** Attend workshops and training offered by DEO, FDOT and others; attend Community of Practice meetings held by FDOT; attend monthly REDI meetings held by DEO; be part of the Small County Coalition; and follow current events and regulations.

Frequently Asked Questions - Complete Streets Handbook

Q1: When will the Complete Streets Handbook be available to the public?

A: The Complete Streets Handbook will be available for review in April 2017.

The handbook is being reviewed and revised within FDOT now. The current plan is to make the handbook available for review by partner agencies and the public at large in April 2017. The final version will be released in June 2017.

Q2: What are the FDOT context classifications and how are they used?

A: What: The FDOT context classifications are a framework for transportation planning that provides enough flexibility to make each project look like it belongs in the location it will go, while also providing enough guidelines to make sure the project will be safe and effective. Florida's environment is divided into eight classifications ranging from a completely natural environment without buildings, to a dense urban downtown. The classifications are similar to SmartCode form-based code (a new kind of land use zoning), transects and context zones.

Under the Context Sensitive Solutions label, FDOT has for many years allowed flexibility when planning projects on the State Highway System (SHS) so that the community's context would be reflected. Most recently, the *Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play* goal of the 2016 Florida Transportation Plan has a specific objective about creating transportation systems that reflect community values, visions, and needs.

To be more systematic in supporting this flexibility, FDOT has adopted a complete street approach to planning and design. We have eight classifications:

- C1-Natural – Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
- C2-Rural – Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
- C2T-Rural Town – Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
- C3R-Suburban Residential – Mostly residential uses within large blocks and a disconnected/sparse roadway network.
- C3C-Suburban Commercial – Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.

Context Sensitive Solutions (CSS)

The Federal Highway Administration (FHWA) defines CSS as a collaborative, interdisciplinary, approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, and historic and environmental resources while maintaining safety and mobility.

The application of CSS principles within the transportation planning process assists communities reach their transportation goals by encouraging the consideration of land-use, transportation, and infrastructure needs in an integrated manner. When transportation planning reflects community input and takes into consideration the impacts on both natural and human environments, it also promotes partnerships that lead to "balanced" decision making.

- C4-Urban – General Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.
- C5-Urban Center – Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
- C6-Urban Core – Areas with the highest densities and with building heights within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

How: The FDOT context classifications are officially assigned at the project scoping phase. After looking at the current and future community’s environment to determine the context classification, the planner will choose transportation elements that fit within the parameters of that classification.

The FDOT context classification and transportation characteristics, such as the road’s functional class, will be used together when applying complete street planning or design considerations. The details are currently being prepared as part of design manual updates.

Q3: Who will determine the FDOT context classification?

A: FDOT will have the final determination of the context classification to be used for state transportation projects (i.e., for roads on the State Highway System (SHS), including the Strategic Intermodal System (SIS)).

The measures that will be used to determine the context can be based on existing development patterns or future visions of the community. Collaboration with the local and regional agencies and governments associated with the project is important. In an ideal situation, a future vision for an area or corridor will be documented and approved by the community’s governing body, such as in its comprehensive plan and land development codes. Community redevelopment area master plans or sector plans are other possible examples.

Q4: When and how will the FDOT context classification be determined?

A: When: The FDOT context for state projects will be determined as early as possible in the planning, design, and maintenance cycle.

In fact, a District could decide to proactively determine the context for all state facilities, or all facilities in a specific area (e.g., an urbanized area). At any point, a District is able to collaborate with a community to identify a road’s context. (Note: Interstates and limited access facilities are considered “complete” given their transportation purposes.)

How: Each FDOT District will decide how best to incorporate a complete street planning and design approach in its processes given some common elements. For example, some Districts have scoping teams and tools to identify and tag projects for increased community collaboration and flexibility.

There will be complete streets related actions to take during project planning, programming, design, and maintenance. To address new, longer term projects identified as part of the MPO long range planning process, Districts will identify the context classification of state projects during the environmental screening stage and collaborate with affected local governments as part of Long Range Transportation Plan (LRTP) preparation, or ad hoc, if need be. For new projects (planning, design, and maintenance) being programmed as part of the annual work program process (i.e., the new fifth year), the context will be determined and used to influence the work effort. As appropriate and feasible, a complete street approach will be used for planning and design of projects already programmed. For state projects¹, the project manager (or designee, such as a scoping team member, growth management liaison, or MPO liaison) is responsible for coordinating with affected local and regional governments and agencies during the determination of the context classification.

Q5: How does the complete street planning and design approach apply to Strategic Intermodal System (SIS) facilities?

A: FDOT will look to retain SIS functionality as part of the complete street approach with more flexibility than in the past. Multiple partners working collaboratively to find solutions is key with the complete street approach, whether for a SIS facility, or state or local road.

The SIS is composed of facilities of statewide and regional significance with the objective of supporting interregional connectivity, intermodal connectivity, and economic development. To local communities, a SIS facility can serve as a corridor connecting communities or may be a main street for a town.

A complete street planning and design approach is rooted in balancing needs and conditions to achieve multiple outcomes as best as possible. For example, some Districts have worked with communities to shift SIS corridors to avoid main street areas and have designated alternate SIS routes or connectors to support interregional travel and local needs simultaneously.

Q6: How does the complete street planning and design approach influence funding?

A: FDOT will continue to use the same funding categories (federal, state, and local funds) with the complete street planning and design approach.

Context classification allows FDOT greater flexibility in designs and the complete street approach helps match roads to their locations. We want to “put the right road in the right place.” But FDOT will still have to use the same funding categories as today. To make best use of these opportunities, we need to plan more carefully for what we want, and where, and line up the appropriate funding to make it happen. There is no new funding, but FDOT has the chance to use our old funding sources in more specific ways than before, by understanding place better than we have before. This also means we will continue to rely on local partners to provide enhancements in designs that traditional funding sources may not support (e.g., decorative lighting, or patterned facilities).

¹ Note: Exceptions may apply when timing is critical, such as for emergency repair projects.

Q7: What happens before the Complete Streets Handbook is released and a context based design manual is created?

A: Although the Handbook and associated design manuals are not yet released, FDOT is incorporating the complete street planning and design approach in existing state projects and will continue to do so.

Communities can reach out to FDOT project managers and initiate the collaboration process that can lead to incorporating flexibility into plans and designs. The released Handbook will provide the context language and direction for a more consistent application of a complete street planning and design approach. Similarly, design manual updates will support flexibility and tradeoff decisions that must be considered when delving more deeply into local conditions.

Q8: How does a community coordinate with FDOT before projects are identified?

A: Communities are encouraged to reach out to their district FDOT staff to coordinate with FDOT before projects are identified. A community' district FDOT staff contact could be a: complete streets coordinator, bike/pedestrian coordinator, safety specialist, metropolitan planning organization (MPO) liaison, or growth management coordinator.

Communities are encouraged to reach out any district FDOT staff. Each District will address community collaboration differently. For some of the more urban Districts, Complete Streets coordinators are designated. Other Districts will rely on bike/ped coordinators, safety specialists, MPO liaisons, or growth management coordinators. A community is encouraged to reach out to any of these parties who will assist in directing the request appropriately. A District is able to collaborate with a community to identify a road's context at any time.

Q9: How does a community request a reconsideration of the context classification if they disagree with the decision?

A: If a community determines their needs are not accommodated, they may petition the manager of the project. (A District may set up another mechanism for reaching consensus with a community.)

Determining the context classification will be based on multiple land development and transportation factors. Undoubtedly, trade-offs and balancing among these factors will influence the context classification chosen for a specific state project. In some situations, the transportation context may take precedence. For instance, interstates and limited access facilities are considered "complete" regardless of the nearby communities. In other situations, the context classification may take precedence, for instance, in an area where the community has a long standing, well-documented plan and implementation system for creating a new vision.

Minutes
Lake~Sumter Metropolitan Planning Organization
Technical Advisory Committee (TAC) Meeting

Wednesday, January 11, 2017
Regular Meeting, 1:30 p.m.

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

OPENING

Chairman Richard Baier called the meeting to order at 1:30 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

Members Present

Richard Baier, Chairman	Sumter County
Melanie Peavy, Vice-Chairman	City of Wildwood
Fred Schneider	Lake County
Kyle Mills	Sumter County/Transit
Stephen Cross	Town of Astatula
Tom Carrino	City of Eustis
DC Maudlin	City of Leesburg
Dolly Miller	City of Mascotte
Joyce Heffington	City of Minneola
Vince Sandersfeld	City of Mount Dora
Antonio Fabre	City of Tavares

Members Absent

Tomika Monterville	Lake County/Transit
Denise Lee	City of Bushnell
Gary La Venia	City of Fruitland Park
Thad Carroll	Town of Lady Lake
Aaron Mercer	City of Umatilla

Staff Present

T.J. Fish	MPO Executive Director
Mike Woods	Transportation Planner
Francis Franco	GIS Manager
Doris LeMay	Executive Assistant

Others Present

Vickie Wyche	FDOT
Joan Carter	FDOT
Tom Werner	City of Clermont

I. REPORTS

- A.** Florida Department of Transportation: Vickie Wyche provided updates
- B.** Florida's Turnpike Enterprise –Carol Scott provided updates
- C.** Lake County Public Works, Economic Growth, Transit – Fred Schneider noted the Lake County reports are attached in Agenda Package
- D.** Sumter County Public Works, Transit – Richard Baier provided updates and noted the Sumter County reports are included in Agenda Package.
- E.** School Districts – None
- F.** Municipalities – None
- G.** MPO Staff – Various members of staff provided updates

II. AGENDA UPDATE

Action Item B and F removed from Agenda

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

IV. PRESENTATION

- A. Lake County Transit Development Plan (TDP) Update** – Kristina Wright Bowen, Lake County Community Services, provided an overview of the annual update to the TDP.
- B. Sumter Advanced Traffic Systems Management (ATSM) Master Plan.** Richard Baier, Sumter County and Brian Kanely, Senior Traffic Engineer, Volkert, Inc. presented the results of the master planning process to deploy Intelligent Transportation Systems technology.

V. ACTION ITEMS

- A. Approval of November 9, 2016 Meeting Minutes**
Motion was made by DC Maudlin to approve the November 9, 2016 Meeting Minutes, seconded by Kyle Mills – **motion passed 11-0.**
- B. Recommend Approval to Amend FY 2016/17 – 2020/21 Transportation Improvement Program**

No Action Taken – Pulled From Agenda
- C. Recommend Approval of Draft Legislative Positions and Priorities**
T.J. Fish provided a brief explanation of the Draft Legislative Positions and Priorities. Fred Schneider provided updates of cost estimates. Discussion Continued. **Motion** was made by Fred Schneider to approve the Draft Legislative Positions and Priorities with the updates, seconded by Stephen Cross – **motion passed 11-0.**
- D. Draft Policy 2017-1– Transportation Systems Management and Operations (TSM&O)**
T.J. Fish provided a brief explanation of Draft Policy 2017-1. **Motion** was made by Kyle Mills to approve the Draft Policy 2017-1 with the revisions mentioned, seconded by Vince Sandersfeld – **motion passed 11-0.**
- E. Approve Update of Bylaws**

T.J. Fish provided a brief explanation of the By-Laws for the Technical Advisory Committee. Richard Baier made note of the wording that was to be added under Purpose Responsibilities and Functions of the TAC dealing with the various policy issues. **Motion** was made by Stephen Cross to approve the Technical Advisory Committee Bylaws with the amendment noted, seconded by Kyle Mills – **motion passed 11-0**.

F. Recommend Approval of Transportation Impact Analysis (TIA) Methodology

T.J. Fish noted the Transportation Impact Analysis (TIA) Methodology would be brought back in February. Discussion Continued.

No Action Taken – Pulled From Agenda

VI. DISCUSSION ITEMS

A. List of Priority Projects – Submittal of New Projects

T.J. Fish gave a brief update of the annual process of developing the 2017 List of Priority Projects. A Subcommittee consisting of Richard Baier, Melanie Peavy, Fred Schneider, and DC Maudlin, will meet on February 8, 2017 to review the List of Priority Projects. Discussion Continued.

B. Regional Analysis of Major Intersections

T.J. Fish gave a brief update of the Regional Analysis of Major Intersections. Discussion Continued.

C. TMS Update: Interlocal Agreement and FY 2017/17 Invoicing

T.J. Fish provided a brief update of the Interlocal Agreement and FY 2016/17 Invoicing.

D. State Gas Tax Increase

T.J. Fish provided a brief update of the State Gas Tax Increase.

E. Assignment of National Environmental Protection Act (NEPA) Responsibilities to the Florida Department of Transportation

T.J. Fish provided a brief update of the National Environmental Protection Act.

VII. PROJECT UPDATES

T.J. Fish gave a brief update of various projects and also noted a report is included the Agenda Package.

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Richard Baier confirmed he will be attending the Governing Board Meeting.

IX. ADJOURNMENT

Motion was made by Vince Sandersfeld, seconded by Stephen Cross to adjourn meeting. Meeting adjourned at 2:50 p.m.

Richard Baier, Chairman

**CONSTRUCTION PROJECTS
TABLE 1**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1	4098701	SR 44	SR 500 (US 441)	SR 44/E ORANGE AVE	FDOT	WIDEN TO 4 LANES	ROW	2013/14	CST	\$16 M	FDOT PROJECT APPLICATION COMPLETE
2	434912-2	CR 470 - Segment 2	TP EAST RAMPS	BAY RD	FDOT	WIDEN TO 4 LANES	ROW	2012/13	CST	\$9 M	FDOT CANIDATE PROJECT Tentatively FUNDED PD&E IN FY19, PE IN FY21 (NEED TO UPDATE THE PRIOR PROJECT PHASES)
3	2383943	SR 500/US 441	PERKINS ST	SR 44 (E DIXIE AVE)	FDOT	WIDEN TO 6 LANES	ROW	2011/12	CST	TBD BY FDOT	FDOT PROJECT APPLICATION COMPLETE
4	4293561	SR 500 (US 441)	SR 44	SR 46/WEKIVA CONN	FDOT	WIDEN TO 6 LANES	PE ROW	2013/14 2017/18	ADVANCE ROW TO 2016/17, CST 2017/18	\$24 M	FDOT PROJECT APPLICATION COMPLETE
5	430253-4	CR 466A PHASE 3 B	CENTURY AVE.	JUST EAST OF TIMBERTOP RD	LC	WIDEN TO 4 LANES	ROW	2017/18	CST	\$7 M	APPLICATION SUBMITTED
		CITRUS GROVE PHASE 2	US 27	NORTH HANCOCK RD	LC	WIDENING TO 4 LANES	PE	2017/18	CST	\$15 M	APPLICATION SUBMITTED
6	4358931	SOUTH LAKE TRAIL, PHASE 4	VILLA CITY ROAD	VAN FLEET TRAIL	FDOT	MIXED USE TRAIL	ROW	2018/19	CST	\$6.6 M	FUNDED FOR CST IN OUTER YEARS SUNTRAIL PROJECT
7	-	C-470 SIDEWALK	CR 436	OUTLET BRIDGE	SC	SIDEWALK	NA		DSB	\$172 K	APPLICATION COMPLETE
8	-	US 27 ATMS	SR 44	SE HWY 42	FDOT	ATMS FOR CORRIDOR	N/A		DSB	\$1.60 M	FDOT PROJECT APPLICATION COMPLETE
9	-	LAKE COUNTY ATMS.NOW PROJECT			LC	CENTRAL MGMT PLATFORM SYSTEM	STUDY		CST/EQUIPMENT PURCHASE/INSTALLATION	\$99 K	APPLICATION COMPLETE
10		DIXIE AVE (SR 44) COMPLETE STREETS	12TH STREET	US 441	LEES	ACCESS MANAGEMENT/MEDIANS/SA FETY IMPROVEMENTS	STUDY	2015/16	CST	\$36 K	CST TO BE FUNDED IN FY 2017 WITH SR 44 RESURFACING - REMOVE FROM CST TABLE
11	-	HARTWOOD MARSH RD PAVED SHOULDER	HANCOCK RD	NEW CR 455 (HARTLE RD)	LC	NEW PAVED SHOULDER	PE	2017/18	CST	\$2 M	APPLICATION SUBMITTED
12	4372981	C-575 BRIDGE OVER SPRING RUN	BRIDGE ID# 184052		SC	REPAIR/REHABILITATE BRIDGE	STUDY	2014/15	DSB	\$210 K	APPLICATION COMPLETE
13	439224-3	SOUTH BUENA VISTA BLVD	N ODELL CIR	SOUTH OF S ODELL CIR	SC	RESURFACING	NA	NA	DSB	\$1.29 M	APPLICATION COMPLETE
	439223	CR 478	SR 471	CENTER HILL CITY LIMIT	SC	RESURFACING	NA	NA	DSB	\$1.7 M	APPLICATION COMPLETE
		C-468	US 301	CR 505	SC	WIDEN to 4 LANES	?	?	CST	\$8.28 M	APPLICATION COMPLETE
NEW	-	ITS			LC	ITS FIBER INFRASTRUCTURE	STUDY	2018/19	CST	TBD	APPLICATION SUBMITTED - STUDY PHASE UNDERWAY
NEW	FUNDED	US 441	Lincoln Avenue	Donnelly Street/SR 44	MD	UTILITY RELOCATION			CST	\$4.3M	NEW APPLICATION COMPLETE - FUNDED PROJECT

Orange hi-lites are funded projects that need to move to next phase or off the list.

Green hi-lites are new projects submitted this year.

**RIGHT OF WAY PROJECTS
TABLE 2**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1	4309752	WEKIVA TRAIL SEGMENT 1	TREMAIN STREET	CR 437	LC/MD	MIXED USE TRAIL	PE	2015/16	ROW	\$10 M	PE PHASE UNDERWAY
2	4309753	WEKIVA TRAIL SEGMENT 2	CR 437	RED TAIL BLVD	LC	MIXED USE TRAIL	PE	2015/16	ROW	\$7 M	PE PHASE UNDERWAY
3	4270561	SR 50 REALIGNMENT/ SOUTH LAKE TRAIL, PHASE 3	CRITTENDEN RD	VILLA CITY	FDOT	REALIGNMENT	PD&E PE	2014/15	ROW	\$24.4 M	FDOT PROJECT APPLICATION COMPLETE
4	4354711	SOUTH SUMTER CONNECTOR TRAIL	VAN FLEET TRAIL	WITHALOOCHOOCEE TRAIL	FDOT	MIXED USE TRAIL	PD&E PE	2018/19	ROW	\$9 M	FDOT PROJECT APPLICATION COMPLETE
5	4354761	CR 514 INTERCHANGE	@ I-75		FDOT	NEW INTERCHANGE	PD&E PE	2015/16	ROW	TBD	FDOT PROJECT APPLICATION COMPLETE
6	4301321	SR 35 (US 301)	C-470 (W)	SR 44	FDOT	WIDEN TO 4 LANES	PD&E PE	2015/16 2017/18	ROW	TBD	FDOT PROJECT APPLICATION COMPLETE
7	4355411	CITRUS GROVE ROAD PHASE 2	US 27	N HANCOCK RD	LC	WIDEN TO 4 LANES	PE	2014/15	ROW	\$1 M	APPLICATION SUBMITTED
8	4374641	EUDORA ROAD/OLD 441/CR 19A			LC	ROUNDBOUT/INTERSECTION IMPROVEMENT	PE	2017/18	ROW	\$200K	APP UPDATED FROM PE TO ROW - NEED ROW COST ESTIMATE
9		CR 470 - Segment 3	BAY RD	CR 33	FDOT	WIDEN TO 4 LANES	PER PE	2009/10	ROW	\$150 K	FDOT CANIDATE PROJECT Tentatively FUNDED PD&E IN FY19, PE IN FY21 (NEED TO UPDATE THE PRIOR PROJECT PHASES)
10		CR 48/470 - Segment 4	CR 33	EAST OF PALATLAKAHA BRIDGE	FDOT	WIDEN TO 4 LANES	PER PE	2009/10	ROW	\$800 K	FDOT CANIDATE PROJECT Tentatively FUNDED PD&E IN FY19, PE IN FY21 (NEED TO UPDATE THE PRIOR PROJECT PHASES)
11	4349121	C-470 - Segment 1	CR 527	SR 91 (FL TPK)	FDOT	WIDEN TO 4 LANES	PD&E PE	2014/15 2019/20	ROW	TBD BY FDOT	FDOTPROJECT APPLICATION COMPLETE
12	2383191	SR 19	CR 561	CR 48	FDOT	WIDEN TO 4 LANES	PD&E PE	2011/12 2013/14	ROW	TBD	FDOT PROJECT APPLICATION COMPLETE
NEW		HARTWOOD MARSH RD.	US 27	HANCOCK RD.	LC	WIDENING TO 4 LANES	PE	2016/17	ROW	\$2 M	APPLICATION SUBMITTED
NEW		RIDGEWOOD ROUNDABOUT	RIDGEWOOD @ CR455		LC	ROUNDABOUT	PE	2017/18	ROW	\$300K	APPLICATION SUBMITTED

Orange hi-lites are funded projects that need to move to next phase or off the list.

Green hi-lites are new projects submitted this year.

**PE (DESIGN) PROJECTS
TABLE 3**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1	439048-1	EAST ORANGE AVE	FRUITWOOD AVE	SUNRISE LN	LC	NEW SIDEWALK	STUDY		PE 2016/17	172.9K	PE FUNDED IN WP FY2020/21 *MOVE TO ROW* GROUP AS COUNTYWIDE SIDEWALK PROJECT
3	439684-1	RADIO RD (TREADWAY ELEMENTARY)	SILVER BLUFF	TREADWAY SCHOOL RD	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$184.6K	PE FUNDED IN WP FY2020/21 *MOVE TO ROW* GROUP AS COUNTYWIDE SIDEWALK PROJECT
4	439685-1	CR 561 (MONROE ST) ASTATULA ELEMENTARY	TENNESSEE AVE	CR 48/FLORIDA AVE	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$46.67K	PE FUNDED IN WP FY2020/21 *MOVE TO ROW* GROUP AS COUNTYWIDE SIDEWALK PROJECT
5	439686-1	CR 44 BYPASS/DELAND RD (EUSTIS MIDDLE SCHOOL)	EAST ORANGE AVE	CYPRESS GROVE RD	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$70.46K	PE FUNDED IN WP FY2020/21 *MOVE TO ROW* GROUP AS COUNTYWIDE SIDEWALK PROJECT
6	439663-1	HANCOCK RD (LOST LAKE ELEMENTARY)	SUNBURST LN	GREATER PINES BLVD	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$155.6K	PE FUNDED IN WP FY2020/21 *MOVE TO ROW* GROUP AS COUNTYWIDE SIDEWALK PROJECT
7	439683-1	LOG HOUSE RD (PINE RIDGE ELEMENTARY SCHOOL)	CR 561	LAKESHORE DR	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$93.2K	PE FUNDED IN WP FY2020/21 *MOVE TO ROW* GROUP AS COUNTYWIDE SIDEWALK PROJECT
8	439687-1	LAKESHORE DR (PINE RIDGE ELEMENTARY SCHOOL)	CHERITH LN	OLEANDER DR	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$137.9K	PE FUNDED IN WP FY 2020/21 *MOVE TO ROW* GROUP AS COUNTYWIDE SIDEWALK PROJECT
2	SRTS FUNDED	CR 473	US 441	SOUTH HAINES CREEK/POE ST	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$142K	FUNDED FOR DSB in 2020 SRTS GRANT
9	-	ROLLING ACRES ROAD	US 27/US441	CR 466	LC	WIDEN TO 4 LANES	PD&E	2018/19	PE	\$1M	APPLICATION COMPLETE
11	4363601	BLACK BEAR SCENIC TRAIL	CR 314A MARION COUNTY	SR 17 VOLUSIA COUNTY	FDOT	SUNTRAIL PROJECT	PD&E	2019/20	PE 2021/22	TBD	FDOT PROJECT - FEASIBILITY STUDY UNDERWAY
12	-	CR 437 REALIGNMENT	ADAIR AVE	SR 44	LC	REALIGNMENT & MULTI-MODAL DESIGN PHSE	PD&E	2017/18	PE	\$750K	APPLICATION COMPLETE
13	-	ROUND LAKE ROAD EXTENSION/CR 439	LAKE/ORANGE CL	CR 44	LC	NEW ALIGNMENT/ADD LANES	PD&E	2018/19	PE	\$1M	APPLICATION SUBMITTED
14		US 27	SR 44	US 441	LEES	COMPLETE STREETS	STUDY	2015/16	PE	TBD	FUNDED FY2016/17 UNDERWAY - MOVE TO DESIGN TABLE
15	4349101	SR 91 (FL TPK)	CR 470	SR 25 (US 27) (N)	FTE	WIDEN TO 8 LANES	PD&E		PE	TBD	FTE PROJECT - MOVED FROM ROW TABLE
16	CA	SR 91 (FL TPK)	SR 35 (US 301)	CR 470	FTE	WIDEN TO 8 LANES	PD&E		PE	TBD	FTE PROJECT - MOVED FROM ROW TABLE
NEW		C-501	C-468	C-470	SC	WIDEN TO 4 LANES	PER	2014/15	PE	\$1.4 M	APPLCATION COMPLETE
NEW		SORRENTO AVENUE	ORANGE AVE	HOJIN ST	LC	COMPLETE STREETS	STUDY	2017/18	PE	\$1M	APPLICATION COMPLETE
NEW		OLD US 441	NORTH DISSTON AVENUE	MCDONALD ST	TAV/MD	COMPLETE STREETS	PER	2008	PE	\$2.1M	APPLICATION COMPLETE FOR DESIGN PHASE
NEW		PICCIOLA RD	US441	SAIL FISH AVE.	LC	NEW SIDEWALK	STUDY	2017/18	PE	\$115.31	APPLICATION COMPLETE
NEW		HARTLE RD/ CR 455	LOST LAKE RD	HARTWOOD MARSH RD	LC	WIDEN TO 4 LANES	PD&E	2017/18	PE	\$1.2M	APPLICATION SUBMITTED
NEW		SUMTER COUNTY ITS (PHASE 1)			SC	ITS	STUDY	2016/17	PE	\$200K	APPLICATION COMPLETE

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Green hi-lites are new projects submitted this year.

**PD&E PROJECTS
TABLE 4**

Rank	FM Number	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1	435740-1	US 27 & SR 44			FDOT	INTERSECTION IMPROVEMENT	PER/ STUDY	2013/14 2014/15	PD&E 2016/17	\$1 M	FDOT PROJECT- FUNDED IN FY2017- MOVE TO DESIGN TABLE
2		NORTH LAKE TRAIL	CR 450	SR 40	UM	NEW TRAIL	N/A		2017/18		APPLCATION COMPLETE
3		SR 44	SR 44 & ORANGE AVENUE	CR 46A	FDOT	WIDEN TO 4 LANES	N/A		PD&E 2016/17	TBD BY FDOT	FDOT PROJECT APPLICATION COMPLETE
4	435859-1	W. SR 50	US 98 (HERNANDO CO.)	CR 33 (LAKE COUNTY)	FDOT	WIDEN TO 4 LANES	STUDY	2015/16	PD&E 2016/17	\$1 M	FDOT PROJECT - PD&E FUNDED IN 2016/17 - DESIGN FUNDED IN FY 2018 \$4M -MOVE TO ROW TABLE
5		SR 19	SR 50	CR 455	FDOT	WIDEN TO 4 LANES	N/A		PD&E 2016/17	TBD BY FDOT	FDOT PROJECT APPLCATION COMPLETE
6		US 27	CR 561 (S)	FL TPK NORTH RAMPS	FDOT	WIDEN TO 6 LANES	N/A		PD&E	TBD BY FDOT	FDOTPROJECT APPLCATION COMPLETE
NEW		CR 561A	CR 561	CR 455	LC	REALIGNMENT OF CR 561A W/CR 561 & ROUNDABOUT	STUDY	2017/18	PD&E	\$750 K	APPLCATION SUBMITTED

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**PLANNING STUDY PROJECTS
TABLE 5**

	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES	
	FUNDED	LAKE COUNTY INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN		LC	DEVELOP ITS MASTER PLAN	N/A	N/A	STUDY 2015/16	\$280 K	FUNDED MOVE TO DESIGN TABLE	
		EAST AVENUE	GRAND HIGHWAY	MINNEHAHA AVE	CLR	COMPLETE STREETS	N/A	N/A	STUDY 2017/18	\$110K	APPLICATION COMPLETE
		US 301	CLEVELAND AVE (C-466A)	HUEY ST (C-44A)	WW	COMPLETE STREETS	N/A	N/A	STUDY 2017/18	\$200K	APPLICATION COMPLETE
		WEBSTER SR 471	CR 478A	NW 10TH AVE/CR 730	WEB	COMPLETE STREETS	N/A	N/A	STUDY 2017/18	\$100k	APPLICATION COMPLETE
		WOLF BRANCH INNOVATION BLVD	CR 437	ROUND LAKE RD	MD	NEW 4 LANE RD	N/A	N/A	STUDY 2017/18	TBD	APPLICATION COMPLETE
	FUNDED	UMATILLA SR 19	CR 450-A	OLD MILL STREAM RV PARK	UMA	COMPLETE STREETS	N/A	N/A	STUDY 2016/17	\$170K	FUNDED FY2016/17 UNDERWAY MOVE TO DESIGN TABLE
		ORANGE ST & BROAD ST (SR 50)	ALABAMA AVE	SR 33	GRV	COMPLETE STREETS	N/A	N/A	STUDY 2017/18	TBD	PIA COMPLETE
		LAKE DENHAM TRAIL	TRAIL HEAD AT W MAIN ST LEESBURG	SR 50	LEES	NEW TRAIL	N/A	N/A	STUDY 2017/18	\$150K	APPLICATION COMPLETE
		EAST MAIN ST IMPROVEMENTS	CANAL ST @ MAIN ST	SR 44 @ MAIN ST	LEES	CURB & GUTTER, ADA UPGRADE, ON STREET PARKING	N/A	N/A	STUDY 2017/18	\$113 K	APPLICATION COMPLETE
		WEST MAIN ST IMPROVEMENTS	W MAIN ST @ CR 468	W MAIN ST @ US 27	LEES	CURB & GUTTER, ADA UPGRADE, ON STREET PARKING	N/A	N/A	STUDY 2017/18	\$100 K	APPLICATION COMPLETE
		I-75 EXIT 309 SUMTER SCENIC BYWAY PROJECT			SUMTER SCENIC BYWAY/SC	ENAHNCEMENT OF INTERSTATE EXIT TO NATIONAL CEMETARY	N/A	N/A	STUDY 2017/18	\$50 K	APPLICATION COMPLETE
		MONTVERDE GREENWAY TRAIL EXTENSION	EXISTING GREENWAY TRAIL TERMINUS	STRETCHER PROPERTY	MON	3,042 FT EXTENSION TO EXISTING TRAIL	N/A	N/A	STUDY 2017/18	\$50 K	*MOVE TO CANDIDATE TABLE*
		RIDGEWOOD ROUNDABOUT	RIDGEWOOD @ CR 455		LC	ROUNDABOUT	STUDY	2017/18	PE	\$50K	APPLICATION SUBMITTED
NEW		EUSTIS SR 19 COMPLETE STREETS			EUS	COMPLETE STREETS	N/A	N/A	STUDY 2017/18	\$220K	APPLICATION COMPLETE
NEW		SR 50 COMPLETE STREETS	CR 561 (12th STREET)	EAST AVENUE	CLR	COMPLETE STREETS	N/A	N/A	STUDY	\$254K	APPLICATION COMPLETE

Orange hi-lites are funded projects that need to move to next phase or off the list.

Green hi-lites are new projects submitted this year.

**CANDIDATE PROJECTS
TABLE 6**

PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
WELLNESS WAY/ FM#4357231	US 27	SR 429	LC	NEW ROAD, ALTERNATIVE CORRIDOR EVALUATION	N/A		STUDY	TBD	CST tentatively funded in FY 17.
CAGAN'S CROSSING PEDESTRIAN OVERPASS			LC	NEW US 27 OVERPASS FOR PEDESTRIANS	N/A		STUDY	TBD	LC RESOLUTION APPROVED NO PIA
HOOKS ST	HANCOCK RD	EMIL JAHNA RD	LC	WIDEN TO 4 LANES	N/A		PE	\$800 K	LC RESOLUTION APPROVED NO PIA
FOSGATE ROAD EXTENSION	GRASSY LAKE RD	US 27	MIN	NEW ROAD					Need new application. PROJECT ADDED TO LOPP ON 2/25, WE HAVE AN APPLICATION ONLINE STARTED BY LC, NO INFO BEYOND PROJECT LIMITS AND CONTACT INFO; DEVELOPER TO CONSTRUCT ROAD PER MINNEOLA; PURGE APP FROM TABLE AND WEBSITE?

PD&E = PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY

CST = CONSTRUCTION

* ELIGIBILITY TO BE DETERMINED OR APPLICATION PARTIALLY COMPLETED OR NEED FOR APPLICATION TO BE DETERMINED.

PE = PRELIMINARY ENGINEERING (DESIGN)

ROW = RIGHT-OF-WAY

REQUESTING AGENCY & LOCATION CODE:

AST = ASTATULA
BUSH = BUSHNELL
CLR = CLERMONT
EUS = EUSTIS
FP = FRUITLAND PARK
GRV = GROVELAND
HOW = HOWEY-IN-THE-HILLS
LC = LAKE COUNTY
LL = LADY LAKE
LEES = LEESBURG

LSMPO = LAKE-SUMTER MPO
MAS = MASCOTTE
MD = MOUNT DORA
MIN = MINNEOLA
MON = MONTVERDE
SC = SUMTER COUNTY
TAV = TAVARES
UMA = UMATILLA
WW = WILDWOOD

Orange hi-lites are funded projects that need to move to next phase or off the list.

Green hi-lites are new projects submitted this year.

Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR

January 24, 2017

The Honorable Leslie Campione, Chairman
Lake-Sumter Metropolitan Planning Organization
1616 South 14th Street
Leesburg, Florida 34748

Dear Chairman Campione:

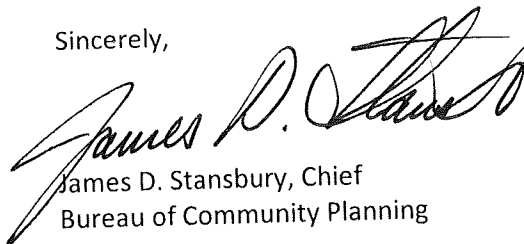
Thank you for submitting the Lake-Sumter Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for fiscal years 2016/2017 through 2020/2021. In accordance with Section 339.175(8)(g), Florida Statutes, the Department of Economic Opportunity (Department) reviews each MPO's annual TIP for consistency with the comprehensive plans of affected local governments for the purpose of identifying projects that are inconsistent with those plans.

Consistency of the TIP with local government comprehensive plans is important: transportation projects developed with federal aid require consistency with local plans to the extent feasible; and, inclusion of TIP projects in local government comprehensive plans serves as an acknowledgement of those local governments' support for the projects.

Our review of the Lake-Sumter MPO TIP indicates that it is consistent with the comprehensive plans of all of the MPO's member local governments.

We appreciate your ongoing efforts to coordinate with your member local governments to ensure that the transportation projects in your TIP are consistent with local government comprehensive plans. Should you have any questions concerning this determination or the review process, please contact Matt Preston at (850) 717-8490.

Sincerely,



James D. Stansbury, Chief
Bureau of Community Planning

JS/mrp

cc: Mr. T.J. Fish, Executive Director, Lake-Sumter MPO
Ms. Vickie Wyche, MPO Liaison, Florida Department of Transportation
Mr. Mark Reichert, MPO Statewide Coordinator, Florida Department of Transportation

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
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Lake~Sumter Metropolitan Planning Organization 2017 Legislative Priorities

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



**Lake~Sumter Metropolitan Planning Organization
2017 Legislative Positions
Draft: February 3, 2017**

POLICY POSITIONS

1. Reform the Transportation Regional Incentive Program (TRIP)

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

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

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

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

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

REGIONAL PROJECTS

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

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

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

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

3. Wekiva Trail (Mount Dora and Lake County)

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

4. North Lake Trail (Umatilla and Lake County)

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

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

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

BILLS BEING MONITORED

HB 47: Texting While Driving – (Stark; Slosberg - CO-INTRODUCERS: McGhee; Smith) – Revises penalties for violations of Florida Ban on Texting While Driving Law; provides enhanced penalties for such violations when committed in school zone or school crossing; removes requirement that specified provisions be enforced as secondary action by law enforcement agency. (Also see HB 69)

SB 308: Expressway Authorities – (Artiles) - Repealing provisions relating to the Florida Expressway Authority Act and related provisions, which allows the creation and operation of expressway authorities; transferring the governance and control of any expressway authority formed under the Florida Expressway Authority Act to the Florida Turnpike Enterprise; requiring revenues collected on the expressway system to be considered turnpike revenues, etc.

SB 340: Transportation Network Companies - (Brandes – CO-INTRODUCER: Galvano) - Providing that a transportation network company (TNC) driver is not required to register certain vehicles as commercial motor vehicles or for-hire vehicles; providing requirements for a TNC's digital network; providing that specified automobile insurers have a right of contribution against other insurers that provide automobile insurance to the same TNC drivers in satisfaction of certain coverage requirements under certain circumstances, etc. (Also see HB 221)

**INTERLOCAL AGREEMENT BETWEEN
THE LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO),
LAKE COUNTY, FLORIDA, AND SUMTER COUNTY, FLORIDA,
AND THE MUNICIPALITIES OF ASTATULA, CLERMONT, EUSTIS,
FRUITLAND PARK, GROVELAND, HOWEY-IN-THE-HILLS, LADY LAKE,
LEESBURG, MASCOTTE, MINNEOLA, MONTVERDE,
MOUNT DORA, TAVARES, AND UMATILLA
FOR FUNDING AND IMPLEMENTATION OF THE TRANSPORTATION
MANAGEMENT SYSTEM AND FOR CREATION AND MANAGEMENT OF
A FUND FOR NON-GRANT-ELIGIBLE EXPENSES**

THIS INTERLOCAL AGREEMENT entered on the date indicated below is by and between the LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as the “MPO” and LAKE COUNTY, FLORIDA, a political subdivision of the State of Florida, SUMTER COUNTY, FLORIDA, a political subdivision of the State of Florida and ASTATULA, CLERMONT, EUSTIS, FRUITLAND PARK, GROVELAND, HOWEY-IN-THE-HILLS, LADY LAKE, LEESBURG, MASCOTTE, MINNEOLA, MONTVERDE, MOUNT DORA, TAVARES, AND UMATILLA, Florida municipal corporations, collectively referred to as the “parties”. For purposes of this Agreement, the counties and municipalities that are parties to this Agreement are collectively referred to as “the local governments”.

RECITALS

WHEREAS, the MPO was created through an interlocal agreement among Lake County, Sumter County, and the 14 municipalities of Lake County and was approved by Governor Jeb Bush on December 9, 2003; and

WHEREAS, in 2007, an interlocal agreement was approved by the MPO and the member local governments of the MPO to create a locally-funded Transportation Concurrency Management System, which evolved into the current Transportation Management System (TMS); and

WHEREAS, the MPO was re-designated in 2010 by Governor Charlie Crist to include all of Sumter County and Sumter County’s five municipalities; and

WHEREAS, the MPO is responsible for managing a continuing, cooperative, and comprehensive transportation planning process for Lake County and Sumter County; and

WHEREAS, transportation management is a growth management principle which ensures that necessary transportation facilities and services are available concurrent with the impacts of development; and

WHEREAS, the local governments contemplating new development should assure that adequate roadway capacity is available concurrent with the impacts of the proposed

development and that the proposed development will not degrade the roadway below the adopted level of service standards; and

WHEREAS, the MPO and the local governments wish to ensure that level of service standards for transportation facilities are maintained throughout the counties and municipalities; and

WHEREAS, the MPO and the local governments are working together to develop a centralized TMS that will facilitate effective intergovernmental coordination on transportation facilities; and

WHEREAS, the MPO will, as part of the centralized TMS, maintain the data to be used by the local governments in making their development approval decisions; and

WHEREAS, local funds from the local governments are provided annually to the MPO for consultant and personnel expenditures associated with management of the TMS; and

WHEREAS, these local funds provided to the MPO are collected through an annual invoicing process that coincides with the local governments' fiscal years; and

WHEREAS, the MPO incurs certain costs that are not eligible for reimbursement through federal or state grants; therefore, the MPO requires a local funding source to cover non-grant-eligible expenses; and

WHEREAS, the MPO and the local governments entered into an Interlocal Agreement for the Creation, Funding and Implementation of a Master Transportation Management System Program dated November 5, 2012, and desire to continue the arrangement(s) for services made between the parties; and

WHEREAS, the MPO and the local governments seek to enter into a new agreement regarding the TMS by updating certain provisions and providing clarity concerning funding.

NOW, THEREFORE, IN CONSIDERATION of the mutual terms, understandings, conditions, and payments hereinafter set forth, and intending to be legally bound, the parties hereby agree as follows:

Article 1. Recitals

1.1 The foregoing recitals are true and correct and incorporated herein by reference.

Article 2. Purposes

- 2.1** The purpose of this Agreement is to implement a centralized database of transportation information that all parties to this Agreement may utilize as part of their individual Transportation Management Systems (TMS) as prescribed within their individual comprehensive plans and land development regulations. Data on development applications, vested and existing development, and traffic count information will be provided to the MPO by the local governments. The MPO will maintain a database and model which will show impacts that proposed development will have on the transportation system and will provide results of such modeling to the local governments. Additionally, the purpose of this Agreement is to provide for the allocation of local funds paid into the TMS to include expenditures not eligible for reimbursement through any federal or state grants received by the MPO.

Article 3. TMS Procedure

- 3.1** In order for the centralized TMS to contain the most current information available, the local governments will provide to the MPO any legally vested trips, any formally reserved trips and certificate of occupancy information. Initial information, to the extent available, shall be provided within ninety (90) days of the effective date of this Agreement, and thereafter during the term of this Agreement on a monthly basis.
- 3.2** The local governments may submit data from any applicant who is seeking a development approval for a project, including the traffic impact analysis, the number of proposed residential units and amount of non-residential square footage by use in accordance with the Institute of Transportation Engineers (ITE) Trip Generation Manual, as amended.
- 3.3** Upon receipt of such data by the MPO, the following procedure shall be implemented in order to provide the certain local government with the information required in a timely fashion:
- 1) Provided the data received is determined to be sufficient to issue a report of findings, the MPO will evaluate the data based upon existing road capacity information, including adopted level of service, existing trips, reserved trips and vested trips, and submit a report of its findings within fifteen (15) business days of receipt of the request.
 - 2) If the local government determines that additional information should be factored into the analysis, it may submit its comments for evaluation to the MPO within fifteen (15) business days of the issuance of the MPO's report for that application.

- 3) The MPO will review additional information submitted by the local government and provide final comments within fifteen (15) calendar days of the submittal of new information.
 - 4) If the facility is designated by the State of Florida as a SIS (Strategic Intermodal System) facility or if the facility is a non-SIS state facility operating at 90 percent (90%) capacity or greater, the Florida Department of Transportation (FDOT) will be consulted for comments on proposed impacts. If no comments are received by the MPO from FDOT within thirty (30) days of the MPO's request, the MPO will issue its report based upon existing data.
- 3.4** The MPO will not make concurrency determinations on behalf of any local government. The MPO will issue a report of findings based on the data maintained by the MPO and the data submitted by the local government. The responsibility to make concurrency determinations and/or recommend approvals or denials of any development applications remains with the local government.
- 3.5** The MPO will, upon written request, assist the local governments in assessing needed changes to a comprehensive plan, policies or land development regulations related to transportation or transportation impacts.

Article 4. Term and Termination

- 4.1** This Agreement shall become effective upon that date of execution of this Agreement by the last party ("effective date").
- 4.2** This Agreement shall remain in effect until terminated by a mutual agreement of the parties to this Agreement, or as otherwise provided by law. Any party may withdraw from this Agreement after presenting, in written form, a notice of intent to withdraw presented to the other parties of this Agreement, at least ninety (90) days prior to the intended date of withdrawal. Upon receipt of the notice of intent to withdraw, the Chairman of the MPO is hereby authorized to enter into a written memorandum with the withdrawing party memorializing the withdrawal of the party from the responsibilities of and services to be provided under the terms of this Agreement. The withdrawing party shall record a copy of the memorandum in the Official Records, at its own cost. Upon execution of such memorandum the withdrawn party will receive no services under this Agreement.
- 4.3** If for any reason this Agreement is terminated in its entirety, the TMS and its associated data in the format at the time of termination will be provided to the member local governments at no additional cost.
- 4.4** The parties agree that the Interlocal Agreement dated November 5, 2012, by and between the parties shall be considered terminated as the effective date of this Agreement.

Article 5. Funding

- 5.1** Each of the local governments will pay the MPO to fund the TMS an amount based upon the local government's population percentage relative to the populations of all the other local governments per an annual budget approved by the MPO by May 31 of each year. Invoicing for local funds shall be conducted by the MPO after October 1 of each year.
- 5.2** The annual budget approved by the MPO by May 31 of each year shall include local funding amounts for the TMS and for the local funds that have been designated to cover the MPO's costs not eligible for federal or state grant reimbursement. The parties acknowledge and agree that local funds collected pursuant to this Agreement may be used by the MPO, at its discretion, to cover non-grant eligible costs and expenses.
- 5.3** In each odd numbered year, the population figures and related contributions will be reviewed and adjusted as necessary for population changes. Funding contributions will be adjusted based upon Bureau of Economic and Business Research (BEBR) population figures. The updated information will be provided to each of the local governments by May 31. The new contribution rates shall become effective October 1.

Article 6. TMS Annual Report

- 6.1** An Annual Report on the status of all facilities included in the TMS shall be published each year and may be used in the MPO annual project prioritization process.

Article 7. General Provisions

- 7.1** This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which executed shall be an original, and such counterparts together shall constitute one and the same instrument.
- 7.2** Amendments or modifications to this Agreement may only be made by written agreement signed by all parties hereto, with the same formalities as the original Agreement.
- 7.3** This Agreement shall be recorded in the official public records of each county.
- 7.4** If any provision of this Agreement is found by a court of competent jurisdiction to be invalid, it shall be considered deleted, and shall not invalidate the remaining provisions. The Agreement shall be interpreted, construed and governed by the laws of the State of Florida and venue shall lie in Lake County, Florida.

Agreement between MPO, Lake County, Sumter County, et al. for Funding and Implementation of the Transportation Management System and for Creation and Management of a Fund for Non-Grant Eligible Expenses

IN WITNESS WHEREOF, the parties hereto have made and executed this Interlocal Agreement on the respective dates under each signature, each party by and through its authorized representative.

**INTERLOCAL AGREEMENT BETWEEN
AMONG THE LAKE-SUMTER METROPOLITAN PLANNING
ORGANIZATION (MPO), ~~THE LAKE COUNTY BOARD OF COUNTY~~
~~COMMISSIONERS, FLORIDA AND THE SUMTER COUNTY, FLORIDA~~
~~BOARD OF COUNTY COMMISSIONERS~~ AND THE MUNICIPALITIES OF
ASTATULA, BUSHNELL, CLERMONT, COLEMAN, EUSTIS, FRUITLAND
PARK, GROVELAND, HOWEY-IN-THE-HILLS, LADY LAKE, LEESBURG,
MASCOTTE, MINNEOLA, MONTVERDE,
MOUNT ~~D~~DORA, TAVARES, UMATILLA, AND WILDWOOD
FOR FUNDING AND IMPLEMENTATION OF THE MPO'S
TRANSPORTATION MANAGEMENT SYSTEM AND FOR ~~THE~~ CREATION
AND MANAGEMENT OF
A FUND FOR NON-GRANT-ELIGIBLE EXPENSES**

THIS INTERLOCAL AGREEMENT entered on the date indicated below is by and between the LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as the "MPO" and LAKE COUNTY, FLORIDA, a political subdivision of the State of Florida, SUMTER COUNTY, FLORIDA, a political subdivision of the State of Florida and ASTATULA, BUSHNELL, CLERMONT, COLEMAN, EUSTIS, FRUITLAND PARK, GROVELAND, HOWEY-IN-THE-HILLS, LADY LAKE, LEESBURG, MASCOTTE, MINNEOLA, MONTVERDE, MOUNT DORA, TAVARES, UMATILLA, AND WILDWOOD, Florida municipal corporations, collectively referred to as the "parties". For purposes of this Agreement, the counties and municipalities that are parties to this Agreement are collectively referred to as "the local governments".

RECITALS

WHEREAS, the ~~Lake Sumter Metropolitan Planning Organization (MPO)~~ was created through an interlocal agreement among Lake County, Sumter County, and the 14 municipalities of Lake County and was approved by Governor Jeb Bush on December 9, 2003; and

WHEREAS, in 2007, an interlocal agreement was approved by the MPO and the member local governments of the MPO to create a locally-funded Transportation Concurrence Management System, which evolved into the current Transportation Management System (TMS); and

WHEREAS, the MPO was re-designated in 2010 by Governor Charlie Crist to include all of Sumter County and Sumter the eCounty's five municipalities; and

WHEREAS, the MPO is responsible for managing a continuing, cooperative, and comprehensive transportation planning process for Lake County and Sumter eCounties; and

WHEREAS, transportation management is a growth management principle ~~that~~ which ensures ~~that~~ necessary transportation facilities and services are available concurrent with the impacts of development; and

WHEREAS, the local governments contemplating new development should assure that adequate roadway capacity is available concurrent with the impacts of the proposed development and that the proposed development will not degrade the roadway below the adopted level of service standards; and

WHEREAS, ~~the counties,~~ the MPO and the ~~municipalities~~local governments wish to ensure that level of service standards for transportation facilities are maintained throughout the counties and municipalities; and

WHEREAS, ~~the counties,~~ the MPO, and the ~~municipalities~~local governments are working together to develop a centralized Transportation Management System (TMS) that will facilitate effective intergovernmental coordination on transportation facilities; and

WHEREAS, the MPO will, as part of the centralized TMS, maintain the data to be used by the ~~counties and the municipalities~~local governments in making their development approval decisions; and

WHEREAS, local funds from ~~member~~the local governments are provided annually to the MPO ~~for consultant and personnel expenditures to cover consulting costs and to cover personnel costs~~ associated with ~~the expanded MPO staff that management of~~ the TMS; and

WHEREAS, ~~these~~ local funds provided to the MPO are collected through an annual invoicing process that coincides with the local governments' fiscal years; and

WHEREAS, the MPO incurs certain costs that are not eligible for reimbursement through federal ~~and/or~~ state grants, ~~and~~; therefore, the MPO requires a local funding source to cover non-grant-eligible expenses; and

WHEREAS, the MPO and the local governments entered into an Interlocal Agreement for the Creation, Funding and Implementation of a Master Transportation Management System Program dated November 5, 2012, and desire to continue the arrangement(s) for services made between the parties; and

WHEREAS, the MPO and the ~~member~~local governments ~~of the MPO~~ seek to enter into a new agreement update the interlocal government regarding the TMS by -and include in the updated interlocal agreement ing certain provisions and providing clarity concerning to annually invoice member local governments for TMS expenses and for non-grant-eligible expenses per the annual budget approved by the MPO funding.

NOW, THEREFORE, IN CONSIDERATION of the mutual terms, understandings, conditions, and payments hereinafter set forth, and intending to be legally bound, the parties hereby agree as follows:

Article 1. Recitals

1.1 The foregoing recitals are true and correct and incorporated herein by reference.

Article 2. Purposes

- 2.1 ~~The purpose of this Agreement is to address the TMS and to provide for the collection of local funds to cover MPO expenses that are not eligible for reimbursement through federal and state grants.~~ The purpose of this Agreement is to implement a centralized database of transportation information that all parties to ~~the~~ aAgreement may utilize as part of their individual ~~Transportation Management Systems (TMS)~~ Transportation Management Systems (TMS) as prescribed within their individual comprehensive plans and land development regulations. Data on development applications, vested and existing development, and traffic count information will be provided to the MPO by the ~~counties and the municipalities~~ local governments. The MPO will maintain a database and model which will show impacts that proposed development will have on the transportation system and will provide results of such modeling to the ~~counties and municipalities~~ local governments. ~~Additionally, the purpose of this Agreement also is to provide for the allocation of local funds paid into the TMS to include expenditures not eligible for reimbursement through any federal or state grants received by the MPO.~~

Article 3. TMS Procedure

- 3.1 ~~So that~~ In order for the centralized ~~Transportation Management System (TMS)~~ will to contain the most current information available, the local governments will provide to the MPO any legally vested trips, any formally reserved trips and certificate of occupancy information. Initial information, to the extent available, shall be provided within ninety (90) days of the effective date of this Aagreement, and thereafter during the term of this Aagreement on a monthly basis.
- 3.2 The ~~H~~local governments may submit data from any applicant who is seeking a development approval for a project, including the traffic impact analysis, the number of proposed residential units and amount of non-residential square footage by use in accordance with the ~~latest edition of the~~ Institute of Transportation Engineers (ITE) Trip Generation Manual, as amended.
- 3.3 Upon receipt of such data by the MPO, the following procedure shall be implemented in order to provide the certain local government with the information required in a timely fashion:
- 1) Provided the data received is determined to be sufficient to issue a report of findings, the MPO will evaluate the data based upon existing road capacity information, including adopted level of service, existing trips, reserved trips and vested trips, and submit a report of its findings within fifteen (15) ~~calendar~~ business days of receipt of the request.

- 2) If the local government determines that additional information should be factored into the analysis, it may submit its comments for evaluation to the MPO within fifteen (15) ~~calendar~~business days of the issuance of the MPO's report for that application.
- 3) The MPO will review additional information submitted by the local government and provide final comments within fifteen (15) calendar days of the submittal of new information.
- 4) If the facility is designated by the State of Florida as a SIS (Strategic Intermodal System) facility or if the facility is a non-SIS state facility operating at 90 percent (90%) capacity or greater, the Florida Department of Transportation (FDOT) will be consulted for comments on proposed impacts. If no comments are received by the MPO from FDOT within thirty (30) days of the MPO's request, the MPO will issue its report based upon existing data.

3.4 The MPO will not make concurrency determinations on behalf of any local government. The MPO will issue a report of findings based on the data maintained by the MPO and the data submitted by the local government. The responsibility to make concurrency determinations and/or recommend approvals or denials on ~~any~~ development applications remains with the local government.

3.5 The MPO will, upon written request, assist ~~any~~the local governments in assessing needed changes ~~—by such local government to its~~ comprehensive plan, policies or land development ~~—regulations related to transportation or transportation impacts.~~

Article 4. Term and Termination

4.1 This Agreement shall become effective upon that date of execution of this Agreement by the last party ("effective date")~~approvals by the member local governments of the MPO and final approval by the MPO.~~

4.2 This Agreement shall remain in effect until terminated by a mutual agreement of the parties to this Agreement, or as otherwise provided by law. Any party may withdraw from this Agreement after presenting, in written form, a notice of intent to withdraw presented to the other parties of this Agreement, at least ninety (90) days prior to the intended date of withdrawal. Upon receipt of the notice of intent to withdraw, the Chairman of the MPO is hereby authorized to enter into a ~~The withdrawing party and the remaining parties shall execute a written~~ memorandum with the withdrawing party memorializing~~reflecting~~ the ~~legal~~ withdrawal of the party and the alteration of the list of parties that are signatories to this Agreement~~from the responsibilities of and services to be provided under the terms of this Agreement.~~ The withdrawing party shall record a copy of the memorandum in the Official Records, at its own cost. Upon execution of such memorandum the withdrew party will receive no services under this Agreement.

4.3 If for any reason this Agreement is terminated in its entirety, the TMS and its associated data in the format at the time of termination will be provided to the member local governments at no additional cost.

4.4 The parties agree that the Interlocal Agreement dated November 5, 2012, by and between the parties shall be considered terminated as the effective date of this Agreement.

Article 5. Funding

5.1 Each of the local governments will pay the MPO to fund the TMS an amount based upon ~~its~~the local government's population percentage relative to the populations of all ~~member~~the other local governments per an annual budget approved by the MPO by May 31 of each year. Invoicing for local funds shall be conducted by the MPO after October 1 of each year.

5.2 The annual budget approved by the MPO by May 31 of each year shall include local funding amounts for the TMS and for the local funds that have been designated to cover the MPO's costs not eligible for federal or state grant reimbursement. The parties acknowledge and agree that local funds collected pursuant to this Agreement may be used by the MPO, at its discretion, to cover non-grant eligible costs and expenses.

5.3 In each odd numbered year, the population figures and related contributions will be reviewed and adjusted as necessary for population changes. Funding contributions will be adjusted based upon Bureau of Economic and Business Research (BEBR) population figures. The updated information will be provided to each of the local governments by May 31. The new contribution rates shall become effective October 1.

Article 6. TMS Annual Report

6.1 An Annual Report on the status of all facilities included in the TMS shall be published each year and may be used in the MPO annual project prioritization process.

Article 7. General Provisions

7.1 This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which ~~is~~ executed shall be an original, and such counterparts together shall constitute one and the same instrument.

7.2 Amendments or modifications to this Agreement may only be made by written agreement signed by all parties hereto, with the same formalities as the original Agreement.

7.3 This ~~a~~Agreement shall be recorded in the official public records of each county[ANI].

7.4 If any provision of this Agreement~~nt~~ is found by a court of competent jurisdiction to be invalid, it shall be considered deleted, and shall not invalidate the remaining provisions. The Agreement shall be interpreted, construed and governed by the laws of the State of Florida and venue shall lie in Lake County, Florida.

Agreement between MPO, Lake County, Sumter County, et al. for Funding and Implementation of the Transportation Management System and for Creation and Management of a Fund for Non-Grant Eligible Expenses

IN WITNESS WHEREOF, the parties hereto have made and executed this Interlocal Agreement on the respective dates under each signature, each party by and through its authorized representative.

**Lake~Sumter MPO
PROJECT UPDATES
February 2017**

- **US 301 Project Development and Environment Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida’s Turnpike Interchange Improvements**
US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida’s Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east and south of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study.
- **I-75/CR 514 Interchange Planning (Sumter County near Coleman)**
Staff is coordinating with Sumter County, FDOT and the Federal Highway Administration on an Interchange Justification Report and on an upcoming study of a potential new interchange with I-75 west of Coleman at CR 514. This effort is being coordinated with the US 301 study.
- **C-470 Study**
FDOT is nearing completion of a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida’s Turnpike. The study is examining future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County.
- **Wekiva Parkway Project**
FDOT and the Central Florida Expressway Authority are now moving into the right-of-way acquisition phase for most segments of the project. Construction is underway by CFX from US 441 north into Lake County. Construction of FDOT segments will be substantially underway by 2017. The first segment opened in January.
- **Trails: Central Florida C2C Trail and Wekiva Trail**
Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail recently received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019/20. The other two segments are now in the design phase.
- **Minneola Interchange: Florida’s Turnpike/North Hancock Road/Citrus Grove Road**
Florida’s Turnpike Enterprise is to open the new interchange at Milepost 279 in June. North Hancock Road has been opened as a four-lane roadway just south of the forthcoming interchange. North of the interchange, a two-lane North Hancock Road is under construction to CR 561A by the Hills of Minneola landowner. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, which is under design.
- **Lake-Orange Parkway (US 27 to SR 429)**
The Orange-Lake Parkway Partners, LLC, is examining options to construct a road between US 27 in Clermont east to SR 429 just south of Winter Garden. Multiple options are being explored to satisfy this regional need that would catalyze the northern corridor of the Wellness Way Area Plan. Once the landowners coordinate the alignment of the future roadway through the Conserve II property, the roadway project will move forward.
- **SR 50 PD&E Study**
SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The Project Development and Environment Study is examining safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest.