

APRIL 2016

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

(386) 943-5185

**LAKE COUNTY
CONSTRUCTION IN PROGRESS**

430652-1-52-01

SR 50 from SR 33 to East of Lake Village Avenue - /milling and Resurfacing

Estimate completion date: May 2016 - 88% complete

D.A.B. Constructors, Inc.

Project cost: \$4,888,000

LANE CLOSURES: April 4th to 8th - 7am – 6pm

Intermittent EB and WB inside, outside and turn-lane, lane closures from Montevista Blvd. to SR 33

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 – 5%

Ranger Construction

Project cost: \$37,503,443.23

LANE CLOSURES: February 9th to October 4th

Southbound lane closure on US 27 from South of Margaux Dr. to North of Lake Louisa Rd. for 24-hours a day.

435434-1-52-01

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

Estimated completion date: August 2017 – 37% complete

Dynamics Group, Inc.

Project cost: \$243,390

LANE CLOSURES: No lane closures anticipated

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LAKE COUNTY
Other Projects Pending

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

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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: April 2017 - 61% 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 - 43% complete

Project cost: \$43.1 million

LANE CLOSURES: No Lane closures anticipated

430188-1: US 301 at SR 44 – Add a Second Southbound Left Turn Lane on SR 35 and Intersection Improvements.

Project time/work began date: March 6, 2016

Estimated completion date: August 2016 – 20% complete

LANE CLOSURES: No lane closures anticipated

240418-2: SR 48 from E. of I-75 Ramps to CR 475 (Main Street) – Add Lanes and Rehabilitate Pavement

Project time/work began date: February 27, 2016

Estimated completion date: June 2017

LANE CLOSURES: No lane closures anticipated

Other Projects Pending

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

APRIL 2016

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PUBLIC WORKS DIVISION

PROJECT SUMMARY

March 22,, 2015

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. Utility relocation is underway, and is expected to be completed in January 2016. Roadway construction will begin after utility relocation. The expected start date for roadway work is April 2016. Project completion is expected within 12 months of the start of roadway construction.	WC	\$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. Final design plans were received on 8/7/15. Rights-of-way acquisition was completed in December 2015. Construction is expected to be advertised for bids in April, to begin in June 2016, and to be substantially complete by June 2017. CEI Contract award recommendations is being sent to the 3/22/16 BOCC meeting for consideration.	WC	\$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. Construction is expected to be advertised for bids in March, to begin in June, and to be substantially completed in August 2016.	WC	\$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 ater main relocation request, and to address Wildwood Springs access. A construction timetable has not yet been determined; however, it is expected to be completed in phases. Phase 1 is from US 301 to the planned entrance to Wildwood Springs inclusive of the left turn into the Wildwood Springs Entrance.	R/W Acquisition	\$2,323,656
5	C-468 second bridge over the Florida Turnpike and widening from CR 505 to east of the Turnpike	This project involves the construction of a second bridge over Florida's Turnpike at C-468 and the widening, to four lanes, of C-468 between CR 505 to east of the Turnpike. Construction of bridge support structures is underway. Pile driving is completed, and the roadway widening is nearly complete. Completion of all project construction is scheduled for July 2016. Nighttime, temporary closure of the Turnpike to allow bridge beams to be set is planned for February 8-11, 2016.	C	\$3,500,000
6	Partial construction of the Half and Full Interchange at C-468 and the Florida Turnpike	The construction of the interchange and lighting portions of this project are on hold, pending release of construction by the Florida Turnpike (not expected before 2020). The portions of the project currently under construction are the stormwater detention ponds, the Intelligent Transportation System (ITS), and the interchange ramp turnouts; this work is scheduled to be completed in conjunction with the remaining work for the C-468 second bridge project in July 2016. Detours for FL Turnpike expected Southbound on 3/23/16 and Northbound on 3/30/16.	C	\$3,504,530
7	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 RFQ will be going before the 3/22/16 BOCC meeting for contract negotiations approval with Kimley-Horn, and design is expected to begin in April. Funding of construction is expected to be through an FDOT SCOP grant.	B/P	\$400,000
8	C-470, C-475N, and C-575 Safety Improvements	An RFQ will be advertised in January 2016 for the design 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. Recommendation for Engineering Design Services for Safety Improvements forwarded to 3/22/16 BOCC meeting. This project is funded with FDOT Local Agency Program (LAP) funds.	B/P	\$401,000
9	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
10	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
11	CR 101 Improvements	To accommodate increased traffic volume, this project consists of matching the current curb and gutter section of roadway from the Villages of Parkwood to CR 104 (2640'); then transitioning to a typical rural section ending 3200' north of CR 104. Design began in December 2015. Construction is scheduled to be done by the Capital Road Resurfacing Project contractor, to begin in late April, and to be completed by September 2016. 100% plans to be submitted to County by 3/18/16.	D	\$60,000
12	CR 219 between SR 44 and CR 238	This project involves the reconstructing and widening 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 include the extension of a 12" potable water main to the north of the industrial park entrance. Design plans are at 60% and the project is expected to be advertised for bids by May 1, 2016.	D	\$70,000
13	CR 747 Widening	This project will widen CR 747 between C-48E and 1,200 feet south of C-48E, along the east side of CR 747. Turn lanes and access improvements are also included.	B	\$200,000
14	CR 525 Extension - Wade Industrial Park	The concept master plan of the industrial park and deed work is complete. Deeds are pending execution for the required R/W. Design award and contract negotiations will follow BOCC approval 3/22/16 for notice to proceed for design scheduled for April 13, 2016. The design includes the new CR 525E Extension, water line, and improvements on CR 514. Construction bidding is planned for July 1, 2016.	CD	\$2,654,742
15	Capital Road Resurfacing 2016	This project involves resurfacing and other repairs to the County roads identified for improvement in 2016 as part of the County's pavement management program. Project was awarded to C.W. Roberts on 2/23/16. Construction is expected to be complete by September 2016.	B	\$3,725,001
16	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. Public Works Division kick off meeting was held on 3/7/16 for FDOT and Public Works Staff. The study is expected to be completed by January 2017.	PL	\$139,931
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 and will modify US 301 to the North to accommodate U turns.	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

COMPETITIVE FLORIDA PARTNERSHIP



Communities that take action to build and enhance their local economy while staying true to what makes them unique have a competitive advantage. Seizing that advantage, the Competitive Florida Partnership helps a community value those assets that make them special and challenges them to set realistic goals for advancing their economic development vision. A community that participates in this technical

assistance opportunity is committed to innovative strategies that promote partnerships, community design, and a viable economy. This partnership process will create a network of vibrant communities and passionate leaders who gain ideas on how to reach their goals through the success and lessons learned from their peers. A community that makes a formal commitment to the Competitive Florida Partnership receives enhanced support from the Department of Economic Opportunity, the Rural Economic Development Initiative (REDI), and other agency partners as well as state-wide recognition and celebration of their successes along the way.

How the Partnership works:

If you're interested in the Competitive Florida Partnership, we will:

1. **Get to know you.** If your community is interested, we'll get to know you, listen to your needs, and answer any questions you may have about the opportunity.
2. **Discuss your Strategy.** Does your community have a clearly defined holistic vision for economic development with action-oriented projects listed to accomplish its goals? If so, great! How can we help you with implementation? If not, the first step is to create or improve this strategy.

If selected, together we will:

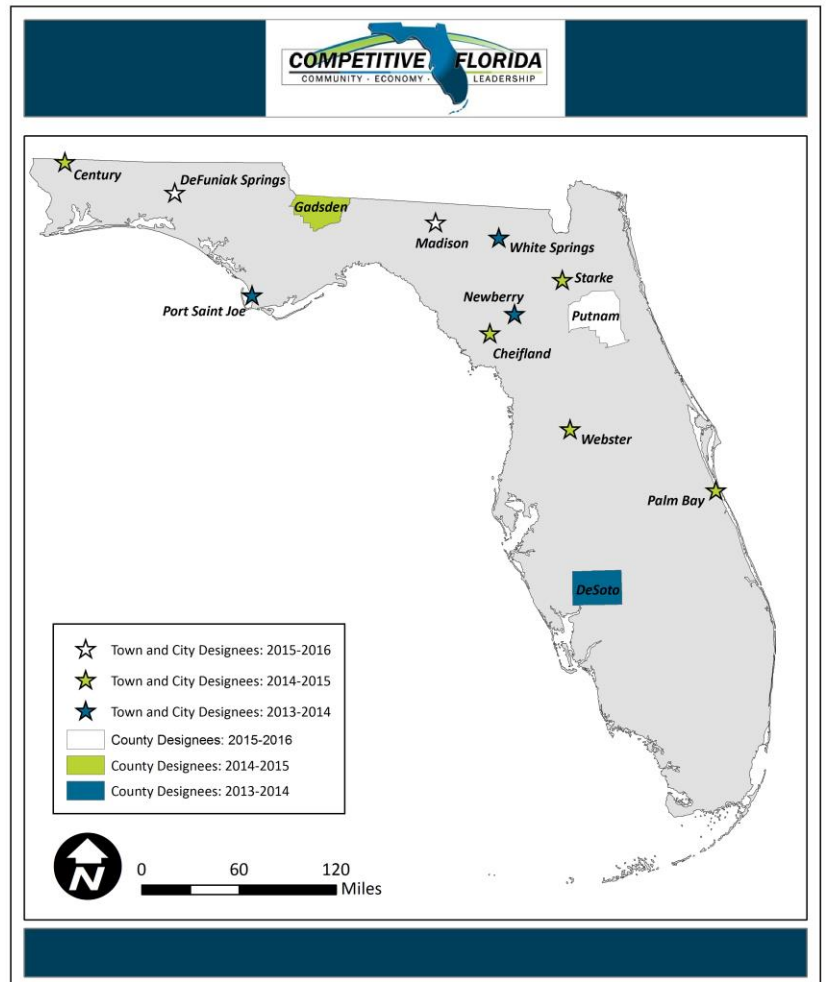
1. **Make a commitment.** An interested community will need to submit a proposal detailing their request for technical assistance, along with a series of letters demonstrating that community leaders are on board.
2. **Community Asset Mapping.** DEO Staff will facilitate an asset mapping exercise with participation of other state agencies through REDI resulting in a report that details suggestions on how the community can build on existing assets and make improvements.
3. **Community Conversations.** Communities that participate in the Competitive Florida Partnership are encouraged to use creative methods for getting input from community members. The partnership advocates for community conversations that involve opportunities for participants to interact.
4. **Competitive Analysis.** Communities will receive a Competitive Analysis prepared by DEO Staff. The document aims to provide a comprehensive, quantitative assessment of the existing conditions and developing trends within the community and local economy, as well as a comparison to the workforce region, the state of Florida, and the nation as a whole.
5. **Resource Matching.** With assistance from our REDI partners, DEO and other state agencies will identify resources to implement the actions on your list. However, this resource is intended to provide guidance on funding, not guarantee that the community will receive funds.



6. **Advice on a specific project.** DEO staff and partners can travel to your community to provide guidance on a specific project, as appropriate.
7. **Feedback on local comprehensive plans.** At the request of the community, DEO can informally review their local comprehensive plan to determine whether or not the policies in place support the stated goals they are trying to achieve. This may include feedback on ways the comprehensive plan could be improved to better achieve goals.
8. **Peer-to-peer constructive learning experience.** Two partnership communities will tour one another's communities and offer insights based on their experiences. This can be incorporated into the asset mapping exercise.
9. **Improve or develop an Economic Development Strategy.** At the culmination of the first year, the community will receive assistance to help create or improve their Economic Development Strategy, emphasizing an actionable implementation plan.

Partnership Objectives:

- **Get people on board.** Once approved, the activities the community will tackle will be shared with all stakeholders. Business leaders, elected officials, and community organizations will be invited to kick-off the effort and learn more about the community's efforts to increase their competitive advantage.
- **Start a conversation.** The community will invite all residents and business owners to share their ideas on economic development and improvements through a community conversation or event where the public talks and local/state staff listen.
- **Do something.** The community will work together to tackle priority actions as outlined in their Economic Development Strategy.
- **Celebrate!** DEO will celebrate with the community and formally recognize the major successes accomplished to date.
- **Share your success and engage in the network.** The community will engage in the Competitive Florida network and share their success and accomplishments with other communities working to increase their competitive advantage. The goal is to create a network of vibrant communities and leaders who gain ideas on how to reach their goals through the experience of others.
- **Review progress and maintain momentum.** It's important that the community continue to review its progress along the way and choose a new project or action to maintain momentum.



Want to know more?

Contact Liesl Voges at 850-717-8525 or CompetitiveFlorida@deo.myflorida.com

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

Wednesday, February 10, 2016
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 1:35 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

Members Present

Richard Baier, Chairman	Sumter County
Chris Schmidt, Vice-Chairman	Lake County
Fred Schneider	Lake County
Dawn McDonald	Lake County Schools
Karl Holley	Sumter County
Kyle Mills	Sumter County/Transit
Stephen Cross	Town of Astatula
Denise Lee	City of Bushnell
Jim Hitt	City of Clermont
Thad Carroll	Town of Lady Lake
DC Maudlin	City of Leesburg
Aaron Mercer	City of Umatilla
Melanie Peavy	City of Wildwood

Members Absent

Tom Carrino	City of Eustis
Gary La Venia	City of Fruitland Park
Ryan Berger	City of Groveland
Mark Reggentin	City of Mount Dora
Jacques Skutt	City of Tavares

Staff Present

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

Others Present

I. REPORTS

- A. Florida Department of Transportation: Reports were included in agenda package.
- B. Florida's Turnpike Enterprise –TJ Fish provided updates on current projects.
- C. Lake County Report – Fred Schneider provided updates.
- D. Sumter County Report – Richard Baier provided updates.
- E. MPO Staff – TJ Fish and Mike Woods provided updates.
- F. TAC: Members Comments and Reports- Richard Baier, and Fred Schneider provided comments and updates.

II. AGENDA UPDATE

None

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

No public comments were made.

IV. ACTION ITEMS

- A. January 13, 2016 Meeting Minutes
Motion was made by Karl Holley to approve the January 13, 2016 meeting minutes, seconded by Jim Hitt – **motion passed 13-0.**
- B. Recommend Approval of Draft List of Priority Projects and Recommend to Open Public Review Period
Richard Baier, Pam Richmond and TJ Fish provided updates on the Draft List of Priority Projects. Discussion continued. **Motion** was made by Jim Hitt to approve the Draft List of Priority Projects with amendments and Recommend to Open Public Review Period, seconded by DC Maudlin – **motion passed 13-0.**
- C. Recommend Approval of Draft FY 2016/17 Transportation Management System Budget
TJ Fish provided a brief explanation of the draft TMS budget. Discussion continued. **Motion** was made by Jim Hitt to approve the Draft FY 2016/17 Transportation Management System Budget, seconded by Thad Carroll – **motion passed 13-0.**
- D. Recommend Approval of Draft FY 2016/17-2017/18 Unified Planning Work Program
TJ Fish provided a brief explanation of the Draft FY 2016/17-2017/18 UPWP. Discussion continued. **Motion** was made by Kyle Mills to approve the Draft FY 2017/17-2018 UPWP, seconded by Denise Lee – **motion passed 13-0.**
- E. Recommendation of Approval of Amendment of the 2015/16-2019/20 Transportation Improvement Program
TJ Fish provided brief explanation of the Amendment to the 2015/16-2019/20 Transportation Improvement Program. Discussion continued. **Motion** was made by Jim Hitt to approve the Resolution Approving Amendment to the 2015/16-2019/20 Transportation Improvement Program, seconded by Denise Lee – **motion passed 13-0.**

VI. DISCUSSION ITEMS

A. Pending Transit 101 Event

TJ Fish provided update on the pending Transit 101 Event that will be scheduled in March. Discussion continued.

B. Legislative Update

TJ Fish provided update on the Legislative Update Discussion continued.

C. 2016 Horizon Award Results

TJ Fish provided update on the results of the 2016 Horizon Award recipients. List Attached. Discussion continued.

D. Status Update on TMS and MPO Review of Traffic Impact Analyses

TJ Fish provided update on TMS and MPO Review of Traffic Impact Analyses. Discussion continued.

VII. PROJECT UPDATES

T.J. Fish noted that a summary page of the Project Updates are included in the Agenda package.

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Richard Baier confirmed he will attend the February 24, 2016 meeting.

IX. ADJOURNMENT

Following a motion by Jim Hitt, seconded by Denise Lee, the meeting adjourned at 3:27 p.m.

Richard Baier, Chairman

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2016 - 6

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO) APPROVING THE UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2016/17 THROUGH FISCAL YEAR 2017/18

WHEREAS, the Lake~Sumter Metropolitan Planning Organization has been designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Lake-Sumter Urban area; and

WHEREAS, Title 23 CFR Section 450.308(c) and Florida Statute 339.175(9) require each Metropolitan Planning Organization to annually submit a Unified Planning Work Program; and

WHEREAS, a Unified Planning Work Program is defined as a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area during the program year, and includes a planning budget; and

WHEREAS, the Lake~Sumter Metropolitan Planning Organization's FY 2016/17 through FY 2017/18 Unified Planning Work Program has been prepared in accordance with the Florida Department of Transportation Unified Planning Work Program Procedure.

NOW, THEREFORE BE IT RESOLVED that the Lake~Sumter Metropolitan Planning Organization hereby endorses the Unified Planning Work Program for FY 2016/17 through FY 2017/18.

DULY PASSED AND ADOPTED this _____ day of _____, 2016.

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

This _____ day of _____, 2016

Approved as to Form and Legality:

Melanie Marsh, MPO Attorney



Unified Planning Work Program

July 1, 2016 – June 30, 2017
and
July 1, 2017 – June 30, 2018

Prepared by:

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FY 2016/17
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FY 2017/18
FM# 439 329-1-14-01
FAP 0457 053

Code of Federal Domestic Assistance Numbers:
20.205 – Highway Planning and Construction

Draft Presented to MPO Governing Board: February 24, 2016
Adoption: April 27, 2016

The preparation of this report was financed in part by the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration with the Florida Department of Transportation and local participating governments. The views and opinions of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Introduction

The FY 2016/17-2017/18 Unified Planning Work Program (UPWP) has been prepared to define the tasks and anticipated funding requirements as part of the two-year work program for the Lake~Sumter Metropolitan Planning Organization (MPO). This document serves to define activities for all public officials and agencies that contribute resources to the transportation planning process. The UPWP provides a description of planning tasks and an estimated budget for each. Planning activities programmed within this FY 2016/17–2017/18 UPWP meet the requirements of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT). This document has been prepared according to the FDOT Metropolitan Planning Organization Program Management Handbook.

The state and federal governments provide funding support through the FDOT, the FHWA (PL 112, metropolitan planning funds), the FTA (Section 5305(d) transit planning funds) and the Florida Commission for the Transportation Disadvantaged (TD Grant).

Transportation Planning Emphasis

Bicyclist and pedestrian safety is one of eight emphasis areas in the Florida's 2012 Strategic Highway Safety Plan (SHSP). The SHSP has identified six strategies on which to focus our safety efforts.

Strategies

- Increase awareness and understanding of safety issues related to Vulnerable Road Users;
- Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement;
- Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures;
- Encourage adequate funding levels for effective pedestrian and bicycle safety programs and initiatives;
- Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking; and
- Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety.

Reducing pedestrian and bicycle crashes is an important MPO issue requiring commitment, cooperation, and coordination with all of our partners. The MPO planning emphasis in this area is intended to focus and strengthen the planning process between our partners regarding safety of pedestrian and bicyclists using the transportation system.

Organization and Management of the MPO

Representatives of Lake County and Sumter County governments, the 14 municipalities of Lake County, the five municipalities in Sumter County, the Lake County School Board, the Sumter County School Board, Florida Central Railroad (FCEN), the Central Florida Expressway Authority (CFX), FDOT and the U.S. Department of Transportation (USDOT) are involved in the transportation planning process for the Lake~Sumter MPO. The purpose is to provide effective leadership in the initiation and development of transportation plans, programs and strategies. As the body most directly responsible for the guidance of the transportation planning process, the MPO strives to ensure that the recommendations are in keeping with the goals and standards of the federal government, the State of Florida, Lake County, Sumter County, the 19 municipalities, CFX and FCEN.

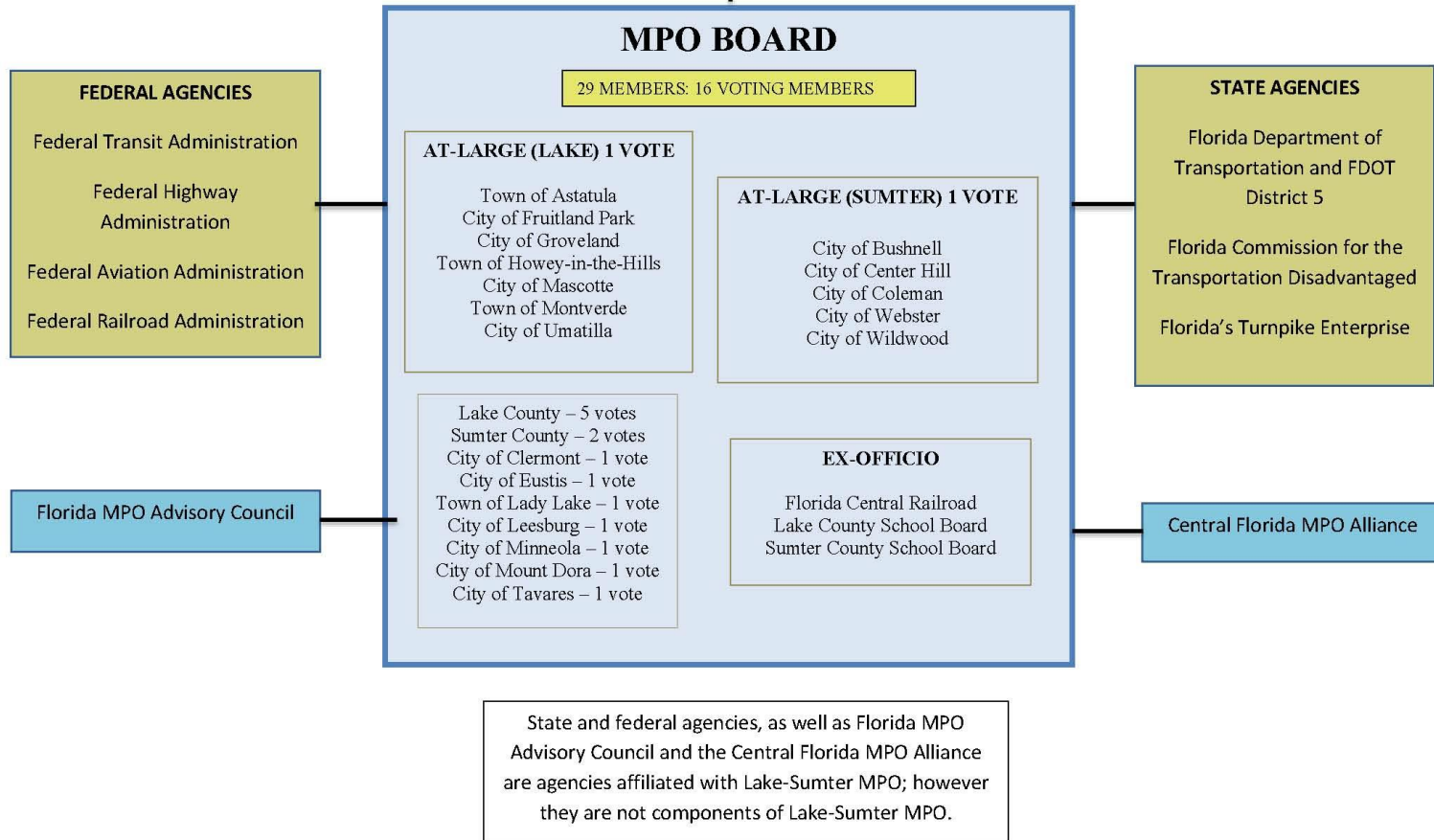
The MPO functions include, but are not limited to, the preparation and accomplishment of the tasks required by state rule or by federal policy. The MPO's major annual responsibilities are to perform the tasks of preparing the UPWP, the Transportation Improvement Program (TIP), the List of Priority Projects (LOPP) and the annual MPO Audit Report. As with all transportation planning delegated by the federal and state laws, the MPO is responsible for ensuring adequate representation and compatibility of state, county and municipal projects in the transportation planning process. This includes consideration of all modes of transportation with respect to the needs of the elderly and disabled, as outlined in the "Americans with Disabilities Act".

Lake~Sumter MPO Organizational Charts



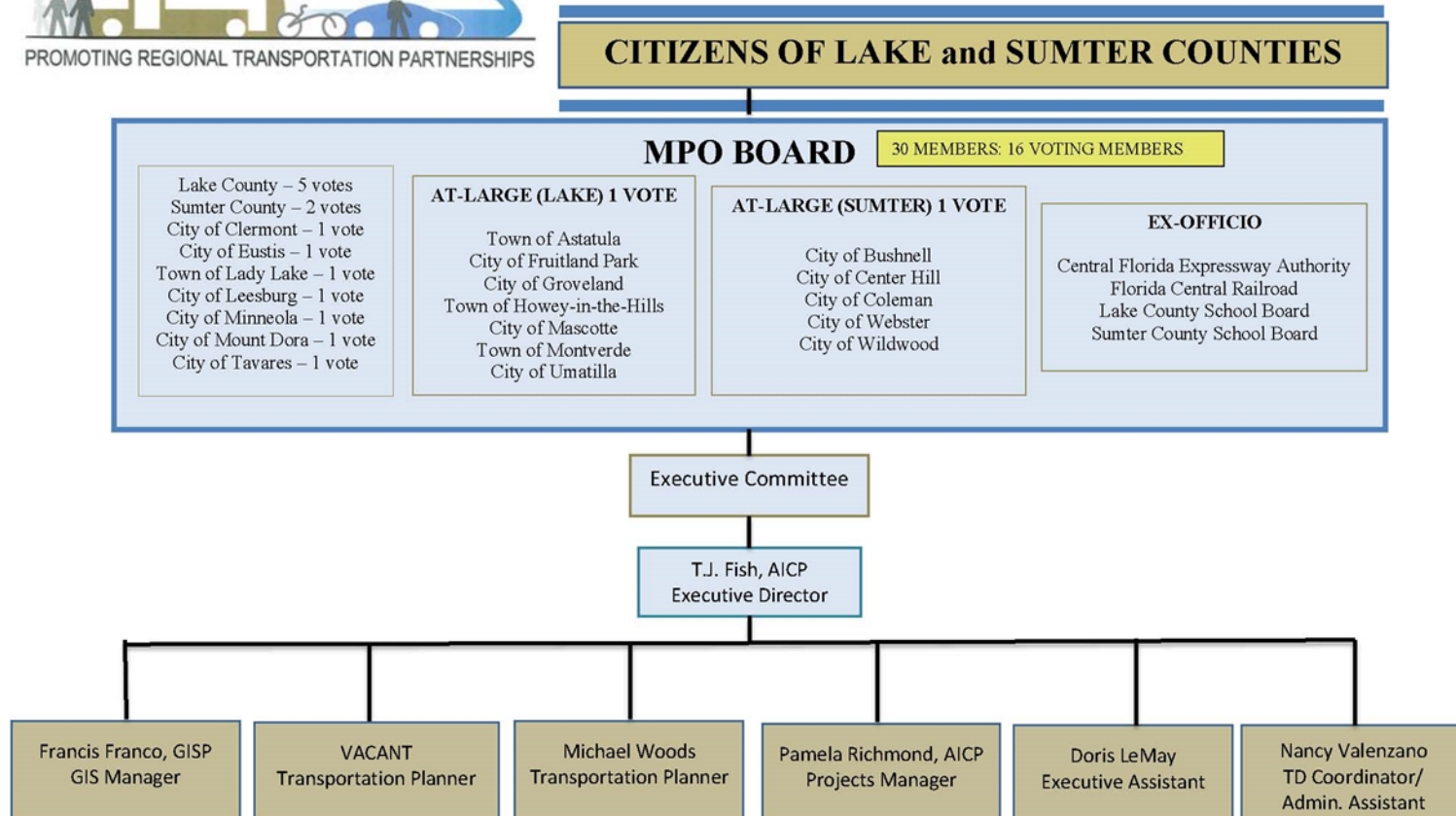
ORGANIZATIONAL CHART

CITIZENS OF LAKE and SUMTER COUNTIES





ORGANIZATION CHART



Lake~Sumter MPO Governing Board – 2016 Members List

<u>NAME</u>	<u>REPRESENTING</u>
Tim Sullivan/ 2nd Vice-Chairman	Lake County
Sean Parks	Lake County
Jimmy Conner	Lake County
Leslie Campione / Chairman	Lake County
Welton Cadwell	Lake County
Don Burgess / 1st Vice-Chairman	Sumter County (1)
Doug Gilpin	Sumter County (2)
Al Butler (alternate)	
Don Hahnfeldt (alternate)	
Ray Goodgame / Immediate Past Chairman	City of Clermont
Diane Travis (alternate)	
Linda Bob	City of Eustis
Jim Richards	Town of Lady Lake
Dan Vincent (alternate)	
Jay Hurley	City of Leesburg
Bob Bone (alternate)	
Pat Kelley / Chairman Elect	City of Minneola
Lisa Jones (alternate)	
Nick Girone	City of Mount Dora
Marc Crail (alternate)	
Robert Wolfe	City of Tavares
Kirby Smith (alternate)	
Mitchell Mack	Town of Astatula
Raymond Lewis	City of Fruitland Park
John Gunter (alternate)	
Tim Loucks	City of Groveland
Dina Sweatt (alternate)	
Scott Kearney	Town of Howey-in-the-Hills
Ed Conroy (alternate)	
Sally Rayman / Lake County At-Large Representative	City of Mascotte
Barbara Krull	
Joe Wynkoop	Town of Montverde
Glenn Burns (alternate)	
Peter Tarby	City of Umatilla
Katherine Adams (alternate)	
Bil Spaude	City of Bushnell
Richard Huff/ Sumter County At-Large Representative	City of Coleman
(Vacant)	City of Webster
Kelly Williams (alternate)	
Ed Wolf	City of Wildwood
Julian Green (alternate)	
Pete Petree	Florida Central Railroad / Ex-officio
Matt Schwerin (alternate)	
Marc Dodd	Lake County School Board / Ex-officio
Bill Mathias (alternate)	
Christine Norris	Sumter County School Board / Ex-officio

The MPO Governing Board includes elected representatives from Lake and Sumter counties, two county commissioners from Sumter County and all five county commissioners from Lake County. In addition are representatives from the 19 municipalities. Of the 14 municipalities of Lake County, seven have voting positions on the Governing Board: Clermont, Eustis, Lady Lake, Leesburg, Minneola, Mount Dora and Tavares. The seven that annually rotate an at-large voting position include: Astatula, Fruitland Park, Groveland, Howey-in-the-Hills, Mascotte, Montverde and Umatilla. The five Sumter County municipalities of Bushnell, Center Hill, Coleman, Webster and Wildwood annually rotate an at-large voting position. Ex-officio members include Florida Central Railroad, added as ex-officio member in 2006, both counties' school districts, approved as ex-officio members in 2008, and the Central Florida Expressway Authority, added in 2015. All 19 municipalities within the MPO Area have a seat on the MPO Governing Board, with nine voting seats assigned to municipalities and seven assigned to county commissioners.

The Lake~Sumter MPO Governing Board receives recommendations from six advisory committees. Five task forces have been created to allow opportunity to address specific areas or issues.

The Executive Committee

The Lake~Sumter MPO Executive Committee (EC) is comprised of the following board members: Chairman, Chairman-Elect, 1st Vice Chairman/Treasurer, 2nd Vice Chairman, Immediate Past Chairman, the At-Large Representative for the Sumter County municipalities and the At-Large Representative of the smaller Lake County municipalities. The purpose of the Executive Committee is to efficiently address business issues and matters not feasible to be heard by the full MPO Governing Board in a timely fashion. The MPO Governing Board may refer items to the Executive Committee for action or recommendation. The Chairman may convene the Executive Committee for items deemed appropriate for Executive Committee review or action.

The Technical Advisory Committee

The Technical Advisory Committee (TAC) composed of engineers, planners, and other related transportation professionals, reviews plans, programs and projects, and recommends solutions to the MPO based on technical expertise. Each member government may appoint at least one TAC member.

The Citizens' Advisory Committee

The Citizens' Advisory Committee (CAC) is comprised of members of the general public who represent the general welfare of the community. Each municipality may appoint at least one citizen representative and each county commissioner on the MPO Governing Board may appoint a citizen representative.

The Bicycle & Pedestrian Advisory Committee

The Bicycle & Pedestrian Advisory Committee (BPAC) focuses on bicycle and pedestrian transportation issues including facilities, community design, Safe Routes to Schools and regional trail master planning. Each member government may appoint at least one representative, and the BPAC itself may appoint representatives of advocacy groups. Membership in the BPAC includes elected officials, county and city technical staff, and residents/advocates.

The Transportation Disadvantaged Coordinating Boards

Both Lake County and Sumter County have Transportation Disadvantaged Coordinating Boards (TDCBs) that identify the local needs of the transportation disadvantaged population and investigate alternatives to meet those needs. The TDCBs assist in planning, monitoring and evaluating the Community Transportation Coordinators (CTCs) for each county, which happen to be the boards of county commissioners in each. Additional public input is provided through public meetings, public hearings and civic meetings. The TDCB from each county comprises a diverse group of citizens representing many facets of the population and the TD clientele.

The East Lake Task Force

The East Lake Task Force was created to research alternatives to U.S. Highway 441 and to analyze the effects of connecting the Lake County network to the proposed Wekiva Parkway (SR 429 Orlando Beltway) and SR 46 projects. The group has recently been effective in focusing on transit and rail. Membership on this task force includes Lake County, Astatula, Eustis, Howey-in-the-Hills, Mount Dora, Tavares and Umatilla.

The Northwest Lake Task Force

The Northwest Lake Task Force was created to research options for the US 441 and US 27 corridors and to guide trail and transit projects in the sub-region. Membership in the task force includes Lady Lake, Fruitland Park, Leesburg and Lake County. The group also coordinates with Sumter County on issues that may cross the counties' boundary.

The South Lake Task Force

The South Lake Task Force was created to advance funding for the SR 50 six-lane widening project, which saw the final segment completed in 2013. The group remains focused on researching potential reliever corridors to alleviate SR 50 and to advance interconnectivity with the county road network. The group continues to focus on the incomplete county road network and on transit along the SR 50 corridor. Membership on this task force includes Lake County, Clermont, Minneola, Montverde, Groveland and Mascotte.

The Public Transportation Task Force

The LakeXpress Task Force was created to monitor the progress of the LakeXpress fixed-route transit system, running along the US 441 corridor. This task force has evolved into the Public Transportation Task Force in order to include additional Lake County municipalities desirous of fixed-route transit services and in order to incorporate para-transit issues into the fixed-route transit planning process. All Lake County municipalities are invited to participate and the group coordinates with Sumter County as needed.

The 470 Corridor Task Force

The 470 Corridor Task Force focuses on the development of the economic development corridor between US 27 in Leesburg and SR 44 in western Sumter County, a corridor that intersects with Florida's Turnpike (SR 91), US 301, I-75 and the CSX S-Line. Membership on this task force includes Sumter County, Lake County, Wildwood and Leesburg.

The MPO Staff is responsible for collecting and disseminating all information from the transportation planning process to the general public. The work effort required to support the planning process is administered by the MPO staff in cooperation with local governments and the FDOT. Examples of other agencies that are consulted in various phases of the planning process include the Department of Environmental Protection, the Federal Aviation Administration, Federal Rail Administration and the Water Management District Offices (St. John's River WMD and Southwest Florida WMD).

The genesis of the MPO was facilitated by Lake County through the Public Works Department, which provided staffing for the first year following the creation of the agency. As of March 1, 2005, with the hiring of the first executive director, the new agency physically moved to an independent location in Leesburg, central to the MPO area. With these actions, the MPO began an agreement with the Lake County Board of County Commissioners (LCBCC) for the LCBCC's provision of support services to the MPO, including payroll, benefits, insurance, procurement, legal assistance, information technologies, human resources, risk management, facilities management and finance.

The February 2004 Joint Participation Agreement (JPA) with FDOT established the MPO as the official planning agency for the Lake~Sumter MPO Area. On May 26, 2004, the MPO Governing Board approved an assignment agreement and time extension among the MPO, Lake County, and FDOT for the Long Range Transportation Plan (JPA Amendment 2). Additional JPAs are being executed periodically for maintaining continued federal PL funds and state FTA match funding. On December 20, 2004, the MPO executed the Public Transportation JPA. On December 14, 2005, the MPO Governing Board executed an interlocal agreement with the Sumter County BCC creating a regional partnership between entities for regional transportation planning and TRIP funding. This agreement applies to all of Sumter County, including the non-urbanized portion. The need for that agreement was superseded by Governor Crist's 2010 approval of the MPO's Re-designation Plan to include all of Sumter County.

All agency plans and programs comply with the public involvement provisions of Title VI which states: "No persons in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance". To further ensure full compliance with federal requirements, the Lake~Sumter MPO Governing Board adopted a formal policy covering Title VI issues in July 2007.

Status of Local and Regional Planning Activities

Census 2010

The new Urbanized Area Maps based on the 2010 Census were released revealing that the population within the Lady Lake-The Village UA has more than doubled expanding dramatically in Sumter County. Growth also occurred at a lesser rate in the northern Lake County urbanized area now named the Leesburg-Eustis-Tavares UA. In addition, the MPO Area now includes a third urbanized area due to the expansion of the Orlando UA into southern Lake County to include Clermont, Minneola, Groveland, Mascotte and Montverde. This iteration of the UPWP includes tasks related to transportation planning in those Urbanized Areas and in the two-county MPO Area.

Regional Transportation Planning Coordination

The Lake~Sumter MPO is party to an interlocal agreement among the six MPOs that are members of the Central Florida MPO Alliance (CFMPOA). The purpose of the agreement among the CFMPOA members is enhanced regional transportation planning. The CFMPOA will also execute the FDOT agreement with the Regional Intergovernmental Coordination and Review (ICAR) agencies serving the metropolitan area, typically the East Central Florida Regional Planning Council (ECFRPC) created under *section 186.504, F.S.* The agreement shall describe the process for coordination of MPO planning and programming activities and how transportation planning and programming activities will be a part of the comprehensive planned development of the metropolitan area. This agreement also defines the process for fulfilling the clearinghouse requirements for federally funded activities. [*Subsection 339.175(9) (a) 2. F.S.*]

Through the CFMPOA and through regional initiatives like *How Shall We Grow*, and in conjunction with regional entities such as the East Central Florida Regional Planning Council (ECFRPC) and FDOT District 5, the Lake~Sumter MPO is achieving a high level of regional planning coordination. Most notably, the MPO is conducting regional planning encompassing the complete two-county region of Lake and Sumter counties. Furthermore, the MPO is engaged in regional planning activities including projects between the Lake~Sumter MPO and neighboring MPOs like MetroPlan Orlando, the Ocala/Marion TPO, the River to Sea TPO (formerly the Volusia TPO), and the Polk County TPO, and with other regional entities such as LYNX, the regional transit authority for Orange, Seminole and Osceola counties.

Central Florida MPO Alliance (CFMPOA)

The Lake~Sumter MPO is a party to the CFMPOA. In addition to the Lake~Sumter MPO, five other Central Florida MPOs are members of the organization: the Ocala/Marion County Transportation Planning Organization (TPO); the River to Sea TPO (Volusia, Flagler); the Space Coast TPO (Brevard); the Polk County TPO; and MetroPlan Orlando (Orange, Seminole, Osceola). This effort was pursued in recognition of the fact that

there are many transportation issues that are shared with, and impact, the Central Florida Region. Thus, the Central Florida MPO Alliance was created as a natural extension of the existing cooperation among the six MPOs and nine counties of Central Florida. This alliance, which meets on a quarterly basis, has been created to identify regional opportunities and to resolve regional transportation issues. The staffs of the MPOs and FDOT conduct the work effort required to support the transportation planning process. The CFMPOA now serves as a model to other regions on regional coordination. The CFMPOA now has an integral role in developing annual regional recommendations for project funding through the Transportation Regional Incentive Program (TRIP). Furthermore, the CFMPOA has emerged as the regional catalyst for multi-modal approaches to transportation, including commuter rail and other mass transit modes. The greatest accomplishment of the CFMPOA occurred in 2013 when the group took unprecedented steps to create a Regional List of Priority Projects that includes Florida Strategic Intermodal System projects, regional transit projects and regional trail projects, including the Central Florida Coast-to-Coast Connector Trail.

2013 Transit Development Plan (TDP) Major Update

The Lake~Sumter MPO completed development of the Lake County 2008 Transit Development Plan (TDP) in 2007/08, the first TDP for Lake County and the Lake~Sumter MPO. The first major update of the TDP was approved in October 2013, with the new plan addressing the three urbanized areas within the two-county MPO Area. Just as the original TDP was incorporated into the multi-model *Transportation 2035*, adopted in December 2010, the new TDP resulting from the major update was incorporated into *Transportation 2040*, adopted December 9, 2015.

Transportation 2040: 2040 Long Range Transportation Plan

The Lake~Sumter MPO commenced development of the 2040 Long Range Transportation Plan in FY 2014/15 and the MPO Governing Board adopted the plan December 9, 2015. The multi-modal plan incorporates transit and six programs that address multiple modes of transportation: Complete Streets, Regional Trails, Safe Schools Emphasis Areas, Sidewalks, Intelligent Transportation Systems and Management and Operations.

Efficient Transportation Decision Making (ETDM)

MPO staff continues to train on the implementation of the Efficient Transportation Decision-Making (ETDM) process. The primary concept behind ETDM is to create linkages between transportation, land use and the environment by facilitating early involvement in the planning process of regulatory agencies and the public. This involvement will allow for identification, as early as feasible, of potential "fatal-flaws" or other issues that could hinder or halt development of a particular transportation project. The Lake~Sumter MPO is the local lead agency in ETDM planning screenings and facilitates communication between FDOT and member governments in order to receive thorough comments on projects filtered through the ETDM process. Projects under consideration for inclusion in *Transportation 2040* were systematically screened before the needed projects list was finalized. ETDM was an integral component to implementation of *Transportation 2035* and will continue to be a vital tool for the implementation of *Transportation 2040*.

Bicycle/Pedestrian Initiatives

The MPO completed in 2013 a three-year study of safety issues around schools. That study has resulted in a major safety initiative to focus on the two-mile zone around each

school. In addition, the Lake~Sumter MPO is working closely with Lake County and all the municipalities on implementation of the countywide Master Trails Plan, adopted by Lake County on July 15, 2008 and the MPO on July 23, 2008. The South Lake Trail (Clermont to Groveland) continues as a top MPO priority due to its inclusion as part of the Central Florida Coast-to-Coast Trail. The MPO's newest trail priority is a connection from Tavares and Mount Dora to Orange and Seminole counties via the Wekiva Trail. Meanwhile, the City of Leesburg continues to be a tremendous catalyst for trails projects within that community.

Wekiva Parkway and Wekiva Trail

FDOT and the Orlando-Orange County Expressway Authority (OOCEA) conducted a PD&E study for the Wekiva Parkway and SR 46 projects. The project would complete the Orlando beltway and provide a six-lane connector into Mount Dora via SR 46 and a newly-aligned CR 46A in Lake County. Preferred alignments have been determined for the various segments of the project. One segment of SR 429 in Lake and Orange counties is currently under construction as a design-build project. The other segments of the \$1.6 billion project are under design with right-of-way acquisition and construction to continue through FY 2020/21.

At the request of the government agencies and stakeholders following the Assessment of Multi-Use Trail Accommodation and under the direction of the FDOT D5 Secretary, a Wekiva Trail Feasibility Study was completed in 2011. The MPO managed the PD&E phase and will coordinate with FDOT on the PE phase for each segment of the Wekiva Trail planning and design with the Wekiva Parkway design-build project.

Transportation Management System (TMS)

The Lake~Sumter MPO entered into an interlocal agreement with Lake County, Sumter County, all 14 municipalities in Lake County and the City of Wildwood to manage their transportation management systems, which includes state-mandated transportation concurrency requirements applicable to most. The agreement was effective January 1, 2008, and stipulates that each local government will forward development order requests to the MPO for transportation concurrency review. The MPO will assist local governments in any projects that result in level of service adjustments or proportionate fair share agreements. By virtue of the enactment of 2009's SB 360, and by virtue of the removal of transportation concurrency as a Florida statutory mandate, the MPO is working individually with each local government on the transition away from the state mandate. Some local governments are choosing to maintain transportation concurrency by local ordinance. Other local governments are opting to remove transportation concurrency from ordinances and rely on dual-rational-nexus-test mitigation of impact fees to address road capacity concerns. The MPO's forthcoming Congestion Management Process will assist in addressing means through which to preserve capacity while managing congestion and addressing projects to be funded through specified mechanisms, such as development-based fees and proportionate share payments.

Crash Data Management System

The Crash Data Management System is a web-based, two-county custom tool suite that helps address engineering and safety issues through the analysis of crash data. The WebCDMS tools are adapted to target safety concerns through the 4E approach (engineering, enforcement, education and emergency management), as well as

integrating the State of Florida's Strategic Highway Safety Plan Emphasis Areas. The significant aspects of the WebCDMS are that it is regional in scope, focuses on incidents and incident types and addresses potential countermeasures to correct safety deficiencies. The WebCDMS tools include query based thematic mapping, collision diagramming, multi-selection comparison charts, SQL query building tools, and data sharing functionality. It can be used to easily identify high crash frequency locations and be utilized to communicate findings using detailed, user-defined reports. A key aspect of the WebCDMS is the ability to cross-reference county and state data sources to assess both regional and local crash related issues.

Status of Area Highway Projects

US 27

As a Strategic Intermodal System (SIS) facility from Florida's Turnpike in the southern Leesburg area south into Polk County, US 27 is a north-south spine for the Florida peninsula. Construction to six lanes is complete in Minneola and Clermont from CR 561 (west) to Lake Louisa Road and is complete in the Four Corners area of southeast Lake County from Boggy Marsh Road to US 192 and Polk County. Construction of the final segment between Lake Louisa Road and Boggy Marsh Road is an MPO priority for SIS funding. Also requested for study is a portion of US 27 in Minneola and Groveland from CR 561 (west) to Florida's Turnpike.

US 301 and I-75/CR 514 Interchange

Providing north-south mobility in Sumter County, the arterial is a major spine for Sumter County, Bushnell, Coleman, Wildwood and The Villages. US 301 in northern Sumter County is a successful public-private partnership thanks to the completion of the four-lane facility from Wildwood to Marion County by The Villages, a developer of a DRI. A Planning Development and Environment (PD&E) will begin in 2014/15 for the corridor south of Wildwood and SR 44. Also the subject of PD&E is the CR 514 Interchange with I-75. The proposed interchange is just west of US 301 near Coleman and the two studies will be coordinated due to the interrelationship of the facilities.

US 441

US 441 has been a top priority of the MPO since the creation of the agency. The Planning Development and Environment (PD&E) Study for US 441 was completed in the spring of 2003 calling for a six-lane facility throughout the MPO Area. US 441 is a regionally significant corridor due primarily to the urban activity along the corridor from Marion County to Orange County. The corridor was improved in the center of Lake County expanding to the north and to the south. Improvements are complete from Dixie Avenue (SR 44) in Leesburg to SR 44 in Mount Dora. Construction of the intersection of US 441 and US 27 (Perkins Street to north of Griffin Road) is complete. Right-of-way acquisition has been accomplished in Leesburg from Mills Street to Perkins Street, making that segment shovel-ready. From Leesburg north, US 441 is joined by US 27. Construction is complete from Martin Luther King, Jr. Boulevard to Lake Ella Road in Fruitland Park. The final segment north, which is programmed for construction in 2019/20, is from Lake Ella Road to Avenida Central in Lady Lake. The segment in Sumter County from Buenos Aires to the Marion County line has recently been improved by adding continuous right turn lanes for a total of six lanes. The southern segment of US 441 from SR 44 to SR 46 in Mount Dora is under design and will eventually link to the Wekiva Parkway project.

SR 46 – Wekiva Parkway SR 429

The Wekiva Parkway project is a multi-faceted project involving completion of the Orlando Beltway (SR 429) connecting from US 441 in Orange County into Lake County and to Interstate 4 in Seminole County. The project will result in a four-to-six-lane arterial facility. SR 429 will also be connected from Orange County to SR 46 in Lake County by a new toll connector, SR 451. SR 46 will be improved west into Mount Dora connecting to US 441. East into Seminole County, SR 46 will parallel SR 429 as a toll-free two-lane service road from a point east at an interchange with the new alignment of CR 46A in Lake County, into Seminole County. A portion of the existing SR 46 two-lane facility in the communities of Sorrento and Mount Plymouth would be turned over to Lake County for maintenance as a county road.

SR 50

SR 50 has been a major priority of the MPO since the agency's inception. Construction is complete in Lake County from US 27 to Florida's Turnpike in Orange County, with the final segment completed in 2013 – the interchange of SR 50 and US 27. The facility is policy constrained to four lanes west of US 27 in Clermont to Groveland, where design of a realignment of the facility is to be completed in 2014. The realignment in Groveland will correct conflicts at SR 33 and SR 19, which are major two-lane trucking corridors.

SR 19

The two-lane facility between CR 561 in Tavares and CR 48 in Howey-in-the-Hills was the subject of a PD&E study completed in 2013. Design funds will be completed FY 2014/15. The study resulted in federal funds for the replacement of a 3,300-foot-long bridge that was built circa 1950.

CR 466A

The CR 466A corridor connects US 301, in Wildwood, to US 441/27, in Fruitland Park. This regionally significant corridor has been designed in Lake County from the Sumter County line to US 441/27 as a four-lane roadway. A state grant has been provided to accomplish one of three phases in Fruitland Park. Another grant request is pending to accomplish Phase 3. The Villages has completed construction to four lanes within Sumter County, from Powell Road/C-462 to Lake County. At the request of Wildwood, Sumter County is widening to three lanes the remaining portion in Wildwood, from Powell Road/C-462 west to US 301.

CR 470 Corridor

A corridor connecting four Strategic Intermodal System facilities (SR 44, I-75, CSX S-Line and Florida's Turnpike) as well as US 301 and US 27, the 470 Corridor has been studied for widening to four lanes and has been targeted by both counties and Wildwood and Leesburg as an economic development corridor. Lake County has designed a portion from the Sumter County Line to just east of US 27. Wildwood and Sumter County executed in 2010 a DRI Proportionate Share Agreement that obligates the Landstone DRI to building a portion of C-470 from CR 501 to the western ramps of Florida's Turnpike. The corridor is a priority for a state grant award for a new bridge over Florida's Turnpike to accommodate the two additional needed lanes. Discussions are also underway to potentially transfer the county corridor to the state system due to its effective connectivity among the SIS facilities and the economic development potential.

Minneola Interchange and Network

Florida's Turnpike Enterprise is prepared to perform a design-build of the interchange in Minneola at Milepost 279 once commitments are executed by the landowner of the Hills of Minneola DRI to dedicate the land for the interchange and to construct a road connection north of the interchange to CR 561A. Meanwhile, Lake County is committed to construction a four-lane road North Hancock Road to the interchange accomplishing a connection south to SR 50 and to construct a four-lane Citrus Grove Road west of the interchange to US 27. The project is pending commencement in 2014.

Status of Transit and Bicycle & Pedestrian Projects

Public Transportation Coordination

Lake~Sumter MPO provides planning assistance for the Public Transportation Program for Lake County and Sumter County. Lake~Sumter MPO staff coordinated the planning effort for the Transit Development Plan/Transportation Disadvantaged Service Plan update for the Lake and Sumter County Board of County Commissioners serving as the Community Transportation Coordinators (CTC). A primary purpose of this effort is to develop goals and objectives that will help establish short-term and long-term plans for transit system development in the planning area. These goals and objectives will also maintain consistency with the goals, objectives, and policies developed previously for the Transportation Elements of the Lake and Sumter County Comprehensive Plans.

2008 & 2013 Transit Development Plan Major Updates

The MPO took the lead in developing the Lake County 2008 Transit Development Plan; and the 2013 Transit Development Plan which serves as the planning, development, and operational guidance document, based on a ten-year planning horizon and covers the year for which funding is sought and the nine subsequent years. The TDP lays out our strategy as to how the transit system will grow. The 2013 Transit Development Plan included the entire Lady Lake/Villages urbanized area covering Lake, Sumter and Marion Counties. The MPO managed the development of the three (3) annual updates for the 2008 Transit Development Plan that were used in developing the FDOT's five-year Work Program, the Transportation Improvement Program, and FDOT's Program and Resource Plan. The TDP process required a great deal of public participation and the MPO followed the adopted Public Participation Plan that has been reviewed by the Federal Transit Administration and the Federal Highway Administration. The 2013 Transit Development Plan was approved by the Lake County BCC and the MPO Governing Board at their October 2013 meetings.

Central Florida Coast-to-Coast Trail – South Lake Trail and South Sumter Connector Trail

A major regional priority of the Central Florida MPO Alliance, the Central Florida Coast-to-Coast Trail is a concept of connecting existing trail facilities to create a continuous 275-mile showcase trail from Titusville to St. Petersburg. The largest gap preventing a coast-to-coast connection is in Lake and Sumter counties. From Orange County and the West Orange Trail west into Lake County, the South Lake is built through Minneola and Clermont to east Groveland. The trail has been designed through Groveland to Mascotte but still requires design from Mascotte west to the Van Fleet Trail in Sumter County. The trail alignment requires a PD&E study from the Van Fleet Trail west through Sumter County into Hernando County to the Withlacoochee State Trail and the Good Neighbor Trail. FDOT is working closely with the MPO and other MPOs to accomplish the coast-to-coast connection.

Wekiva Trail

Lake County, the City of Leesburg, the Town of Lady Lake, the City of Fruitland Park and FDOT have worked in partnership on a PD&E study for the north-south Gardenia Trail. Completion was summer 2009, and now each municipality is pursuing design, right-of-way and construction funding. Leesburg is taking the lead of expanding the regional trail network in the community by leading efforts to construct a trail from downtown Leesburg west to the Sumter County Line. The facility would enable a potential future connection to Wildwood in Sumter County possibly along SR 44.

Complete Streets Projects

SR 44 (Dixie Avenue) and US 27 in Leesburg are two corridors under study to define complete streets improvements within these urban corridors.

FDOT Planning Efforts

SR 50 Planning Development and Environment Study (PD&E)

US 301 PD&E Study

C-470 PD&E Study

Planning Priorities

MPO Staffing Process

As stated in a previous section, Governor Jeb Bush designated Lake~Sumter MPO on December 9, 2003. The MPO has now, as of the FY 2014/15, hired an executive director, a MPO project manager, two transportation planners, a geographic information systems (GIS) manager, an executive staff assistant and an administrative office associate. The Governing Board authorized in 2011 the creation of a part-time transportation planning associate position as the budget allows; the position has not been filled to date. For nine (9) years, the MPO has been fully operational in an independent office location in Leesburg, Florida. This portion addresses the additional Lake~Sumter MPO needs as follows:

1. Regional partnerships will be enhanced among Lake, Sumter and Marion counties, as well as Orange, Seminole and Osceola counties, Polk County and Volusia County.
2. Fixed-route transit has quickly become a major priority of the MPO and is a linkage among the governmental jurisdictions. South Lake communities continue to work toward a commencement of fixed-route transit services.
3. With a BPAC under the MPO's umbrella, bicycle and pedestrian needs are now at the forefront of the MPO's purview.
4. The MPO through its independent role as transportation resource and research outlet will take the lead in helping the local municipalities and incorporated areas to plan for the desired character and feel of their community.

MPO Re-designation

The MPO took the initiative to submit a Re-designation Plan to include all of Sumter County in 2010 in anticipation of the results of the US Census. The plan was approved by Gov. Crist in December 2010. When requested in 2013 by FDOT as to whether the MPO would be engaging in re-designation or reapportionment, the MPO responded that the Governing Board determined no additional changes were needed. Population trends will be monitored leading up to the next decennial census.

Transit and Para-Transit Planning

The Transit Operations Plan (TOP) is adopted for Lake County, resulting in fixed-route transit, the LakeXpress, along the US 441 corridor. A Transit Development Plan for Lake County, the 2008 TDP, was adopted August 2008 and the 2013 major update was adopted in October 2013. The entire Lady Lake/Villages urbanized area and the South Lake County portion of the Orlando urbanized area was included in the 2013 TDP making Sumter County eligible as a direct recipient of FTA 5307 funds and South Lake County eligible for an expansion of the LakeXpress service area. Lake County continues to fund LYNX service in South Lake County, Link 204 Express Bus service to downtown Orlando and Link 55 in the Four Corners area of South Lake.

Transportation Improvement Program

Lake~Sumter MPO staff will work with the Technical and the Citizens' Advisory Committees and the BPAC to achieve consensus on all adopted documents. By July 15 of each year, the MPO Governing Board will develop and adopt the annual Lake~Sumter MPO TIP. The TIP will be based upon the adopted priorities established each year by September 1st and by the funding priorities of partnering agencies such as FDOT and the two counties, as well as private development funds.

List of Priority Projects

An annual process is established by the MPO to prioritize unfunded transportation needs. Typically by August of each year, the MPO adopts the List of Priority Projects via a series of tables based on various funding sources ranked in terms of funding priority. The MPO has adopted a criteria matrix to provide data to support the process. The MPO also basis prioritization on production versus planning and on matching funds from local sources or private sources.

Implementation of ETDM

The Lake~Sumter MPO will continue to work with FDOT in 2016/17-2017/18 to prioritize and screen projects as they come to the forefront in the funding process. MPO staff assists FDOT with the Sociocultural Effects comments and summary during the District Environmental Technical Advisory Team (ETAT) reviews for these projects.

Air Quality

As of February 2014, the MPO had not yet received formal notification of Lake County's air quality status. Meanwhile, the US Department of Environmental Protection had undertaken a review of air quality monitor readings that could lead to a change in standards that would result in Lake County becoming a non-attainment county in terms of air quality. This specifically pertains to ground level ozone. Currently averaged at 70 parts-per-billion, the new EPA ruling could place the standard between 60 and 70 ppb, thus triggering new air quality requirements for the Lake~Sumter MPO. The MPO will

closely monitor this unfolding scenario and will be prepared to address federal air quality requirements should the standards be adjusted resulting in non-attainment status for Lake County.

Sustainable Community Planning

The Lake~Sumter MPO will strive to advance programs that support the national Sustainable Communities initiative. In June 2009 the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). These three agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development and helping to address the challenges of climate change. The following Livability Principles are guiding their work:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investment
- Value communities and neighborhoods

Public Involvement Plan

Substantial changes or amendments to the UPWP will be done after the public has been notified of intent to modify the plan, and only after the public has had 45 days to review and comment on the proposed substantial changes.

The MPO public participation plan provides the public with many opportunities to comment on 2016-2018 UPWP including but not limited to the following:

- 45-day comment period on the draft 2016/17-2017/18 UPWP
- Public meetings on specific transportation projects including the UPWP
- MPO Website: www.LakeSumterMPO.com where the draft UPWP document is available for viewing and/or download
- MPO Governing Board and Committee meetings (TAC, CAC, BPAC, TDCB) in February and April 2016
- Public Hearing held at the April 2016 MPO Governing Board Meeting

The MPO mailing list includes, civic associations, clubs, municipal governments, newspapers, concerned citizens and all attendees to any of the transportation related public meetings held in the MPO planning area.

Work Program Task Sheets

The Lake~Sumter MPO fiscal year 2016/17-2017/18 UPWP, covering the fiscal year from July 1, 2016, to June 30, 2018, was developed by MPO staff, in cooperation with the FDOT and members of the MPO's TAC, CAC and BPAC; and most importantly, the MPO Governing Board.

This section of the UPWP documents each specific transportation planning task to be undertaken during fiscal years, 2016/17-2017/18 including the purpose of the task, previous work accomplished, proposed required activities to accomplish tasks, responsible agencies, cost estimates, and proposed funding sources. The Work Program is broken down into seven major categories of activity. The final section of the UPWP contains the appropriate tables, including a task element index, summary of estimated expenditures for the previous UPWP, and a summary of proposed expenditures by responsible and participating agencies and funding sources.

1.0 Administration

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

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

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

Task 1.0 Administration							
Purpose:							
Provide administrative support necessary to carry out MPO plans and programs.							
Previous Work Completed:							
Effective and efficient management of the local 3-C planning process, including active participation with federal, state and local public agencies and citizens. Administration of Governing Board meetings, committee meetings, task force meetings and required public meetings. Adoption of all required planning documents; Adoption of required agreements and policies. Attendance at public meetings, workshops and training sessions.							
Required Activities:							
<ul style="list-style-type: none"> Provide technical assistance and staff support to MPO Governing Board and committees Prepare and distribute MPO materials, including agenda packages, meeting minutes, resolutions, plans and documents Implement and update as needed the FY 2016/17-2017/18 Unified Planning Work Program detailing all tasks to be accomplished through the utilization of federal and state funds Draft the FY 2018/19-2019/20 UPWP Calculate, analyze and maintain financial data, including records of receipts and expenditures for all MPO planning funds Review and update agreements and MPO administrative documents 				<ul style="list-style-type: none"> Staffing to accomplish plans, programs and administration Leasing of MPO offices and insurance Maintain financial records and perform an annual single audit Prepare and participate in annual Joint State MPO Certification Prepare and submit progress reports and invoices for grant reimbursement Registration and travel costs related to professional training, seminars, meetings, workshops, and conferences Purchase and maintenance of office equipment and purchase of office supplies and postage 			
End Product:		Completion Date:		Responsible Agency: MPO			
MPO Board and committee meetings		Monthly					
Joint State-MPO Certification		Feb. 2016/Feb. 2017					
PL Invoices and Progress Reports		Monthly					
Single Audit		Annually					
MPOAC & General Meetings		As scheduled					
Two county coordination		Ongoing					
Implement Unified Planning Work Program		Ongoing					
Year 1 – FY 2016/17							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	344,900	0	23,995	13,670	13,670	33,219	429,454
Total Cost to MPO	344,900	0	23,995	13,670	13,670	33,219	429,454
Year 2 – FY 2017/18							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	344,900	0	23,995	13,670	13,670	33,219	429,454
Total Cost to MPO	344,900	0	23,995	13,670	13,670	33,219	429,454
Grand Total:							858,908

Task 1.0 Administration
Estimated Budget Detail for FY 2016-2017

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	186,206	0	23,995	13,670	13,670	33,219	270,760
	Subtotal:	186,206	0	23,995	13,670	13,670	33,219	270,760
B. Consultant Services								
	contract/consultant services		-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
C. Travel								
	Travel Expenses	1,295	-	-	-	-	-	1,295
	Subtotal:	1,295	0	0	0	0	0	1,295
D. Other Direct Expenses								
	Accounting and Auditing Services	15,000						15,000
	Telecommunications	7,000						7,000
	Freight and Postage	2,400						2,400
	Rentals and Leases	66,000	-	-	-	-	-	66,000
	Insurance	4,251						4,251
	Repair and Maintenance	15,000						15,000
	Reprographic Charges	6,500						6,500
	Public Involvement	1,500						1,500
	Support Services Lake Co.	25,875						25,875
	Legal Advertisements	2,000						2,000
	Office Supplies	5,000						5,000
	Info Tech Supplies	3,373						3,536
	Books, Pubs and Dues	1,500						1,500
	Training	2,000						2,000
	Subtotal:	157,399	0	0	0	0	0	157,399
E. Indirect Rate								
	Subtotal:	0	0	0	0	0	0	0
	Total:	344,900	0	23,995	13,670	13,670	33,219	429,454

Task 1.0 Administration
Estimated Budget Detail for FY 2017-2018

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	186,206	0	23,995	13,670	13,670	33,219	270,760
	Subtotal:	186,206	0	23,995	13,670	13,670	33,219	270,760
B. Consultant Services								
	Contract/consultant services		-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
C. Travel								
	Travel Expenses	1,295	-	-	-	-	-	1,295
	Subtotal:	1,295	0	0	0	0	0	1,295
D. Other Direct Expenses								
	Accounting and Auditing Services	15,000						15,000
	Telecommunications	7,000						7,000
	Freight and Postage	2,400						2,400
	Rentals and Leases	66,000	-	-	-	-	-	54,984
	Insurance	4,251						4,251
	Repair and Maintenance	15,000						15,000
	Reprographic Charges	6,500						6,500
	Public Involvement	1,500						1,500
	Support Services Lake Co.	25,875						25,875
	Legal Advertisements	2,000						2,000
	Office Supplies	5,000						5,000
	Info Tech Supplies	3,536						3,536
	Books, Pubs and Dues	1,500						1,500
	Training	2,000						2,000
	Subtotal:	157,399	0	0	0	0	0	157,399
E. Indirect Rate								
	Subtotal:	0	0	0	0	0	0	0
	Total:	326,552	0	23,995	13,670	13,670	33,219	429,454

2.0 Data Collection

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

Task 2.0 Data Collection							
Purpose:							
To monitor changes in traffic-related characteristics within the MPO planning boundary. To gather, analyze and utilize crash data to address safety in the planning process. To compare existing characteristics with projections to anticipate planning needs and activities. To build a data repository of information to support regional transportation efforts.							
Previous Work Completed:							
A two-county traffic count database, crash statistic database, comprehensive Geographic Information System (GIS), Transportation Management System (TMS)							
Required Activities:							
<ul style="list-style-type: none"> Analyze socioeconomic data Assist local governments in compiling data inventories related to the Transportation Management System (TMS), Congestion Management Process (CMP) and Crash Data Manage consultants in the collection of traffic count data Collect and utilize multi-modal systems data including transit and bicycle/pedestrian data Management of the MPO's Geographic Information Systems (GIS) and analysis of data Utilization of surveys to collect data 				<ul style="list-style-type: none"> Manage a two-county traffic count database Collect, maintain and analyze roadway characteristic data Update and analyze data for utilization in various MPO efforts Maintain, update and analyze transit data Collect, maintain and analyze data to support the Transportation Disadvantaged program GIS mapping to support visualization efforts Staffing to manage data collection 			
End Product:		Completion Date:		Responsible Agency: MPO			
TMS Report		Annually					
Update TMS database		Annually					
Update TMS with traffic counts		Annually					
Manage traffic count program		Annually					
Year 1 – FY 2016/17							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	9,302	0	3,212	0	0	0	12,514
Consultant	20,000						20,000
Total Cost to MPO	29,302	0	3,212	0	0	0	32,514
Year 2 – FY 2017/18							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	6,302	0	3,212	0	0	0	12,514
Consultant	20,000						20,000
Total Cost to MPO	29,302	0	3,212	0	0	0	32,514
Grand Total:							65,028

Task 2.0 Data Collection
Estimated Budget Detail for FY 2016-2017

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	9,302	0	3,212	0	0	0	12,514
	Subtotal:	9,302	0	3,212	0	0	0	12,514
B. Consultant Services								
	Contract/consultant services	20,000						20,000
	Subtotal:	20,000	0	0	0	0	0	20,000
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	29,302	0	3,212	0	0	0	32,514

Task 2.0 Data Collection
Estimated Budget Detail for FY 2017-2018

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	9,302	0	3,212	0	0	0	12,514
	Subtotal:	9,302	0	3,212	0	0	0	12,514
B. Consultant Services								
	Contract/consultant services	20,000						20,000
	Subtotal:	20,000	0	0	0	0	0	20,000
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	26,807	0	3,212	0	0	0	32,514

3.0 Long-Range Planning

Work in this section involves the implementation of and any major updates or amendments to the MPO's 2040 Long Range Transportation Plan (LRTP). This section also includes the utilization of FDOT's Efficient Transportation Decision Making (ETDM) planning screen process for projects identified in the new plan. The 2040 LRTP was adopted December 9, 2015. Work also includes efforts to ensure consistency between the MPO's transportation plan and local government comprehensive plans.

Task 3.0 Long Range Planning							
Purpose:							
To maintain, update and implement a long-range transportation plan that is technically sound and financially feasible with the goal to move people, create jobs and strengthen communities. To maintain and update the List of Priority Projects. Conduct other long-range transportation planning efforts consistent with the LRTP, including transportation studies and the Efficient Transportation Decision Making process.							
Previous Work Completed:							
Developed 2040 LRTP (2014-15). Adopted 2040 LRTP (December 2015). Updated LOPP (August 2014 and June 2015).							
Required Activities:							
<ul style="list-style-type: none"> Implement and amend as needed the 2040 Long Range Transportation Plan, <i>Transportation 2040</i> Update as needed Public Involvement Plan for LRTP Coordinate LRTP with plans from other agencies and take steps to achieve plan consistency Develop LRTP performance measures criteria based on FAST Act regulations and time lines Annually develop, update and publish the List of Priority Projects 				<ul style="list-style-type: none"> Perform amendments to the adopted LOPP as necessary Conduct or coordinate with applicable agencies long-range planning efforts such as feasibility studies, corridor studies and project development and environment studies Utilize the Efficient Transportation Decision Making (ETDM) process Engage in transportation modelling efforts as needed Staffing to accomplish long-range transportation planning activities 			
End Product:			Completion Date:			Responsible Agency: MPO	
Implement the LRTP Projects			Ongoing				
Develop Performance Measures related to FAST Act			Ongoing				
Amend 2040 LRTP			As Needed				
Year 1 – FY 2016/17							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	25,795	0	13,110	0	0	0	38,905
Consultant		80,000					80,000
Total Cost to MPO	25,795	0	13,110	0	0	0	118,905
Year 2 – FY 2017/18							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	25,795	0	13,110	0	0	0	38,905
Total Cost to MPO	25,795	0	13,110	0	0	0	38,905
Grand Total:							157,810

Task 3.0 Long-Range Planning
Estimated Budget Detail for FY 2016-2017

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	25,795	0	13,110	0	0	0	38,905
	Subtotal:	25,795	0	13,110	0	0	0	38,905
B. Consultant Services								
	Contract/consultant services		80,000					80,000
	Subtotal:	0	80,000	0	0	0	0	80,000
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	25,795	80,000	13,110	0	0	0	118,905

Task 3.0 Long-Range Planning
Estimated Budget Detail for FY 2017-2018

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	25,795	0	13,110	0	0	0	38,905
	Subtotal:	25,795	0	13,110	0	0	0	38,905
B. Consultant Services								
	Contract/consultant services							
	Subtotal:	0	0	0	0	0	0	
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	25,795	0	13,110	0	0	0	38,905

4.0 Short-Range Planning

This section includes development of the Transportation Improvement Program (TIP) and coordination with the Florida Department of Transportation on development of the FDOT Work Program. The five-year Transportation Improvement Program is required by state and federal laws and is developed on an annual basis and amended as needed to ensure consistency with the FDOT Work Program. This section also includes activities to accomplish short-range planning including assisting local governments in the preparation of FDOT Project Applications in order to make local projects eligible for federal or state funding.

Task 4.0 Short Range Planning							
Purpose:							
To annually update the five-year Transportation Improvement Program (TIP) and amend as needed, consistent with Federal and State requirements. To conduct strategic planning efforts consistent with the LRTP. To coordinate efforts with the Florida Department of Transportation.							
Previous Work Completed:							
Development of the FY 2014/15-18/19 and TIP FY 2015/16-19/20 TIP and all required amendments							
Required Activities:							
<ul style="list-style-type: none"> Annually develop, update and publish the TIP, a five year program of transportation improvements in the MPO Area, in accordance with federal and state requirements and the MPO's Public Involvement Plan Perform amendments to the adopted TIP as necessary Coordinate TIP development consistent with the FDOT Work Program Create GIS data and maps that support the TIP 				<ul style="list-style-type: none"> Conduct or coordinate short-range strategic planning studies and efforts Utilize and maintain an interactive TIP tool Utilize consultant through a maintenance agreement to provide data for the interactive TIP Conduct annual call for local projects Assist local governments in creating, updating and submitting Florida Department of Transportation Project Information Applications Staffing to achieve short-range planning activities 			
End Product:		Completion Date:		Responsible Agency: MPO			
FY 2016/17 – 2021/22 TIP		Adopted June 2016					
FY 2017/18 – 2022/23 TIP		Adopted June 2017					
TIP amendments		As needed					
Year 1 – FY 2016/17							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	42,104	0	13,110	0	0	0	55,214
Consultant	9,600	100,00					109,600
Total Cost to MPO	51,704	100,00	13,110	0	0	0	164,814
Year 2 – FY 2017/18							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	42,104	0	13,110	0	0	0	55,214
Consultant	9,600						9,600
Total Cost to MPO	51,704		13,110	0	0	0	64,814
							229,628

Task 4.0 Short-Range Planning								
Estimated Budget Detail for FY 2016-2017								
Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	42,104	0	13,110	0	0	0	55,214
	Subtotal:	42,104	0	13,110	0	0	0	55,214
B. Consultant Services								
	Contract/consultant services	9,600	100,000					109,600
	Subtotal:	9,600	100,000	0	0	0	0	109,600
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	51,704	100,000	13,110	0	0	0	164,814

Task 4.0 Short-Range Planning								
Estimated Budget Detail for FY 2017-2018								
Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
MPO staff salaries		42,104	0	13,110	0	0	0	55,214
Subtotal:		42,104	0	13,110	0	0	0	55,214
B. Consultant Services								
Contract/consultant services		9,600						9,600
Subtotal:		9,600		0	0	0	0	9,600
C. Travel								
Travel Expenses		-	-	-	-	-	-	0
Subtotal:		0	0	0	0	0	0	0
D. Other Direct Expenses								
Subtotal:		0	0	0	0	0	0	0
E. Indirect Rate								
Click here to enter text.		-	-	-	-	-	-	-
Subtotal:		0	0	0	0	0	0	0
Total:		51,704	0	13,110	0	0	0	64,814

5.0 Multimodal Systems Planning

This section includes elements of the staff support for planning an integrated multimodal transportation system. The integrated transportation system includes all modes including transit, bicycle and pedestrian facilities, roadways, and airports. Multimodal systems planning includes planning efforts to support management and operations including technology-based intelligent transportation systems. This section includes programs such as the MPO's Sidewalks Program, the Safe School Emphasis Program, the Regional Trails Program, and the Complete Streets Program.

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

Task 5.0 Multimodal Systems Planning

Purpose:

To conduct planning efforts across the various transportation and transportation-related systems, including congestion management, safety and operations, public transportation, transportation disadvantaged, bicycle and pedestrian, freight, and local government technical assistance.

Previous Work Completed:

Transit Development Plan updates; Transportation Disadvantaged Service Plan updates for Sumter County and for Lake County; bicycle and pedestrian planning; implementation of Safe School Access Study.

Required Activities:

- | | |
|---|---|
| <ul style="list-style-type: none"> Public transportation planning including fixed-route transit and para-transit Assist Sumter County and Lake County in monitoring and evaluating para-transit services Assist Lake County in monitoring and evaluating fixed-route transit services Implementation of MPO multimodal programs detailed in the LRTP: Regional Trails, Sidewalks, Safe School Emphasis Areas, Complete Streets, Management and Operations, Intelligent Transportation Systems Coordinate with agencies and local governments on safety initiatives Coordinate with local governments and management entities on scenic byways | <ul style="list-style-type: none"> Identify congested roadways and areas of safety concerns for future study Produce Crash Data Reports Update and implement Bicycle/Pedestrian Master Plan Implement the Safe School Access Study Provide technical assistance to local governments Manage multimodal studies including ITS, Bike/Ped and Complete Streets studies Coordinate with the FDOT and local governments on the implementation of multimodal projects and Local Agency Program (LAP) projects Staffing to support multimodal planning |
|---|---|

End Product:	Completion Date:	Responsible Agency: MPO
Review CTCs	Annually	
Update TDP	Annually	
Update TDSP	June	
TDCB meetings	Quarterly	
Program Policies	FY 2016/17	
Multimodal Studies	Ongoing	
Safety Initiatives	Ongoing	

Year 1 – FY 2016/17

Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	30,604	0	18,891	0	0	6,612	56,106
Consultant		440,000					440,000
Total Cost to MPO	30,604	440,000	18,891	0	0	6,612	496,106

Year 2 – FY 2017/18

Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	30,604	0	18,891	0	0	6,612	56,106
Consultant		0					0
Total Cost to MPO	30,604	0	18,891	0	0	6,612	56,106

Grand Total: 545,212

Task 5.0 Multimodal /System Planning
Estimated Budget Detail for FY 2016-2017

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries, fringe benefits	30,604	0	18,891	0	0	6,612	56,106
	Subtotal:	30,604	0	18,891	0	0	6,612	56,106
B. Consultant Services								
	Contract/consultant services		440,000					440,000
	Subtotal:	0	440,000	0	0	0	0	440,000
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	30,604	440,000	18,891	0	0	6,612	496,106

Task 5.0 Multimodal/ System Planning
Estimated Budget Detail for FY 2017-2018

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries, fringe benefits	30,604	0	18,891	0	0	6,612	56,106
	Subtotal:	30,604	0	18,891	0	0	6,612	56,106
B. Consultant Services								
	Contract/consultant services							0
	Subtotal:	0	0	0	0	0	0	0
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	30,604	0	18,891	0	0	6,612	56,106

6.0 Public Involvement

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

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

The public involvement process includes multiple components including consultation with members of the MPO Governing Board, the Citizens' Advisory Committee, the Bicycle & Pedestrian Advisory Committee, the Technical Advisory Committee, the Transportation Disadvantaged Coordinating Boards for both Lake County and Sumter County and the four MPO Task Forces — South Lake, East Lake, Northwest Lake, 470 Corridor and Public Transportation — to participate in the process.

In addition to the process described above, the MPO makes presentations to city and town councils and at community outreach events as well as to chambers of commerce, business expos, civic groups, and appropriate state and local agencies. The MPO public involvement mailing list and e-mail list are utilized to inform the public about the workshops and meetings and to provide copies of the meeting agendas and minutes. In an effort to promote environmental justice and to meet the requirements of Title VI, special efforts were undertaken to involve population segments that are traditionally underserved and/or represented. Several communication tools and outreach strategies are utilized throughout the planning process including visualization techniques, interactive workshop activities, web-based information sharing, multimedia and informational exhibits displaying maps, and charts, to effectively convey content and key issues for public consideration. Comment cards, flip charts, hands-on 'mark-ups' of maps and audio recordings of meetings are utilized to record community input at various outreach venues.

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

Task 6.0 Public Involvement							
Purpose:							
To provided requested information to the public, government agencies and elected officials; to increase public awareness of the MPO and its role; to increase the opportunities for public involvement consistent with Federal and State requirements.							
Previous Work Completed:							
Monitor and improve the website and all printed materials describing agency. Provide active outreach to local communities through presentations and workshops such as on the Long Range Transportation Plan. Hosted informational events such as the Summit on Sidewalks and Safe Access to Schools.							
Required Activities:							
<ul style="list-style-type: none"> Development, updates and implementation of the Public Involvement Plan Utilize MPO Board, committee and subcommittee meetings to gain input from the public Utilize the CAC to assist in public involvement activities Develop, update and distribute outreach materials, including documents and maps, informational literature and graphics 				<ul style="list-style-type: none"> Host or participate in public educational events Utilize electronic media and social media to promote MPO's activities, current events, plans and programs, and expand network of communications Schedule, participate in and travel to public speaking engagements of civic and community organizations Update and maintain web-based applications Staffing to accomplish public involvement 			
End Product:				Completion Date:		Responsible Agency: MPO	
MPO Accomplishments and activities report				Annually			
Public Involvement Plan				Annually			
Press releases/meeting notices				Ongoing			
Production and updates to public information materials				As needed			
Maintenance of MPO website and social media				Ongoing			
Year 1 – FY 2016/17							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	64,319	0	29,335	0	0	6,612	100,266
Total Cost to MPO	64,319	0	29,335	0	0	6,612	100,266
Year 2 – FY 2017/18							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	64,319	0	29,335	0	0	6,612	100,266
Total Cost to MPO	64,319	0	29,335	0	0	6,612	100,266
Grand Total:							200,532

Task 6.0 Public Involvement								
Estimated Budget Detail for FY 2016-2017								
Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	64,319	0	29,335	0	0	6,612	100,266
	Subtotal:	64,319	0	29,335	0	0	6,612	100,266
B. Consultant Services								
	Contract/consultant services							0
	Subtotal:	0	0	0	0	0	0	0
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	64,319	0	29,335	0	0	6,612	100,266

**Task 6.0 Public Involvement
Estimated Budget Detail for FY 2017-2018**

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
MPO staff salaries		64,319	0	29,335	0	0	6,612	100,266
	Subtotal:	64,319	0	29,335	0	0	6,612	100,266
B. Consultant Services								
Contract/consultant services								0
	Subtotal:	0	0	0	0	0	0	0
C. Travel								
Travel Expenses		-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	64,319	0	29,335	0	0	6,612	100,266

7.0 Special Projects: Regional Planning Coordination and Legislative Monitoring

This task includes the regional visioning and planning initiatives occurring in Central Florida. This task also includes participation in the Florida MPO Advisory Council. Activities include coordination with state and regional agencies on special planning efforts. Also included is the monitoring of federal and state legislative issues and the development of legislative positions and priorities.

Task 7.0 Special Projects and Regional Planning Coordination and Legislative Monitoring							
Purpose:							
To achieve statewide or regional transportation planning coordination and project coordination. To monitor or provide input on legislation impacting transportation.							
Previous Work Completed:							
Participation in the Florida MPO Advisory Council and monitoring of state and federal legislation. Participation in the Central Florida MPO Alliance. Coordination with neighboring MPOs and regional agencies. Coordination through the CFMPOA with the West Central Florida Chairs Coordinating Committee.							
Required Activities:							
<ul style="list-style-type: none"> Participation in the Florida MPO Advisory Council Participation in the Central Florida MPO Alliance including providing funding for a shared staff position for the CFMPOA Participate in regional visioning initiatives Participate in regional groups such as the West Orange South Lake Transportation and Economic Development Task Force and the Northwest Orange East Lake Regional Group 				<ul style="list-style-type: none"> Coordination with various agencies regarding regional plans and projects, including with the FDOT, Florida's Turnpike Enterprise, the Central Florida Expressway Authority, the East Central Florida Regional Planning Council, LYNX and other transit agencies Monitor state and federal legislative issues and develop legislative positions and priorities Coordination with other MPOs on planning initiatives 			
End Product:		Completion Date:		Responsible Agency: MPO			
CFMPOA List of Legislative Priorities		Annually					
CFMPOA Regional Priority List		Annually					
Florida MPO Advisory Council meetings		At least quarterly					
MPOAC Legislative Positions		Annually					
Year 1 – FY 2016/17							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	14,064	0	7,708	0	0	0	21,772
Consultant	5,000						5,000
Total Cost to MPO	19,064	0	7,708	0	0	0	26,772
Year 2 – FY 2017/18							
Responsible Agencies	Funding Sources						
	FHWA (PL)	SA/SL	FTA 5305	FTA State Match	FTA Local Match	Trans. Disad.	Total
MPO Staff	14,064	0	7,708	0	0	0	21,772
Consultant	5,000						5,000
Total Cost to MPO	19,064	0	7,708	0	0	0	26,772
Grand Total:							53,544

Task 7.0 Special Projects: Regional Planning
 Estimated Budget Detail for FY 2016-2017

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	14,064	0	7,708	0	0	0	21,772
	Subtotal:	14,064	0	7,708	0	0	0	21,772
B. Consultant Services								
	Contract/consultant services	5,000						5,000
	Subtotal:	5,000	0	0	0	0	0	5,000
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	19,064	0	7,708	0	0	0	26,772

Task 7.0 Special Projects: Regional Planning
Estimated Budget Detail for FY 2017-2018

Budget Category	Budget Category Description	FHWA (PL)	SA/SL	FTA 5305(D)	FTA State Match	FTA Local Match	Trans. Disad.	Total
A. Personnel Services								
	MPO staff salaries	14,064	0	7,708	0	0	0	21,772
	Subtotal:	14,064	0	7,708	0	0	0	21,772
B. Consultant Services								
	Contract/consultant services	5,000						5,000
	Subtotal:	5,000	0	0	0	0	0	5,000
C. Travel								
	Travel Expenses	-	-	-	-	-	-	0
	Subtotal:	0	0	0	0	0	0	0
D. Other Direct Expenses								
	Subtotal:	0	0	0	0	0	0	0
E. Indirect Rate								
	Click here to enter text.	-	-	-	-	-	-	-
	Subtotal:	0	0	0	0	0	0	0
	Total:	19,064	0	7,708	0	0	0	26,772

The MPO Liaison shall perform a cost analysis on each Estimated Budget Detail, ensuring that the costs are “allowable, reasonable, and necessary” for the completion of the tasks in the UPWP. Specific line items in each budget category on the Estimated Budget Detail must be detailed enough to allow the MPO Liaison to perform the cost analysis.

COST ANALYSIS CERTIFICATION AS REQUIRED BY SECTION 216.3475, FLORIDA STATUTES:

I certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

District MPO Liaison (Grant Manager) Name

Signature

Date

ESTIMATED FUNDING SOURCES AND ANTICIPATED COSTS FOR FY 2016/17 (1st year)

TASK	ELEMENT	PL 112		SA/SL	FTA Section 5305			FTA Section 5305		TD	Grand Total
		Federal	State Soft Match		FY 2016/2017			FY 13/14	FY2016	FY 16/17	
					Federal	State	Local/In Kind	Carry Forward	Carry Forward		
1.0	Administration	\$344,900			\$23,995	\$13,670	\$13,670			\$33,219	\$429,454
2.0	Data Collection	\$29,302			\$3,212					\$0	\$32,514
3.0	Long Range Planning	\$25,795		\$80,000	\$13,110					\$0	\$118,905
4.0	Short Range Planning	\$51,704		\$100,000	\$13,110					\$0	\$164,814
5.0	Multimodal/Systems Planning	\$30,604		\$440,000	\$18,891					\$6,612	\$496,106
6.0	Public Participation	\$64,319			\$29,335					\$6,612	\$100,266
7.0	Special Projects: Regional Planning	\$19,064			\$7,708					\$0	\$26,772
TOTAL		\$565,688		\$620,000	\$109,361	\$13,670	\$13,670	\$76,813	\$120,318	\$46,442	\$1,565,962

ESTIMATED FUNDING SOURCES AND ANTICIPATED COSTS FOR FY 2017/18 (2nd year)

TASK	ELEMENT	PL 112		SA/SL	FTA Section 5305			FTA Section 5305		TD	Grand Total
		Federal	State Soft Match		FY 2017/18			FY 15/16	FY16/17	FY 17/18	
					Federal	State	Local/In Kind	Carry Forward	Carry Forward		
1.0	Administration	\$344,900			\$23,995	\$13,670	\$13,670			\$33,219	\$429,454
2.0	Data Collection	\$29,302			\$3,212					\$0	\$32,514
3.0	Long Range Planning	\$25,795			\$13,110					\$0	\$38,905
4.0	Short Range Planning	\$51,704			\$13,110					\$0	\$64,814
5.0	Multimodal/Systems Planning	\$30,604			\$18,891					\$6,612	\$56,106
6.0	Public Participation	\$64,319			\$29,335					\$6,612	\$100,266
7.0	Special Projects: Regional Planning	\$19,064			\$7,708					\$0	\$26,772
TOTAL		\$565,688			\$109,361	\$13,670	\$13,670			\$46,442	\$748,831

Appendix A

Glossary of Abbreviations and Acronyms

- AA** **Alternatives Analysis:** *Alternatives Analysis is the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.*
- AADT** **Annual Average Daily Traffic:** *The total volume of traffic on a highway segment for one year, divided by the number of days in the year. Both directions of traffic volumes are reported as well as total two-way volumes.*
- ADA** **Americans with Disabilities Act of 1990:** *A Federal law that requires public facilities, including transportation services, to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.*
- ADT** **Average Daily Traffic:** *The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.*
- AE** **Annual Element:** *The first fiscal year of the Transportation Improvement Plan.*
- AFV** **Alternative Fuel Vehicle:** *A vehicle that runs on a fuel other than “traditional” petroleum fuels.*
- AICP** **American Institute of Certified Planners:** *AICP is the American Planning Association's professional institute, providing recognized leadership nationwide in the certification of professional planners, ethics, professional development, planning education, and the standards of planning practice.*
- AMPO** **Association of Metropolitan Planning Organizations:** *A national nonprofit membership organization serving the interests of metropolitan planning organizations nationwide.*
- APA** **American Planning Association:** *The American Planning Association brings together thousands of people – practicing planners, citizens, elected officials – committed to making great communities happen.*
- APTA** **American Public Transportation Association:** *An organization that works to ensure that public transportation is available and accessible for all Americans.*
- AQ** **Air Quality:** *generally refers to the amount of air pollutants of various types in the air. The pollutants can include hydrocarbons (also called volatile organic compounds), nitrogen oxides, particulate matter, carbon monoxide, sulfur dioxide and so on.*
- ARRA** **American Recovery and Reinvestment Act:** *An Act making supplemental appropriations for job preservation and creation, infrastructure investment, energy efficiency and science, assistance to the unemployed, and State and local fiscal stabilization, for the fiscal year ending September 30, 2009, and for other purposes.*
- ASCE** **American Society of Civil Engineers:** *Founded in 1852, the American Society of Civil Engineers (ASCE) represents more than 133,000 members of the civil engineering profession worldwide, and is America's oldest national engineering society. ASCE's vision is to position engineers as global leaders building a better quality of life.*
- AVO** **Average Vehicle Occupancy:** *The ratio of person trips to vehicle trips; often used as a criteria in judging the success of trip reduction programs.*
- AVR** **Average Vehicle Ridership:** *The number of employees scheduled to start work during specified hours divided by the number of vehicles arriving at the site during those same hours.*
- BCC** **Board of County Commissioners:** *The State constitution gives the Board of County Commissioners the power to adopt ordinances (local laws), approve the County budget and set mileages, and establish the requirements for the departments under its control. The Board*

governs all unincorporated areas of the county directly; municipalities may call upon the County for specialized services.

BMS **Bridges Management Systems:** *Process for analyzing existing conditions and identifying future needs with respect to bridges; required for the National Highway System (NHS) as a part of ISTEA; and the extent to which the remaining public bridges are included in the process is left to the discretion of state and local officials.*

BOA **Board of Adjustments:** *The Board of Adjustment reviews applications submitted for a variance to the Land Development Regulations. The Board then approves or denies the applications based on staff reports and evidence submitted during the hearing, taking into consideration the applicant's and other testimony in favor or against the request.*

BPAC **Bicycle/Pedestrian Advisory Committee:** *Advisory Committee that examines alternatives and makes recommendations to the Lake~Sumter MPO on bicycle and pedestrian issues.*

BRP **State Bridge Rehabilitation:** *Funds for replacement or repair of bridges on the State Primary System based on statewide priority.*

BRRP **State Bridge Repair and Rehabilitation:** *Funds for the repair and rehabilitation of bridges.*

BRT **Federal Bridge Replacement:** *Funds for bridge replacement on Federal National Highway and Surface Transportation Program systems; used for critical bridges based on a statewide priority as approved by the FHWA.*

CAAA **Clean Air Act Amendments of 1990:** *Amendments to the federal Clean Air Act which classify nonattainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.*

CAC **Citizens' Advisory Committee:** *Advisory committee utilized by most metropolitan planning organizations (MPOs) for citizen input into the transportation planning process.*

CBD **Central Business District:** *The area of a community with the most intense commercial and business development.*

CCI **Community Characteristics Inventory:** *The history of a community with present and future conditions of an area. Includes physical characteristics of an area, narrative text that describes the community, tables or graphics that summarize data.*

CE **Categorical Exclusion:** *A technical exclusion for projects that do not result in significant environmental impacts. Such projects are not required to prepare environmental reviews.*

CEI **Construction Engineering Inspection:** *FDOT highway project phase following construction.*

CEMO **Central Environmental Management Office:** *Represents FDOT in protecting and enhancing a sustainable human and natural environment while developing safe, cost effective and efficient transportation systems.*

CFMPOA **Central Florida MPO Alliance:** *A coalition of transportation and government organizations committed to addressing transportation challenges on a regional basis. The alliance is comprised of representatives from the Brevard MPO, MetroPlan Orlando, the River to Sea TPO, the Polk TPO, the Ocala/Marion TPO and the Lake-Sumter MPO.*

CFR **Code of Federal Regulations:** *The codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. Each volume of the CFR is updated once each calendar year and is issued on a quarterly basis.*

- Chap. 339, 175FS.** *The state legislation pertaining to the designation, roles, and responsibilities of the MPOs*
- Chap. 427, Rule 41-2.** *The state legislation requiring, and providing the guidelines for, the coordination of transportation services for transportation disadvantaged persons within a county or urban area.*
- CIGP** **County Incentive Grant Program:** *This program provides grants to counties to improve a transportation facility which is located on the State Highway System or which relieves traffic congestion on the State Highway System.*
- CIE** **Capital Improvements Element:** *A required element of local comprehensive plans which evaluates the need for public facilities, their cost and funding/schedule for construction; specific content for the CIE is found in Rule 9J-5.016 of the Florida Administrative Code and Chapter 163.3177(3), Florida Statutes.*
- CLC** **Community Liaison Coordinator:** *The FDOT district person responsible for implementing effective public involvement to identify potential sociocultural effects for transportation projects; responsible for public involvement and assessment of sociocultural effects in the non-MPO areas of the state.*
- CMAQ** **Congestion Mitigation and Air Quality Improvement Program:** *A categorical funding program created under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.*
- CMS** **Congestion Management System:** *A systemic process required under ISTEA to provide information on transportation system performance and identify alternative strategies to alleviate congestion and enhance mobility of persons and goods; process must be developed in Transportation Management Areas, the use of CMS in non-TMAs is left to the discretion of state and local officials; in Florida, MPOs will take the lead for the CMS in urbanized areas and FDOT will take the lead elsewhere.*
- CMS** **Concurrency Management System:** *A systematic process utilized by local governments to ensure that new development does not occur unless adequate infrastructure (such as public facilities) is in place to support growth; requirements for the CMS are found in Rule 9J-5.0055, Florida Administrative Code.*
- CNU** **Congress for the New Urbanism:** *CNU advocates the restructuring of public policy and development practices to support the restoration of existing urban centers and towns within coherent metropolitan regions. We stand for the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.*
- CTCs** **Community Transportation Coordinators:** *People contracted by the Transportation Disadvantaged Commission to provide complete, cost-effective and efficient transportation services to transportation disadvantaged (TD) persons.*
- CTD** **Commission for Transportation Disadvantaged:** *An independent commission housed administratively within the Florida Department of Transportation. Our mission is to insure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons.*
- CTST** **Community Traffic Safety Team:** *Partnership represented by various public and private entities that focus on reducing the number and severity of traffic crashes within their community.*
- CUTR** **Center for Urban Transportation Research:** *A legislatively created research center, located at the University of South Florida, whose purpose is to conduct and facilitate research and serve as an information exchange on issues related to urban transportation problems in Florida.*

- DCA** **Department of Community Affairs:** *State and land planning agency responsible for a number of local and regional planning of programs, established in Chapter 163 and 380 of the Florida Statutes.*
- DEIS** **Draft Environmental Impact Statement:** *As indicated in title this is an analysis report describing the impacts of a major transportation improvement project upon the environment, both physical (built) and natural. It is proposed in both draft and final forms, which are reviewed by the local agencies and the general public and approved by the appropriate federal agencies. (FHWA or FTA)*
- DIS** **District Intermodal System:** *State funds code for projects on Strategic Intermodal System.*
- DOT** **Department of Transportation:** *Agency responsible for transportation at the local, state, or federal level.*
- DRI** **Development of Regional Impact:** *A large-scale development which is required to undergo an extra-local review process; the appropriate regional planning council coordinates the review; the appropriate local government makes the approval decision, with the Florida Department of Community Affairs (DCA) retaining appeal authority; Rule 28-24, F.A.C. identified types of development subject to DRI review.*
- EA** **Environmental Assessment:** *A document that must be submitted for approval by the U.S. Environmental Protection Agency and the U.S. Department of Transportation for transportation projects in which the significance of the environmental impact is not clearly established. An EA is required for all projects for which a Categorical Exclusion or Environmental Impact Statement is not applicable.*
- EAR** **Evaluation and Appraisal Report:** *Periodic review and evaluation of a local government comprehensive plan; generally due every five years; requirements for contents are identified in Rule 9J-5.0053, Florida Administrative Code and Chapter 163.3191, Florida Statutes.*
- ECFRPC** **East Central Florida Regional Planning Council:** *provides regional planning service for Brevard, Lake, Orange, Osceola, Seminole, and Volusia counties.*
- EIS** **Environmental Impact Statement:** *A document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.*
- EPA** **Environmental Protection Agency:** *Protects human health and the environment. Since 1970, EPA has been working for a cleaner, healthier environment for the American people. EPA is led by the Administrator, who is appointed by the President of the United States.*
- ETDM** **Efficient Transportation Decision Making:** *Creates a linkage between land use, transportation and environmental resource planning initiatives through early, interactive agency and public involvement.*
- FAA** **Federal Aviation Administration:** *Provides a safe and efficient aerospace system.*
- FAPA** **Florida Chapter of the APA:** *The Florida Chapter of APA provides statewide leadership in the development of sustainable communities by advocating excellence in planning, providing professional development for its members, and working to protect and enhance the natural and built environments.*
- FBT** **Floridians for Better Transportation:** *Statewide business and transportation association dedicated to making transportation safer and more efficient in Florida; created in 1988 by the Florida Chamber of Commerce and the Florida Council of 100.*
- FDCA** **Florida Department of Community Affairs:** *State agency responsible for assisting Florida communities in meeting the challenges of growth, reducing the effects of disasters and investing in community revitalization.*

FDEP	Florida Department of Environmental Protection: <i>The lead agency in state government for environmental management and stewardship.</i>	F.S.	Florida Statutes: <i>Documents in which Florida's laws are founds.</i>
FDOT	Florida Department of Transportation: <i>State agency responsible for transportation issues in Florida.</i>	FSUTMS	Florida Standard Urban Transportation Modeling Structure: <i>Computer model used in Florida for transportation planning and traffic forecasting process.</i>
FEIS	Final Environmental Impact Statement: <i>A document that evaluates the potential environmental impacts of the proposed action.</i>	FTA	Federal Transit Administration: <i>Federal entity responsible for transit planning and programs.</i>
FGDL	Florida Geographical Data Library (FGDL): <i>Housed at the GeoPlan Center at the University of Florida, contains GIS data from federal, state and local agencies.</i>	FTC	Florida Transportation Commission: <i>Provides leadership in meeting Florida's transportation needs through policy guidance on issues of statewide importance and maintaining public accountability for the DOT.</i>
FHPP	Federal High Priority Projects: <i>Projects earmarked by Congress in TEA-21 as high priorities at the federal level. These amount to roughly 5% of the total transportation budget.</i>	FTE	Florida's Turnpike Enterprise: <i>Responsible for the operation and expansion of toll roads on the Turnpike system.</i>
FHWA	Federal Highway Administration: <i>Division of the U.S. Department of Transportation responsible for administrating federal highway transportation programs.</i>	FTP	Florida Transportation Plan: <i>A statewide, comprehensive transportation plan, which establishes long-range goals to be accomplished over a 20-25 year time frame; developed by Florida Department of Transportation; updated on an annual basis.</i>
FLHSR	Florida High Speed Rail: <i>Express rail service between Tampa and Orlando with future plans to extend service to Miami. Trains are projected to reach speeds of at least 168 mph.</i>	FY	Fiscal Year: <i>A budget year; runs from July 1 through June 30 for the State of Florida; and from October 1 through September 30 for the federal governments.</i>
FLUAM	Future Land Use Allocation Model: <i>A land use forecasting model that projects the land use parameters used in the Florida Standard Urban Transportation Models.</i>	GIS	Geographic Information Systems: <i>A technology that integrates the collection, management and analysis of geographic data. This can be used to display the results of data queries as maps and analyze spatial distribution of data.</i>
FONSI	Finding of No Significant Impact: <i>A statement indicating that a project was found to have no significant impacts on the quality of the human environment and for which an environmental impact statement will therefore not be prepared.</i>	GPS	Global Positioning System: <i>A satellite based navigation system providing accuracy usable for side scan sonar surveys on a worldwide basis. GPS has become a universal, reliable positioning system.</i>
FRA	Federal Railroad Administration: <i>The purpose of FRA is to promulgate and enforce rail safety regulations; administer railroad assistance programs; conduct research and development to improve railroad safety.</i>	HCM	Highway Capacity Manual: <i>A collection of state-of-the-art techniques for estimating capacity and determining level of service for many transportation facilities and modes.</i>

HOT	High Occupancy Toll Lanes: <i>Lanes that take advantage of available unused capacity in the HOV lane by allowing vehicles that do not meet the minimum occupancy requirement to pay a toll for access to the lane(s).</i>	LAP	Local Agency Program: <i>Contracts between FDOT and other governmental agencies to develop, design, acquire right-of-way, and construct transportation facilities and to reimburse these governmental agencies for services provided to the traveling public.</i>
HOV	High Occupancy Vehicle Lanes: <i>In Florida, vehicles carrying two (2) or more people; freeways, expressways and other large volume roads may have lanes designated for HOV use by carpoolers, vanpools, and buses.</i>	LGCP	Local Government Comprehensive Plan: <i>As required by Chapter 163, Florida Statutes, requires local governments to develop local comprehensive plans; also contains capital improvements, consistency and concurrency requirements, and provides for Rule Chapter 9J-5, F.A.C.</i>
ICE	Intergovernment Coordination Element: <i>Required element of a local government comprehensive plan addressing coordination between adjacent local governments, and regional and state agencies; requirements for content are found in rule 9J-5.015, F.A.C. and 163.3177(b)(h), F.S.</i>	LOS	Level of Service: <i>A qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).</i>
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991: <i>Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation.</i>	LRT	Light Rail Transit: <i>An electric rail system which has single cars or short trains, and passenger's board at track or car floor level.</i>
ITE	Institute of Transportation Engineers: <i>An international society of professionals in transportation and traffic engineering; publishes Trip Generation (a manual of trip generation rates by land use type).</i>	L RTP	Long Range Transportation Plan: <i>A 20-year forecast plan required of state planning agencies and MPOs; must consider a wide range of social, environmental, energy and economic factors in determining overall regional goals and consider how transportation can best meet these goals.</i>
ITS	Intelligent Transportation System: <i>Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection" and "transit information kiosks".</i>	LU	Land Use: <i>Refers to the manner in which portions of land or the structures on them are used, i.e., commercial, residential, retail, industrial, etc.</i>
JPA	Joint Participation Agreement: <i>Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.</i>	MAP-21	Moving Ahead for Progress in the 21st Century Act – <i>Signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.</i>
		MG	Minimum Guarantee: <i>A funding category created in TEA-21 that guarantees a 90% return of contributions on formula funds to every state.</i>
		MMTD	Multimodal Transportation District: <i>Jointly administered by FDOT and DCA, this</i>

planning framework was established by statute based on recommendations by the Transportation and Land Use Study Committee (1999), which sought to reconcile transportation programs and land use practices. Its goal is to expand the use of multiple modes by coordinating transportation improvements (such as improved transit service and pedestrian facilities) and land use measures that enable multimodal transportation to succeed.

graphical areas. These pollutants include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), particulate matter (PM-10), ozone (O₃), and sulfur dioxide (SO₂). To prevent established concentrations from being exceeded, State and local governments may require air pollution controls on existing, new, and modified industrial facilities; tighter standards on emissions from motor vehicles; and the use of alternative fuels.

MOA **Memorandum of Agreement:** A document written between parties to cooperate on an agreed upon project or meet an agreed objective. The purpose of an MOA is to have a written understanding of the agreement between parties.

NEPA **National Environmental Policy Act of 1969:** An Act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes.

MOU **Memorandum of Understanding:** A document describing a bilateral or multilateral agreement between two or more part. It expresses a convergence of will between the parties, indicating an intended common line of action.

NHS **National Highway System:** Specific major roads to be designated by September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

MPO **Metropolitan Planning Organization:** The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

NHPA **National Historic Preservation Act (NHPA):** Law requiring federal agencies to consider the potential effect of a project on a property that is registered on or eligible for the National Register of Historic Places. If effects are identified, federal and state agencies and the public must identify means to mitigate the harm.

MPOAC **Metropolitan Planning Organization Advisory Council:** A statewide advisory council (consisting of one member from each MPO) that serves Florida's 25 MPOs as the principal forum for collective policy discussion; created by law to assist the MPOs in carrying out the urbanized area transportation planning process.

PD&E **Project Development and Environment Study (PD&E):** FDOT's name for a corridor study to establish conceptual design for a roadway and to determine its compliance with federal and state environmental laws and regulations.

MSTU **Municipal Services Tax Unit:** A Taxing District authorized by State Constitution, Article VII and Florida Statute 125.01. The MSTU is a legal and financial mechanism for providing specific services and/or improvements to a defined geographical area. An MSTU may levy ad valorem taxes to provide funds for the improvements.

PE **Preliminary Engineering (design):** Highway project phase.

NAAQS **National Ambient Air Quality Standards (NAAQS):** Establishes maximum concentrations for criteria air pollutants in specified geo-

PEA **Planning Emphasis Area:** Planning for the appropriate use of land within communities.

- PHF** **Peak Hour Factor:** *Traffic engineers focus on the peak-hour traffic volume in evaluating capacity and other parameters because it represents the most critical time period. The analysis of level of service is based on peak rates of flow occurring within the peak hour because substantial short-term fluctuations typically occur during an hour. Common practice is to use a peak 15-minute rate of flow. Flow rates are usually expressed in vehicles per hour, not vehicles per 15 minutes.*
- PIO** **Public Information Officer:** *The individual in an agency or district responsible for disseminating information and responding to inquiries from the media.*
- PI** **Public Involvement:** *The process by which public concerns, needs, and values are solicited and incorporated into decision-making.*
- PL** **Planning Funds:** *Federal Highway Administration planning funds, also called Section 112 funds.*
- PIP** **Public Involvement Plan (PIP):** *A written plan of public involvement strategies and activities for a specific transportation plan or project. The PIP provides a systematic approach to how the results and outcomes of public involvement activities are integrated into the decision-making process.*
- PMS** **Pavement Management System:** *A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs; required for roads in the National Highway System as a part of ISTEA; the extent to which the remaining public roads are included in the process is left to the discretion of state and local officials; criteria found in 23 CFR 500.021-209.*
- PTMS** **Public Transportation Facilities and Equipment Management System:** *A systematic process (required under ISTEA) utilized by state agencies and MPOs to collect and analyze information on the condition and cost of transit assets on a continual basis; data is to be used to help people choose cost-effective strategies for providing and keeping transit facilities and Transportation Management Areas (TMAs); the use of CMS in non-TMAs is left to the discretion of state and local officials.*
- PUD** **Planned Unit Development:** *A zoning category that allows innovation in development by the suspension of standard zoning to be replaced by negotiated agreements. A PUD requires a comprehensive development plan for the entire area, usually including residences, roads, schools, recreational facilities and service areas, plus commercial, office and industrial areas.*
- RFP** **Request for Proposals:** *A document advertising opportunities to submit bids for a particular purchase or service contract.*
- ROW** **Right-of-Way:** *Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.*
- RPC** **Regional Planning Council:** *A multipurpose organization composed of representatives of local governments and appointed representatives from the geographic area covered by the council, and designated as the primary organization to address problems and plan solutions that are of greater than local concern or scope; currently there are 11 regional planning councils in Florida. In some area of Florida the Regional Planning Council is under contract to provide staff services to MPOs.*
- SAFETEA** **Safe, Accountable, Flexible, Efficient Transportation Equity Act.**
- LU:** **Legacy for Users:** *Reauthorization of the Federal Transportation Bill authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period, 2005-2009.*
- SCE** **Sociocultural Effects:** *The effects a transportation action has on social, economic, aesthetic and livability, relocation and displacement, civil rights and land use issues.*

SCOP	Small County Outreach Program: Assists small county governments (population of 150,000 or less) in resurfacing or reconstructing county roads or in constructing capacity or safety improvements to county roads.		<i>may be prescribed. Usually implemented in support of urban infill, urban redevelopment, and/or downtown revitalization.</i>
SIS	Strategic Intermodal System: A transportation system comprised of facilities and services for statewide and interregional significance, including appropriate components of all modes.	TD	Transportation Disadvantaged: People who are unable to transport themselves or to purchase transportation due to disability, income status or age.
SOV	Single Occupant Vehicle: A Privately-operated <u>vehicle</u> whose only occupant is the driver.	TDCB	Transportation Disadvantaged Coordinating Board: This committee is responsible for defining transportation disadvantaged-related goals and objectives, preparing a service plan, and ensuring that the needs of the transportation disadvantaged citizens are being met.
SIB	State Infrastructure Bank: Method of financing large capital projects by taking advantage of borrowing against future state revenues.	TDM	Transportation Demand Management: A transportation planning process that is aimed at relieving congestion on highways by the following types of actions: (1) actions that promote alternatives to automobile use; (2) actions that encourage more efficient use of alternative transport systems, and (3) actions that discourage automobile use.
SRPP	Strategic Regional Policy Plan: A plan, developed by each regional planning council (RPC), which contains goals and policies addressing affordable housing, economic development, emergency preparedness, natural resources of regional significance, and regional transportation issues; must be consistent with the state comprehensive plan.	TDP	Transit Development Plan: An intermediate-range transit plan (usually five years) that examines service, markets, and funding to make specific recommendations for transit improvements.
STIP	State Transportation Improvement Program: The FDOT five-year work program as prescribed by federal law.	TDSP	Transportation Disadvantaged Service Plan: A tactical plan with Development, Service, Quality Assurance and Cost/Revenue Allocation and Rate Structure Justification components. The TDSP contains goals which the CTC plans to achieve, and the means by which they intend to achieve them.
TAC	Technical Advisory Committee: A standing committee of most metropolitan organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).	TE	Transportation Enhancements: Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway programs, scenic beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.
TCEA	Transportation Concurrency Exception Area: Special areas designated in local government comprehensive plans where special level of service standards or analysis techniques may be prescribed. Usually implemented in support of urban infill, urban redevelopment, and/or downtown revitalization.		
TCMA	Transportation Concurrency Management Area: Special areas designated in local government comprehensive plans where special level of service standards or analysis techniques		

- TEA-21 Transportation Equity Act for the 21st Century:** Federal Legislation authorizing funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation that clarified the role of the MPOs in the local priority-setting process, TEA-21 emphasizes simplicity, fairness, and higher funding levels for transportation.
- TIGER Transportation Investment Generating Economic Recovery:** Funding for supplemental discretionary grants for capital investments in surface transportation infrastructure under the American Recovery and Reinvestment Act.
- TIP Transportation Improvement Program:** A priority list of transportation projects developed by a metropolitan planning organization that is to be carried out within the five (5) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.
- Title 23 CFR-Federal regulations pertaining to statewide and metropolitan transportation Part 450 planning:** (a) Sets forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution; and (b) Encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).
- TMA Transportation Management Association:** A membership organization designed to help a group of businesses, companies, and other interested parties implement a commute management program; some funding for these groups is available through the state Commuter Assistance Program (CAP).
- TMA Transportation Management Area:** A federal term for an urban area of over 200,000 population.
- TMS Transportation Management System:** The implementation of traffic control measures, such as HOV lanes, signal timing adjustments, median closings, and access management strategies to increase the operating efficiency of the traffic circulation system.
- TMS Transportation Management System:** The LSMPO TMS includes traffic counts, tracking of approved developments and crash data resulting in a comprehensive database.
- TOP Transit Operations Plan:** An operational and cost feasibility analysis performed prior to implementation of transit services.
- TPO Transportation Planning Organization:** A synonym for a Metropolitan Planning Organization (MPO), responsible for transportation planning and is mandated by state and federal agencies.
- TRB Transportation Research Board:** A unit of the National Research Council whose purpose is to advance knowledge about transportation systems; publishes the Highway Capacity Manual.
- TRIP Transportation Regional Incentive Program:** TRIP was created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects.

- TSCP** **Transportation and Community and Systems Preservation Pilot Program:** *A federal discretionary grant program created in TEA-21 that is designed to provide funding for revitalizing and rehabilitating transportation corridors.*
- TSM** **Transportation Systems Management:** *Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.*
- UA** **Urbanized Area:** *The US Census Bureau defines an urbanized area as: "Core census block groups or blocks that have a population density of at least 1,000 people per square mile (386 per square kilometer) and surrounding census blocks that have an overall density of at least 500 people per square mile (193 per square kilometer)."*
- UPWP** **Unified Planning Work Program:** *Developed by Metropolitan Planning Organization (MPOs); identifies all transportation and transportation air quality tasks and activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.*
- USC** **United States Code:** *The United States Code is the codification by subject matter of the general and permanent laws of the United States. It is divided by broad subjects into 50 titles and published by the Office of the Law Revision Counsel of the U.S. House of Representatives. Since 1926, the United States Code has been published every six years. In between editions, annual cumulative supplements are published in order to present the most current information.*
- USDOT** **United States Department of Transportation:** *Established by an act of Congress on October 15, 1966, the Department's first official day of operation was April 1, 1967. The mission of the Department is to: Serve the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.*
- V/C** **Volume to Capacity:** *a measure that reflects mobility and quality of travel of a facility or a section of a facility. It compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). For example, a V/C of 1.00 indicates the roadway facility is operating at its capacity. It is a common performance measure for MPOs and is widely used in TMS and transportation studies.*
- VHT** **Vehicle Hours Traveled:** *On highways, a measurement of the total hours traveled in a given area for a specified time period. It is calculated by multiplying the number of vehicles by the hours traveled in a given area or on a given highway during the time period. In transit, it is calculated by multiplying the number of vehicles by the hours traveled on a given area or on a different route, line, or network during the time period.*
- VMS** **Variable Message Sign:** *An electronic traffic sign often used on roadways to give travelers information about special events. Such signs warn of traffic congestion, accidents, incidents, roadwork zones, or speed limits on a specific highway segment. They may also ask vehicles to take alternative routes, limit travel speed, warn of duration and location of the incidents or just inform of the traffic conditions.*
- VMT** **Vehicle Miles Traveled:** *On highways, a measurement of the total miles traveled in a given area for a specified time period. It is calculated by multiplying the number of vehicles by the miles traveled in a given area or on a given highway during the time period. In transit, it is calculated by multiplying the number of vehicles by the miles traveled on a given area or on a different route, line, or network during the time period.*
- WAGES** **Work and Gain Economic Self Sufficiency:** *Florida's welfare to work program.*

WRPC Withlacoochee Regional Planning Council: *Provides regional planning services for Citrus, Hernando, Levy, Marion, and Sumter Counties.*

XU Urban Attributable Funds: *Urban Attributable funds are Federal funds allocated to MPOs that have an urban area with a population over 200,000. MPOs that receive XU funds maintain full authority over the programming and distribution of XU funds.*

Certification of Restrictions of Lobbying

LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the (Lake~Sumter MPO) that:

(1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the (Lake~Sumter MPO), to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The (Lake~Sumter MPO) shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.

(4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Leslie Campione, Chairman Lake~Sumter MPO Date

Debarment and Suspension Certification

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Government wide Debarment and Suspension at 49 CFR 29.510

(1) The Lake~Sumter MPO hereby certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and

(d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.

(2) The Lake~Sumter MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

Leslie Campione Chairman

Date

TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Lake~Sumter MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Lake~Sumter MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

Dated _____

by _____, Chief Executive Officer

APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the

Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

- (7.) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Disadvantaged Business Enterprise Utilization

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Lake~Sumter MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Lake~Sumter MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Lake~Sumter MPO in a non-discriminatory environment.

The Lake~Sumter MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Leslie Campione, Chairman

Date of Signature

FDOT District 5 – General Planning Activities FY 16/17 & FY 2017/18

FDOT District Five General Planning Activities & Specific Tasks Fiscal Year 2016/2017 & Fiscal Year 2017/2018 Unified Planning Work Program

GENERAL PLANNING ACTIVITIES

The Florida Department of Transportation (FDOT) is a contributor to transportation planning and policy development in District Five. Generally, the specific recurring transportation planning activities accomplished by FDOT's District Five Planning Office can be placed in one of the following categories: Transportation Planning Activities, Data Collection Activities and Systems Planning Activities.

Transportation Planning Activities:

➤ MPO/TPO Support

Provide a MPO/TPO Liaison between the Department and each MPO/TPO; Provide supporting information and documentation to support MPO/TPO planning; Review and take appropriate action on Transportation Improvement Program(TIP) and TIP Amendments; Review and take appropriate action on Unified Planning Work Program (UPWP) and UPWP Amendments; Review and take appropriate action on Long Range Transportation Plan; Review and take appropriate action on Public Involvement Plan; Prepare and conduct Federal and State Certification reviews; Assist MPOs/TPOs in attending various committee meetings and Community Awareness Planning Meetings; Assist MPOs/TPOs with Work Program System issues and reports; Assist MPOs/TPOs in State and Federal Grant Programs; and Support and assist with Transit issues and initiatives. Review and update MPO/TPO contract agreements (Interlocal Agreement for the Creation of Metropolitan Planning Organization, Intergovernmental Coordination and Review (ICAR), and Transportation Planning Funds Joint Participation Agreement.

Assist with providing revenue forecasts to the MPOs/TPOs to develop their Long Range Transportation Plans; Provide support and assistance to assure that the MPOs/TPOs comply with the state and federal policies, procedures and federal code of regulation; comply with Title VI in the planning process (UPWP, TIP, Model Validation, etc.) and comply with other certification requirements; Provide supporting information and documentation to support MPO/TPO planning; Assist MPO/TPO with boundary and membership issues for merging and emerging MPOs/TPOs.

➤ Transit Support

Provide a Transit Analyst between the Department and each MPO/TPO; Assist MPOs/TPOs with transit related issues and initiatives; Review and recommend appropriate action on TIP and TIP Amendments and UPWP and UPWP Amendments for transit projects. Assist MPOs/TPOs in attending the Transportation Disadvantaged Local Coordinating Board (TDLCB) Meetings; Provides technical assistance to the TDLCB; Review and update MPO/TPO transit grant agreements for Section 5303 grants and

transit programs; Assist MPOs/TPOs with Work Program and execution of all related system issues and reports.

➤ Intergovernmental Support and Review

Review and submit recommendations on Local Government Comprehensive Plans (LGCP) amendments, both proposed and adopted, and Evaluation and Appraisal Reports, Capital Improvement Elements (CIEs), and Capital Improvement Plan (CIPs) and TCEAs for appropriate land uses and transportation related impacts on those facilities of state concern. Assist MPOs/TPOs with feasibility studies and implementation planning.

➤ Strategic Intermodal System Plan (SIS Strategic Plan)

Process requests for designation changes; coordinate regional and local facilities with the SIS; coordinate the Department's transit initiative with the SIS; manage policy level public and partner involvement efforts related to the SIS; Assist in technical level public and partner involvement efforts related to the SIS; Assist in providing revenue forecasts.

➤ Public Involvement

Conduct Public Involvement activities related to Planning and Concept Development studies, Efficient Transportation Decision Making (ETDM), Project Development and Environmental (PD&E) studies, and Work Program Public Hearings; Provide tools for developing and reviewing projects at the Planning Screen Phase (used in the development of MPO/TPO long range transportation plans and FIHS cost-feasible plan.

➤ Bicycle/Pedestrian Support

Support and assist with bicycle, pedestrian and transit related issues and initiatives. Provide interagency coordination and technical support in the area of multimodal transportation planning and development. Review and provide feedback on local roadway and site plans for the inclusion of alternative transportation facilities. Review and provide feedback on alternative transportation planning documents and studies. Act as District Five steward for regional trail initiatives and projects. Coordinate multimodal transportation network infrastructure inventory and needs assessment for all facilities in District Five.

➤ Safety

The District Five Intermodal System Development Safety efforts will support the following: Florida's Pedestrian and Bicycle Focused Initiative, Corridor Planning Studies for MPOs/TPOs projects for Completed Streets, Multimodal Corridors, Context Sensitive Solutions and Transportation Design for Livable Communities, and Improvements to accommodate transit accessibility, pedestrians and accessibility for persons with disabilities.

➤ Transportation Systems Management and Operations (TSM&O) Program

Develop a District Five Transportation Systems Management and Operations (TSM&O) Program within a team of champions made up of MPOs/TPOs, transit agencies and District staff.

Data Collection Activities:

➤ Systems Inventory

Provide for the efficient transfer of road jurisdiction by the Department and local governments based on mutual agreement; functionally classify roads, including the designation of federal aid eligibility and develop, analyze, and assign an integrated statewide network of federal, local and state systems.

➤ Mapping

Maintain and provide mapping information related to the SIS; Maintain and update functional classification maps.

Systems Planning Activities:

➤ Development of Regional Impact (DRI) Review

Conduct large scale development review through the DRI process or as requested by Regional Planning Councils. These reviews offer technical comments and may result in the development and coordination of transportation projects and funding partnerships, including agreements with developers. These projects are then coordinated with the MPOs/TPOs during project development, prioritization, or programming. In addition, provide review and comments for the review of master plans, sectors plans and sub-DRI developments for impacts to the state highway system.

➤ Systems Management

Provide assistance for determining the need for, and feasibility of, new access points (IJRs) and modifications (IMRs) to existing access points on the FIHS and other SIS facilities; Conduct Level-of-Service analysis that will determine current and future conditions of the State Highway System; Project Design Traffic and 18 KIP Equivalent Single Axle Loadings (ESALs) preparations.

➤ Modeling

The District will continue to support regional transportation modeling activities and gather information on how to make improvements through improved policies, procedures and guidelines for transportation demand forecasting for the Florida Standard Model;

Assist in validation of models and conduct planning studies requested by local governments and MPOs/TPOs.

➤ FIHS/SIS

Conduct Traffic/Travel Demand Assignment Studies; Develop traffic projections; Develop and maintain a SIS Needs Plan and SIS Cost Feasible Plan; Provide input for FIHS modifications and refinements; Develop, coordinate and distribute FIHS corridor plans.

FDOT DISTRICT FIVE SPECIFIC ACTIVITIES

This section provides a listing, with a short description of some of the more prominent FDOT District Five activities and projects anticipated during Fiscal Year 2016/2017 and Fiscal Year 2017/2018.

➤ ETDM/SCE

To assist and collaborate with Space Coast TPO, Lake-Sumter MPO, Ocala/Marion County TPO, METROPLAN ORLANDO and Volusia County TPO with the implementation of the Efficient Transportation Decision Making (ETDM) Process. District Five is coordinating with each of the MPOs/TPOs to determine which projects should be sent out for an ETDM review.

The District will continue assisting the MPOs/TPOs with their ETDM/SCE (Sociocultural Effects) tasks by helping to coordinate schedules, provide guidance, and assist in sending projects for Planning Screen reviews, including providing guidance with summary reports for those projects. The District will continue to run Programming Screens on projects prior to PD&E, as required by FHWA, FDOT will provide ETDM technical assistance and training to MPO/TPO staff as needed or requested.

➤ Modeling

The Department will continue to support the District Five MPOs/TPOs (Space Coast TPO, Lake/Sumter MPO, Ocala/Marion TPO, METROPLAN ORLANDO, and Volusia TPO) with ongoing modeling activities applications, enhancements and technical support.

➤ FDOT District Five Tentative Five-Year Work Program Public Hearings

To develop and conduct the Department's Tentative Five Year Work Program and consider making any changes to the Program that is necessary to balance the Five Year Work Program. The Work Program Public Hearing(s) is being developed and conducted pursuant to Section 339.135(4)(C), Florida Statutes, as amended. The Public Hearing(s) will include information for Brevard, Flagler, Lake, Marion, Orange, Osceola, Seminole, Sumter and Volusia Counties. The Public Hearing(s) will include consideration of

proposed projects for the Florida's Turnpike Enterprise. The Public Hearing(s) and Public Information Meetings are conducted annually. The Department continuously coordinates with the MPOs/TPOs in their project priority development and project selection in the Department's Tentative Five Year Work Program. The Department will hold a Public Hearing(s) for the tentative work program in November and/or December of the 2016 and 2017 Calendar year. The Department will continuously coordinate with the MPOs/TPOs to provide video tapings of each Public Hearing to be broadcasted on public television. The Department will continue to provide a website for the Work Program Public Hearing. The website will include a link to a webinar option for the MPOs/TPOs and citizen's to access to join into the District's Work Program Public Hearing. The website will continue to have information and maps on the Department's Tentative Five Year Work Program.

➤ District Five GIS Initiative/CFGIS

District Five continues to utilize the resources of the Central Florida GIS (CFGIS) initiative. The availability of the Data Clearinghouse allows members of the general public, while providing a Users Group forum for GIS users within the Central Florida region, to facilitate data sharing and information exchange.

The Department is continuing to upkeep their GIS interactive tools up-to-date developing and available utilizing the CFGIS information portal. Some tools currently available on this portal include: TransMap, which serves transit data; the Strategic Intermodal System Implemental & Management (SISIM) tool which allows partners throughout the district to share information concerning the implementation of operational improvements for SIS facilities; etc. Additionally District Five maintains a non-GIS specific information Traffic Data web page on this website. This would make transportation data currently begin maintained by the Department more publicly available as an interactive tool to be housed on the CFGIS server.

FUNDING SOURCES

		FY 2016/2017	FY 2017/2018
FDOT General Planning Activities and Specific Task	Consultant Funding	\$0.00	\$0.00
	Grant Funding	\$0.00	\$0.00
	TOTAL	\$0.00	\$0.00

Final Certification Summary

JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Lake-Sumter Metropolitan Planning Organization with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 12, 2016.

Based on a joint review and evaluation, the Florida Department of Transportation and the Lake-Sumter Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the **Lake-Sumter Metropolitan Planning Organization** be **certified**.

District Secretary (or designee)

Date

MPO Chairman (or designee)

Date

2016 MODIFIED JOINT CERTIFICATION REVIEW
Florida Department of Transportation, District Five
And
Lake-Sumter Metropolitan Planning Organization

Attendees: T.J. Fish (LSMPO), Pam Richmond (LSMPO), Mike Woods (LSMPO), Mary Schoelzel (FDOT), and Vickie Wyche (FDOT)

The Lake-Sumter Metropolitan Planning Organization (MPO) has the responsibility for ensuring that the major transportation issues in their planning areas are addressed and that the requirements in state and federal law governing the metropolitan transportation planning process are met. Certification reviews are the tool used to determine whether the MPOs/TPOs are fulfilling this responsibility. They are conducted on an annual basis by the Florida Department of Transportation (FDOT) and every four (4) year cycle by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for MPOs/TPOs in Transportation Management Area (TMA) areas [23 U.S.C. 143]. The only exception is “conditional certification” issued for MPOs/TPOs by FHWA. The Lake-Sumter Metropolitan Planning Organization is not in a TMA Area and therefore does not have a Federal Highway Administration Certification done every 4 years but they are still required to have the State Standard Certification Review annually.

The 2016 State Modified Joint Certification Review process for the Lake-Sumter MPO started with a meeting between FDOT District Five Staff and the Lake-Sumter MPO Staff held on February 12, 2016. The discussions were organized around a set of questions developed by FDOT Staff to review all of the transportation planning processes and requirements mandated by Federal and State Law. The Lake-Sumter MPO staff provided responses to the questions. The findings, summary of noteworthy achievements, and recommendations presented in this Modified Joint Certification Review are drawn from the responses to the questions and the review meeting. They also reflect the emerging importance of regionalism.

FINDINGS

General

The Lake-Sumter MPO is to be commended for their continued coordination efforts with the Florida Department of Transportation, local governmental agencies, regional planning agencies, and other agencies to support the initiatives needed for transportation demands within Lake and Sumter Counties. The MPO Staff worked very thoroughly in the past year to plan and prioritize projects of importance within their MPO boundary area. They continue to move forward with working, planning and developing regional projects. These projects include roadway, freight, safety, pedestrian, sidewalk/trails, transit, and bicycle transportation facilities.

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February 12, 2016

The MPO staff completed and submitted their 2016-2020 Transportation Improvement Program (TIP). The MPO successfully completed and submitted their List of Priority Projects. The MPO adopted their 2040 Long Range Transportation Plan December 9, 2015.

The Lake-Sumter staff continues to have a positive relationship with other Local Governmental Agencies, Regional Planning Agencies and other transportation and land use agencies. The MPO Staff continues to support their MPO Board Members, Technical Advisory Committee Members, and Citizen's Advisory Committee Members with updated information and training to help them better understand their roles and the importance of their participation.

The Lake-Sumter MPO has been incorporating the MAP-21 (Moving Ahead for Progress in the 21st Century Act) performance measures into their planning documents.

Summary of Noteworthy Achievements

The MPO hosted "Sidewalks and Safe Access to School Summit", the goal of the SSATS is to develop transportation master plans for each school in the study area, focusing on a 10-year planning horizon. To implement the recommendations made in the SSATA, the MPO is establishing a Safe Schools Emphasis Program to assist the counties and municipalities identify and prioritize the most urgent need within the two-mile radius, "parent responsibility zone" for each school. Components of the program will include a Safe Schools Emphasis Policy and Safe Schools Guiding Principles that will incorporate into Transportation 2040.

The Lake-Sumter MPO hosted the "Pedaling to Success" for Cycling and Trails that was held on March 27, 2015 with a crowd of more than 80 people in Clermont. The event focused on both on-road cycling and on regional Trails, also hosted the "Sidewalks and Safe Access to School Summer Summit" on July 29, 2015 which focused on sidewalks and safe access to schools. Representative Larry Metz opened the summit with an explanation of his recent legislation signed by the governor in June regarding hazardous walking conditions around school. An overview of the Coast to Coast Connector initiative was provided as well as a review of plans for connecting or constructing trails in Leesburg, Tavares, Umatilla and Mount Dora.

Lake-Sumter MPO's list of Achievements for 2015, third successful year supporting the Regional Prioritization Process through the Central Florida MPO Alliance, Regional Coordination on the South Sumter Connector (Coast 2 Coast Connector Trail) and Project Management on Wekiva Trail PD&E. Other achievements were Commencement of LakeXpress Route 50 in December 2015, Route 50 was launched and provides service between South Lake and Orange County, including stops at Mascotte City Hall, South Lake Hospital and the South Lake Campus of Lake-Sumter State College. The bus makes fixed stops primarily along State Road 50 between Mascotte and the Winter Garden Regional Shopping Center, where passengers may transfer to LYNX Link 105 to Orlando, coordination on the I-75/CR 514 Interchange Justification Report, US 301 and C-470 Project Development and Environment study, assisted FDOT with a Community Planning Workshop on Complete Street Design and Planning Principles, received funding for the MPO's first Complete Streets Project and assisted the Sumter County and Lake County Transportation Disadvantaged Coordinating Boards with the development and implementation of a Mystery Rider Program.

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Projects under construction in Lake and Sumter County at this time are the I-75, South Lake Trail from Clermont to Groveland, the CR 561/CR455 Roundabout and the completion of the Wekiva Parkway from Orange County Line to Lake County opened January 20, 2016.

Accountability

The MPO has been submitting quarterly invoices and reports. They have continued to work with the Department in adapting to the changing invoicing requirements. The LSMPO's invoices and reports have been very thorough and have included the correct documentation which helps expedite the processing and payments. The MPO makes a considered effort to make sure the funds spent are allowable, necessary and reasonable. The Department appreciates the continued cooperation from the MPO.

Planning Fund Carryover Balances

The Lake-Sumter MPO is to be commended for their continued work in utilizing their Planning Funds. It is evident that there is good planning effort made to make sure that these funds are spent in the most efficient manner. The funds are intended to be used for planning activities within a reasonable time frame and are subject to redistribution or loss if certain requirements are not met.

4P Process

The MPO is to be commended for their coordination and communication with their local municipalities and FDOT during the development of their priority list and project applications. The MPO worked with the local municipalities to make sure their projects were ready to be programmed and helped the local agencies navigate the various requirements.

Public Involvement

The MPO continues their public outreach efforts. Their website: www.lakesumtermpo.com/ is user friendly and provides the public with the MPO's planning documents, updates on their meetings and other project related information that the MPO is involved with. The MPO uses several social media platforms such as Facebook, Twitter and YouTube in their outreach efforts. Their Public Involvement Plan outlines the process and the tools that are utilized in order to achieve their objectives of incorporating regional and community priorities, encourage participation and utilizes the information to better help the public to understand their role and responsibilities in transportation decision making. As part of the MPO planning process for the Long Range Transportation Plan, the MPO implemented a broad public outreach strategy to ensure early and continued involvement in the development of the plan. These outreach efforts provided substantial public input that ultimately shaped the identified policies and projects in the plan.

RECOMMENDATIONS/ACTIONS

1. The Lake-Sumter MPO has done an excellent job producing their required documents and should continue to work with their FDOT MPO/TPO Liaison concerning any issues or requests.
2. The Lake-Sumter MPO should be commended for keeping the Board Members, Technical Advisory Committee, and the Citizen's Advisory Committee informed and up to date on transportation initiatives of the Department and projects in their area.
3. The Lake-Sumter MPO staff needs to ensure that their FY 2016/2017 and FY 2017/2018 UPWP production plan and schedule is fully achieved.

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE AND
LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2016 MODIFIED JOINT CERTIFICATION REVIEW**

Based upon a review of Chapter Seven (7) of the Metropolitan Planning Organization (MPO)/Transportation Planning Organization (TPO) Administrative Manual, below are the general areas recommended as focus items for this year's Modified Joint Certification Review process. According to the Certification requirements, a limited or modified review can occur for three years after a full review. On the fourth year, there must be a standard, full review of the 10 areas of law specified in 23 C.F.R. 450.334. The timeline for these two processes (Standard Joint Review and Modified Joint Review) are the same. The only difference is the depth of the review. Based upon Chapter Seven (7), and associated laws/rules (noted in the Chapter), the following are the District Five general questions/discussion areas in accordance with 23 C.F.R. 450.334:

The metropolitan planning requirements identified in 23 U.S.C. 134 and 49 U.S.C. 5303;

(1) As noted in the 2016 Modified Joint Certification Review, the following is the status of the various Agreements and the Adopted Long Range Transportation Plan (LRTP). The MPO and the Department are responsible for making sure that these Agreements are reviewed and renewed if needed each year. Please review the list of agreements below and advise us if your records agree with these findings. If they do not, please provide correct dates.

- (a) Interlocal Agreement for the Creation of Metropolitan Planning Organization (FDOT Form 525-010-01).

Updated: October 28, 2015 Renew: October 2020

The Department has reviewed the current executed agreement and the document being utilized is the latest revised version. At the current time there is no need for an update

- (b) Transportation Planning Funds Joint Participating Agreement (FDOT Form 525-010-02).

Updated: November 6, 2015 Renew: By July 1, 2016

The Department has reviewed the current executed agreement and the document being utilized is the latest revised version. At the current time there is no need for an update

- (c) Intergovernmental Coordination and Review and Public Transportation Coordination (ICAR) Joint Participation Agreement (FDOT Form 525-010-03).

Updated: August 26, 2015 Renew: By August 2020

The Department has reviewed the current executed agreement and the document being utilized is the latest revised version. At the current time there is no need for an update.

- (d) Public Transportation Joint Participation Agreement (FDOT Form 725-030-06). 5303 Transit Related Task Elements for the UPWP.

Updated: September 19, 2011 Renew: By September 2016

There is a new contract done every year for the Transit Related Task Elements for the UPWP.

(e) Long Range Transportation Plan.

Updated: December 9, 2015

Renew: December 2020

The Department has reviewed the current adopted plan and the document being utilized is the latest revised version.

Planning Area

1. Is the MPO working with the local municipalities to get a quality/completed Florida Department of Transportation Project Application turned in on time to be processed during last year's tentative work program development cycle period (including Project Location Map, Right of Way Certification (if applicable), Scope, Schedule and Cost Estimates) to use the Surface Transportation Program Federal Funding?

Yes X or No

MPO Comments: The additional planning funds provided by the Department has been extremely beneficial toward the use of consultants to complete quality application packages. The level of quality of the completed packages will ensure the Department's ability to fund local projects as funding becomes available. However, even with consultant assistance, accurate cost estimating for construction projects is still a challenge. To address the discrepancies between the local government estimation process and the Department's estimation process, the MPO requests Long Range Estimate (LRE) training for MPO staff and local entities.

2. Did the Department communicate with the MPO in a timely manner with the projects that were programmed for the tentative five year work program gaming cycle?

Yes X or No

MPO Comments: The Department was proactive in the communication of additional projects added to the Tentative Work Program. The Department was also proactive in communication of projects deferred in the program.

3. Is the MPO aware of the transition that any studies managed by the MPO are now being done in their Unified Planning Work Program (UPWP)?

Yes X or No

MPO Comments: MPO staff is aware of the procedural changes regarding the manner in which the Unified Planning Work Program is now to be utilized as a scope of work for all MPO planning activities utilizing state and federal funds.

4. Has the Department been including the MPO in the discussions and meetings with the local agencies concerning local, state projects and other issues?

Yes X or No X

MPO Comments: There could be enhanced communication between the Department and the MPO on meetings within the two-county area. This applies to notification of local governments as well. There have been instances in which MPO staff has discovered meetings on the FDOT Public Notices website rather than being formally alerted or invited. There are also instances of the MPO being omitted from correspondence with local governments or with agencies regarding items pertinent to the MPO. A couple of recent examples include a public meeting on the US 27 construction project in Clermont that staff discovered on the website and the lack of updates received regarding the status of the South Lake Trail, Phase 3B and 4. Once the MPO has alerted our liaison to these situations, she is very responsive in addressing the issue. Are there any additional information resources the MPO should be utilizing?

Regional Coordination

1. During the coordinating process with the CFMPO Alliance for the Strategic Intermodal System, Coast to Coast Trails, and the Regional Transit projects; was the MPO satisfied with the outcome of projects programmed this work program development cycle?

Yes or No

MPO Comments: Absolutely. The MPO is quite pleased with this regional prioritization effort. The Department’s support and responsiveness to the regional prioritization process is appreciated. The enhanced process has bolstered the credibility of the Central Florida MPO Alliance and has reinforced MPOs’ confidence in the Department.

2. Does the MPO feel that the Partnering Meetings are beneficial and helpful to the Local Agencies?

Yes or No

MPO Comments: The meetings are effective when they center on timely discussion of various projects impacting the local agencies. This was recently the case with February’s Sumter County meeting covering several related planning efforts. The timing was right to convene partners. The meetings should be timed as to when certain projects are ripe for a group discussion rather than timed based on a certain interval (i.e. bi-annually).

3. Is the MPO satisfied with the Quarterly Statewide Video Conferences and are the right agenda items being discussed?

Yes or No

MPO Comments: The Department consistently features pertinent topics at those meetings and affords MPOs the opportunity to submit agenda items for discussion. The MPO is amenable to either attending video conferences in DeLand or at the Leesburg Operations Center.

Long Range Transportation Plan (LRTP)

1. Was the MPO satisfied with the regional coordination efforts for the LRTP?

Yes or No

MPO Comments: The Department was supportive of the MPO's two-county regional effort and the additional funds provided to the MPO for modelling and plan development were critical to the MPO developing a quality plan update. The Department provided regional coordination on the regional traffic modelling effort. However, there were some issues with that effort that resulted in delays in the provision of data. Fortunately, the Department now has a staff member who understands modeling and seems willing to tackle the issues that came out of the development of the CFRPM v. 6.0. With the amount of resources expended to perform the modelling tasks versus the end products of the transportation plans, the MPO suggests the Department weigh the true function of the modeling effort versus the value created. Also, an opportunity the Department can further pursue regarding a regional approach to developing LRTPs is the utilization of the Central Florida MPO Alliance as an entity to help coordinate LRTP updates among all five MPOs in District 5. This could result in greater cohesion among the individual MPO LRTPs.

2. Were various topics and coordination addressed through the LRTP Coordinating Meetings and the MPO Quarterly Meetings, as well as the travel demand modeling effort led by the Department?

Yes or No

MPO Comments: The Department was effective in working with the MPOs through the LRTP meetings and the quarterly meetings. More emphasis and assistance could have been provided with the new federal requirements for measures and targets that are still under review by the Federal Highway Administration. Opportunity to address the federal requirements will soon be a new topic for coordination among the MPOs.

3. Does the MPO check to make sure that the local agencies projects on their priority list are consistent with the Long Range Transportation Plan and the respective local agency Comprehensive Plans?

Yes or No

MPO Comments: The inclusion in the MPO's plan as well as the local comp plan are primary criteria for a project to be added to the List of Priority Projects or for an existing project to remain on the List of Priority Projects.

Environment

1. Now a requirement in the Environmental Screening Tool (EST), the Preliminary Environmental Discussion (PED) must be completed with each Planning Screen review to provide the

Environmental Technical Advisor Team (ETAT) reviewers with context to aid them in providing actionable comments. After reviewing the standardized EST GIS Analysis and considering information supplied by local knowledge, planning studies, and other evaluation in the project area, the MPO completes the PED to include in the Planning Screen package before launching the review.

Does the MPO have an understanding of the data layers that should be considered to identify the general environmental setting, fatal flaws and key resources?

Yes X or No X

MPO Comments: As this process is new and all parties are acclimating to the new approach, we would like to be optimistic that the new process will be helpful in shortening the timeframes for project development and environment studies. Our concern is that there are now multiple steps being placed prior to PD&E studies and that it does not appear timeframes are shortening. With PEDs, ETDM screenings and feasibility or corridor studies now being required before PD&E studies, projects are not being defined and delivered in the time intended. This was evidenced by the discussion at the most recent FHWA/FDOT/MPO Quarterly meeting.

2. Does the MPO understand their role in carrying out the Federal Planning and Environmental Linkage (PEL) requirements during the Planning Screen so that planning-level evaluations can inform the Project Development and Environment (PD&E) Study Phase?

Yes X or No

MPO Comments: The MPO understands its role in carrying out the federal requirements to address Planning and Environmental Linkage. Consistent with the comments above, the MPO is optimistic the Planning Screen will become an increasingly effective tool prior to the PD&E study phase as the PEL requirements are further utilized.

Transportation Improvement Program (TIP)

1. Has the FDOT Liaison been able to assist with programming and processing TIP Amendments, Unified Planning Work Program Amendments and 4P projects processing?

Yes X or No

MPO Comments: The FDOT Liaison consistently assists with TIP Amendments, UPWP Amendments and processing of the projects included in the MPO's List of Priority Projects. Greatly appreciated is the additional effort by the liaison to assist in getting projects programmed that will be locally managed.

Public Involvement

1. Has the MPO received any Public Involvement complaints within the past year?

Yes _____ or No X

MPO Comments: The MPO just completed a major round of public involvement efforts as part of the development of the LRTP. Much positive feedback was received.

2. Is there coordination of public involvement between the MPO and the transit provider?

Yes X or No _____

MPO Comments: The Lake County Transit Division utilizes the MPO Governing Board, MPO committees and the MPO's Task Force structure to implement their Public Involvement Plan activities. A great amount of interlinkage is in place between MPO staff and LakeXpress staff. MPO staff also coordinates well with Sumter County and Lake County on para-transit public involvement through both counties' Transportation Disadvantaged Coordinating Boards.

3. What is the public involvement process used by the transit provider(s)?

MPO Comments: The Lake County Transit Division uses the Lake~Sumter MPO's adopted Public Involvement Plan (PIP) as their PIP for public transportation.

Title VI and Related Nondiscrimination Requirements

1. Has the MPO/TPO received any Title VI/Title VIII complaints within the past year?

Yes _____ or No X

If yes, please explain:

2. Does the MPO track DBE participation through the use of the Bid Opportunity List and DBE Participation Statement?

Yes X or No _____

MPO Comments: The Uniform Report of DBE Commitments/Awards and Payments is submitted bi-annually (June 1 and December 1).

Transit

1. What is the role and how is the transit agency involved in the MPO's overall planning and project development process?

MPO Comments: The MPO manages the completion of the Lake County Transit Division's Transit Development Plan (TDP) major update and completes the required annual TDP minor updates utilizing in-house MPO resources. The Lake County Transit Division has a voting seat on the MPO's Technical Advisory Committee (TAC), and participates in all MPO Task Force meetings with our local partners. MPO staff and Lake County transit staff meet regularly. MPO staff also works closely with the para-transit staff of Sumter County and Lake County and assists in meeting the grant requirements of the Florida Commission for the Transportation Disadvantaged.

2. How are the transit agencies' planning processes merged with the MPO's planning process?

MPO Comments: Transit planning and multi-modal planning is included in all of MPO planning projects and initiatives. MPO staff meets or communicates regularly with transit staff for Sumter County and Lake County. The MPO's direct involvement in the development and annual update of the Transit Development Plan is indicative of the close relationship with both counties' transit staff. Both counties transit representatives are represented on the MPO's Technical advisory Committee. The MPO is heavily engaged in transit planning and coordinates with each county as the counties manage the operations of transit services.

3. What projects or issues have you assisted your transit agency with over the past year?

MPO Comments: The TDP Minor Update was completed and approved in August 2015. MPO staff conducted annual transit rider surveys for Routes 1-4. The MPO supported Lake County in the commencement of Route 50 in December 2015. Rider surveys of the new service along SR 50 were conducted by MPO staff in January 2016. MPO staff managed the annual updates and amendments to both counties' Transportation Disadvantaged Service Plans (TDSPs). MPO staff developed a Mystery Rider Program and conducted quarterly rides and surveys for both counties' para-transit programs.

4. What percentage of your Section 5305(d) funds have gone towards funding transit projects or initiatives?

MPO Comments: The MPO utilized 5305(d) funds this past year for salary and benefits for the Transportation Planner position serving LakeXpress and leading the MPO's multi-modal planning efforts and for a portion of the salary and benefits for the TD Coordinator/Administrative Assistant position that supports the multi-modal planner position and that leads TD coordination efforts. A small portion of 5305(d) funds are used toward the executive director position. The MPO is currently exploring with Lake County Transit staff opportunities to expend the funds on transit planning initiatives.

Freight Planning

1. Please describe what resource(s) of data (maps, numerical, analysis, etc) you envision would assist an MPO with decision making, understanding and translating freight movement in relation to your network of roads on your Priority List.

MPO Comments: The MPO is appreciative of FDOT District 5's creation of a freight coordinator position. The freight coordinator has been effective in assisting the MPO with freight planning. The MPO three years ago took part in the development of the freight goods and movement study conducted by Metroplan Orlando. Although the Lake-Sumter MPO was included in the study, the MPO's two-county area was approached peripherally as related to the focus on the Orlando urban area. In the spirit of supporting the Florida Freight Mobility and Trade Plan, the MPO requests funding for a freight movement and economic development plan that would focus on the two-county MPO Area and that could also include data and analysis of neighboring counties. Such a study would build on the quality regional and statewide efforts to analyze and to plan for the freight and goods movement in the region.

Other

1. Are there any noteworthy achievements or accomplishments that you would like to note during this year's certification?

MPO Comments: See attached list of achievements. The MPO also acknowledges the additional planning funds that have been provided this past year to accomplish specialized planning efforts such as Complete Streets studies, the Lake County ITS Master Plan, and consultant support to complete quality FDOT application packages.

2. Has the MPO been involved in the discussions for the new agreement and invoicing process that will begin on July 1, 2016?

Yes or No

MPO Comments: MPO Staff attended UPWP Requirements and MPO Agreement training on December 17, 2015, and attended District 1 MPO Agreement, UPWP, Invoicing Training on February 5, 2016, in Bartow. Staff also took part in other discussions including: FDOT/FHWA/FTA/MPO Video Conference on November 19, 2015, MPOAC meeting January 28, 2016, and MPO Quarterly meeting February 4, 2016. MPO is in the midst of reformatting the UPWP to meet the new requirements including the inclusion of a budget summary table for each task within the UPWP. MPO staff is working closely with accounting staff in Lake County Finance to address the new invoicing requirements. MPO approval of the new agreement is anticipated no later than May 2016.

3. MPO Comment: The MPO requests continued support in proactively identifying opportunities for Complete Streets projects and Roadway Safety Audits as part of resurfacing projects. This past year, the MPO experienced success in accomplishing Complete Streets goals with the SR 44 (Dixie Avenue) resurfacing project in Leesburg.

4. MPO Comment: The MPO has undergone a thorough internal audit process conducted by the Lake County Clerk of the Courts Inspector General's Office. As the MPO strives for compliance, assistance is requested by the Department to determine the MPO is providing sufficient supporting documentation for the charging of staff time to grant activities. The MPO is also revamping the format of the Unified Planning Work Program. The MPO desires to ensure the UPWP is structured in a manner that meets federal and state requirements. The MPO is optimistic that the new agreements and process being establish by the Department will support the refinements the MPO is currently implementing. The MPO also requests a determination by the Department of whether the MPO has acceptable agreements in place to satisfy the statutory requirements of F.S. 339.175(10) regarding MPO agreements with airports and transit providers. Currently, all three aviation facilities and the two transit systems are operated by member local governments: Leesburg International Airport, Umatilla Municipal Airport, Tavares Seaplane Base, Sumter County Transit (paratransit), and LakeXpress (fixed-route)/Lake County Connection (paratransit). The MPO requests a determination as to whether additional agreements are needed.

**LAKE-SUMTER MPO
LIST OF ACHIEVEMENTS FOR 2015**

- Adopted a new List of Priority Projects in June 2015
- Adopted a new Transportation Improvement Program in June 2015
- Adopted a new Long Range Transportation Plan, TRANSPORTATION 2040
- Hosted “Pedaling to Success” March 27, 2015
- Hosted “Sidewalks and Safe Access to School Summer Summit” July 29, 2015
- Third successful year supporting the Regional Prioritization Process through the Central Florida MPO Alliance:
 - Regional Coordination on South Sumter Connector Trail (Coast 2 Coast Connector Trail)
 - Project Management on Wekiva Trail PD&E
- What was or is being constructed:
 - I-75
 - South Lake Trail – Clermont to Groveland
 - Wekiva Parkway – Orange County to Lake County Opened January 20, 2016
 - CR 561/CR 455 Roundabout
- Commencement of LakeXpress Route 50 Service in December 2015
- Coordination on I-75/CR 514 Interchange Justification Report, US 301 Project Development & Environment study and C-470 Project Development & Environment study
- Assisted FDOT with a Community Planning Workshop on Complete Streets Design and Planning Principles
- Received funding for the MPO’s first Complete Streets Project, Dixie Avenue in Leesburg
- Assisted the Sumter County and Lake County Transportation Disadvantaged Coordinating Boards with the development and implementation of a Mystery Rider Program

Appendix E

Draft UPWP Comments & MPO Responses

Appendix F

Resolution: 2016 - 7

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2016 – 7

A RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO), AMENDING THE FY 2015/16-2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AUTHORIZING THE SUBMITTAL OF THE AMENDED FY 2015/16-2019/20 TIP TO THE APPROPRIATE AGENCIES

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Lake-Sumter Planning Area; and

WHEREAS, Florida Statutes 339.175, 23 U.S.C. 134, and Title 49 U.S.C. require that the MPO, as a condition to receiving federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the approved comprehensive plans of the units of local government within the MPO's jurisdiction, and with state and local planned growth and economic development patterns; and

WHEREAS, 23 C.F.R 450.324 provides that the Lake~Sumter MPO shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area, and 23 C.F.R. 450.326 allows an MPO to revise the TIP at any time under procedures agreed to by the cooperating parties and consistent with 23 C.F.R. 450.326; and

WHEREAS, the FY 2015/16-2019/20 TIP was adopted by the MPO on June 10, 2015 based on programmed projects in the Florida Department of Transportation (FDOT) Five Year Work Program; and

WHEREAS, the FY 2015/16-2019/20 TIP was amended by the MPO on September 23, 2015 in order to achieve consistency and address roll-forward funds and adjustments to the FDOT Work Program; to add, as an Appendix, Lake County's FY 2015/16-2019/20 Transportation Construction Program and Sumter County's FY 2015/16-2019/20 Capital Improvement Plan; and to address comments from the Federal Highway Administration (FHWA) by further elaborating on the MPO's public involvement process in developing and amending the TIP, and on regionally significant projects included in the TIP; and

WHEREAS, the FY 2015/16-2019/20 TIP was amended by the MPO on December 9, 2015 to program funds in order to achieve consistency with the FDOT Work Program addressing transit capital for LakeXpress and programming funds for six projects including Wekiva Parkway (SR 46) in Lake County, I-75 in Sumter County, the interchange of I-75 and Florida's Turnpike in Sumter County, C-470 in Sumter County, CR 475 in Sumter County, and CR 575 in Sumter County; and

WHEREAS, the FY 2015/16-2019/20 TIP was amended by the MPO on January 27, 2016 to program rail safety improvements at Shirley Shores Road and Florida Central Railroad in the Astatula/Tavares area of Lake County; and

WHEREAS, the FY 2015/16-2019/20 TIP was amended by the MPO on February 24, 2016 to program funds for five projects including SR 50, from the Hernando/Sumter County line east to CR 33 in Lake County,

South Lake Trail, Phase II (from Clermont Trail to Silver Eagle Drive), South Lake Trail, Phase III-B (from Crittenden Street to Silver Eagle Drive in Groveland), South Lake Trail, Phase 4 (from the Van Fleet State Trail to Villa City Road), and South Sumter Connector Trail; and

WHEREAS, \$70,347 is programmed into the FDOT Work Program in FY 2016/17 toward preliminary engineering; and \$575,089 is programmed into the FDOT Work Program in FY 2018/19 toward construction of paved shoulders for CR 473, from Treadway School Road to CR 44 (FDOT Financial Management Number 437485-1); and

WHEREAS, \$34,579 is programmed into the FDOT Work Program in FY 2016/17 toward preliminary engineering; and \$359,727 is programmed into the FDOT Work Program in FY 2018/19 toward construction for a traffic signal for Hancock Road at North Ridge Boulevard (FDOT Financial Management Number 437486-1); and

WHEREAS, \$ 182,835 is programmed into the FDOT Work Program in FY 2016/17 toward preliminary engineering; and \$587,327 is programmed into the FDOT Work Program in FY 2018/19 toward construction for Safety Improvements on CR 462, from CR 475 to US 301 (FDOT Financial Management Number 437604-1); and

NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO that:

1. The FY 2015/16-2019/20 TIP is hereby amended to program: \$70,347 in FY 2016/17 toward preliminary engineering; and \$575,089 in FY 2018/19 toward construction of paved shoulders on CR 473, from Treadway School Road to CR 44 (FDOT Financial Management Number 437485-1);
2. The FY 2015/16-2019/20 TIP is hereby amended to program: \$34,579 in FY 2016/17 toward preliminary engineering; and \$359,727 in FY 2018/19 toward construction for a traffic signal on Hancock Road at North Ridge Boulevard (FDOT Financial Management Number 437486-1);
3. The FY 2015/16-2019/20 TIP is hereby amended to program: \$182,835 in FY 2016/17 toward preliminary engineering; and \$587,327 in FY 2018/19 toward construction for Safety Improvements on CR 462, from CR 475 to US 301 (FDOT Financial Management Number 437604-1);
4. The Chairman of the Lake~Sumter MPO is authorized to submit, and hereby submits, the amended FY 2015/16 – 2019/20 TIP to the:
 - a. Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT);
 - b. Federal Transit Administration (FTA) through FDOT;
 - c. Federal Aviation Administration (FAA);
 - d. Bureau of Community Planning, Division of Community Development, Florida Department of Economic Opportunity (DEO);
 - e. Members of Legislature representing the Lake~Sumter MPO.

DULY PASSED AND ADOPTED this _____ day of _____, 2016.

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

This _____ day of _____, 2016

Approved as to Form and Legality:

Melanie N. Marsh, MPO Attorney

**PROJECTS WITH PROGRAMMED CONSTRUCTION FUNDING
TABLE 1**

FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE	FISCAL YEAR	REQUEST FOR FUNDING TO BE ADVANCED?	COST ESTIMATE	Lake County Benefit District
4336731	TAV-LEE TRAIL EXT	WOOTON PARK	N OF SINCLAIR AVE/RUBY ST	TAV	MIXED USE TRAIL	CST	2016/17		\$660 K	
429-206	SR 46 REALIGNMENT (SEG 2C)	E OF ROUND LAKE RD	ORANGE COUNTY LINE	CFX	REALIGNMENT	CST	2016/17 2017/18		\$30 M	
2382752	SR 46/US 441 WEKIVA PKWY SEG 3B	WEST OF US 441	EAST OF POND RD	FDOT	ADD LANES AND RECONSTRUCT	CST	2016/17		\$50 M	
2382757	SR 429/46 WEKIVA PKWY SEG 6	W OF OLD MCDONALD RD	E OF WEKIVA RIVER RD	FDOT	BELTWAY / NEW ROAD CONSTR	CST	2016/17		\$244 M	
2382758	CR 46A REALIGNMENT WEKIVA PKWY SEG 5	SR 46	N OF ARUNDEL WAY	FDOT	NEW ROAD CONSTR	CST	2016/17		\$14 M	
4309754	WEKIVA TRAIL SEGMENT 3	RED TAIL BLVD	WEKIVA RIVER	LC	MIXED USE TRAIL	CST	2016/17		INCL IN SEGMENT 6	
4299441	C-475	C-470	CR 542	SC	M&R, ADD PAVED SHOULDERS, REPLACE BRIDGE	CST	2016/17		\$3.263 M	
2383192	SR 19 LITTLE LAKE HARRIS BRIDGE			FDOT	REPLACE BRIDGE	CST	2016/17		\$47 M	
4336701	C-673	SR 93 (I-75)	0.8 MILES W OF SR 35 (US 301)	SC/BUSH	WIDEN LANES AND PAVE SHOULDERS	CST	2016/17		\$2.032 M	
4344221	PICCIOLA ROAD	DOGWOOD RD	1200 FT SOUTH OF TWIN PALMS	LC	SAFETY PROJECT	CST	2016/17		\$256 K	
2382753	SR 46/WEKIVA PARKWAY SEG 3A	EAST OF POND ROAD	EAST OF ROUND LAKE RD	FDOT	ADD LANES AND RECONSTRUCT	CST	2016/17 2019/20		\$9.5 M	
4354961	SR 48 (EAST BELT AVE)	MAIN ST	US 301	BUSH	RESURFACING	CST	2017/18	ADVANCE TO 2016/17	\$127 K	
4309755	WEKIVA TRAIL SEGMENT 4 NEIGHBORHOOD LAKES	SR 46	LAKE/ORANGE COUNTY LINE	LC	MIXED USE TRAIL	CST	2017/18		\$2.3 M	
4369351	HIGHLAND STREET SIDEWALK SAFETY PROJECT	HIGHLAND STREET		MD	SIDEWALK	CST	2018/19		\$1.1M	
4354931	WEST STREET	SR 48	CR 476	BUSH	RESURFACING	CST	2017/18		\$197 K	
4354951	BATTLEFIELD PKW	CR 476	SR 48	BUSH	RESURFACING	CST	2017/18		\$197 K	
2383955	SR 500/US 441	LAKE ELLA RD	AVENIDA CENTRAL	FDOT	WIDEN TO 6 LANES	CST	2018/19		\$33 M	
4374861	HANCOCK RD@NORTH RIDGE BLVD			LC	TRAFFIC SIGNAL	PE CST	2016/17 2018/19		\$32 K \$349 K	
4361501	CR 455 @ OLD HWY 50 EAST			LC	TRAFFIC SIGNAL	CST	2018/19		\$305 K	
4344031	CR 478	SR 471	CENTER HILL CITY LIMIT	SC	RESURFACING	CST	2018/19		\$2.6 M	--
-	SR 91 (FL TPK)	ORANGE CO LINE	MINNEOLA INTERCHANGE	FTE	WIDEN TO 8 LANES	CST	2019/20		TBD	

**PROJECTS WITH PROGRAMMED CONSTRUCTION FUNDING
TABLE 1 (CONTINUED)**

FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE	FISCAL YEAR	REQUEST FOR FUNDING TO BE ADVANCED?	COST ESTIMATE	Lake County Benefit District
4225703	SOUTH LAKE TRAIL PHASE 3B	SR 33 (CRITTENDEN ST)	SILVER EAGLE RD	FDOT	MIXED USE TRAIL	CST	2019/20		\$2 M	
4190581	CR 48 WITHLACOOCHEE RIVER BRG	BRIDGE ID #184006		SC	REPAIR/REHABILITATE BRIDGE	CST	2020/21		\$273 K	
4374671	C-476 BRIDGE OVER THE WITHLACHOOEE	BRIDGE ID# 184019		SC	REPAIR/REHABILITATE BRIDGE	CST	2020/21		\$601 K	
4374661	CR 48 JUMPER CREEK BRG	BRIDGE ID# 184008		SC	REPAIR/REHABILITATE BRIDGE	CST	2020/21		\$280 K	
4374651	C-470 LAKE PANASOFFKEE OUTLET BRIDGE	BRIDGE ID# 184054		SC	REPAIR/REHABILITATE BRIDGE	CST	2020/21		\$137 K	

**CONSTRUCTION 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	Lake County Benefit District
1	4098701	SR 44	SR 500 (US 441)	SR 44/E ORANGE AVE	FDOT	WIDEN TO 4 LANES	ROW	2013/14	CST	\$16 M	#2
2	-	CR 470	TP EAST RAMPS	BAY RD	LEES	WIDEN TO 4 LANES	ROW	2012/13	CST	\$10 M	#3/#4
3	2383943	SR 500/US 441	PERKINS ST	SR 44 (E DIXIE AVE)	FDOT	WIDEN TO 6 LANES	ROW	2015/16	CST	TBD BY FDOT	#3
4	4293561	SR 500 (US 441)	SR 44	SR 46/WEKIVA CONN	FDOT	WIDEN TO 6 LANES	ROW	2017/18	ADVANCE ROW TO 2016/17, CST 2017/18	\$24 M	#2
5	-	CR 466A PHASES 2 & 3	TIMBERTOP RD	CENTURY AVE	LC	WIDEN TO 4 LANES	ROW	2013/14	CST	\$10.5 M	#3
6	4358931	SOUTH LAKE TRAIL, PHASE 4	VILLA CITY ROAD	VAN FLEET TRAIL	FDOT	MIXED USE TRAIL	ROW	2018/19	CST	\$6.6 M	#6
7	-	C-470 SIDEWALK	CR 436	OUTLET BRIDGE	SC	SIDEWALK	NA		DSB	\$1.72 K	--
8	-	US 27 ATMS	SR 44	SE HWY 42	FDOT	ATMS FOR CORRIDOR	N/A		DSB	\$1.60 M	#3
9	-	LAKE COUNTY ATMS.NOW PROJECT			LC	CENTRAL MGMT PLATFORM SYSTEM	N/A		EQUIPMENT PURCHASE/ INSTALLATION	\$99 K	All
10		DIXIE AVE (SR 44) COMPLETE STREETS	12TH STREET	US 441	LEES	ACCESS MANAGEMENT/MEDIANS/SAFETY IMPROVEMENTS	STUDY	2015/16	CST	\$36 K	#3
11	-	HARTWOOD MARSH RD PAVED SHOULDER	HANCOCK RD	ORANGE COUNTY LINE	LC	NEW PAVED SHOULDER	PE	2009/10	CST	\$1.5 M	#5
12		C-575 BRIDGE OVER SPRING RUN	BRIDGE ID# 184052		SC	REPAIR/REHABILITATE BRIDGE	STUDY	2014/15	CST	\$210 K	--
13		SOUTH BUENA VISTA BLVD	N ODELL CIR	SOUTH OF S ODELL CIR	SC	RESURFACING	N/A		DSB	\$1.67 M	--

**RIGHT OF WAY 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	Lake County Benefit District
1	4309752	WEKIVA TRAIL SEGMENT 1	TREMAIN STREET	CR 437	LC/MD	MIXED USE TRAIL	PE	2015/16	ROW	\$5 M	#2
2	4309753	WEKIVA TRAIL SEGMENT 2	CR 437	RED TAIL BLVD	LC	MIXED USE TRAIL	PE	2015/16	ROW	\$1 M	#2
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	#6
4	4354711	SOUTH SUMTER CONNECTOR TRAIL	VAN FLEET TRAIL	WITHALOOCHOOCEE TRAIL	FDOT	MIXED USE TRAIL	PD&E PE	2018/19 2016/17	ROW	\$9 M	--
5	4354761	CR 514 INTERCHANGE	@ I-75		FDOT	NEW INTERCHANGE	PD&E PE	2015/16 2016/17	ROW	TBD	--
6	4301321	SR 35 (US 301)	C-470 (W)	SR 44	FDOT	WIDEN TO 4 LANES	PD&E PE	2013/14 2016/17	ROW	TBD	--
7	4355411	CITRUS GROVE ROAD (PHASE 1&2)	US 27	N HANCOCK RD	LC	WIDEN TO 4 LANES	PE	2014/15	ROW	\$14.6 M	#5
8	4374641	EUDORA ROAD/OLD 441/CR 19A			LC	ROUNDAABOUT/INTERSECTION IMPROVEMENT	PE	2017/18	ROW	\$201 K	#2
9	-	CR 470	BAY RD	CR 33	LC	WIDEN TO 4 LANES	PER PE	2009/10	ROW	\$150 K	#3/#4
10	-	CR 48	CR 33	EAST OF PALATLAKAHA BRIDGE	LC	WIDEN TO 4 LANES	PER PE	2009/10	ROW	\$800 K	#4
11	4349121	C-470	CR 527	SR 91 (FL TPK)	FDOT	WIDEN TO 4 LANES	PD&E PE	2014/15 2019/20	ROW	TBD BY FDOT	--
12	2383191	SR 19	CR 561	CR 48	FDOT	WIDEN TO 4 LANES	PD&E PE	2011/12 2013/14	ROW	TBD	#2/#4

**PE (DESIGN) 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	Lake County Benefit District
1	-	EAST ORANGE AVE	FRUITWOOD AVE	SUNRISE LN	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$50 K	#2
2	-	CR 473	US 441	SOUTH HAINES CREEK/POE ST	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$151 K	#3
3	-	RADIO RD (TREADWAY ELEMENTARY)	SILVER BLUFF	TREADWAY SCHOOL RD	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$36 K	#3
4	-	CR 561 (MONROE ST) ASTATULA ELEMENTARY	TENNESSEE AVE	CR 48/FLORIDA AVE	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$19.5 K	#2
5	-	CR 44 BYPASS/DELAND RD (EUSTIS MIDDLE SCHOOL)	EAST ORANGE AVE	CYPRESS GROVE RD	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$20 K	#2
6	-	HANCOCK RD (LOST LAKE ELEMENTARY)	SUNBURST LN	GREATER PINES BLVD	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$36 K	#5
7	-	LOG HOUSE RD (PINE RIDGE ELEMENTARY SCHOOL)	CR 561	LAKESHORE DR	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$23.55K	#5
8	-	LAKESHORE DR (PINE RIDGE ELEMENTARY SCHOOL)	CHERITH LN	OLEANDER DR	LC	NEW SIDEWALK	STUDY		PE 2016/17	\$48.75K	#5
9	-	ROLLING ACRES ROAD	US 27/US441	CR 466	LL	WIDEN TO 4 LANES	STUDY		PE 2016/17	\$1.92 M	#3
11	4363601	BLACK BEAR SCENIC TRAIL	MARION/LAKE COUNTY LINE	VOLUSIA/LAKE COUNTY LINE	FDOT	NEW TRAIL	PD&E	2019/20	PE		#1
12	-	CR 437 REALIGNMENT	ADAIR AVE	SR 44	LC	REALIGNMENT & MULTI-MODAL DESIGN PHSE	STUDY	2015/16	PE	\$650 K	#2
13	-	ROUND LAKE ROAD EXTENSION/CR 439	LAKE/ORANGE CL	CR 44	LC	NEW ALIGNMENT/ADD LANES	STUDY	2016/17	PE	\$450 K	#2
14	*	US 27	SR 44	US 441	LEES	COMPLETE STREETS	STUDY	2015/16	PE	TBD	#3
15	4349101	SR 91 (FL TPK)	CR 470	SR 25 (US 27) (N)	FTE	WIDEN TO 8 LANES	PD&E	-	PE		#4
16	-	SR 91 (FL TPK)	SR 35 (US 301)	CR 470	FTE	WIDEN TO 8 LANES	PD&E	-	PE		--

**PD&E PROJECTS
TABLE 5**

PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	Lake County Benefit District
US 27 & SR 44			FDOT	INTERSECTION IMPROVEMENT	PER/ STUDY	2013/14 2014/15	PD&E 2016/17	\$1 M	#3
NORTH LAKE TRAIL	CR 450	SR 40	UM	NEW TRAIL	N/A		PD&E 2016/17	\$2.1 M	#1
SR 44	SR 44 & ORANGE AVENUE	CR 46A	FDOT	WIDEN TO 4 LANES	N/A		PD&E 2016/17	TBD BY FDOT	#2
W. SR 50/FM#4358591	US 98 (HERNANDO CO.)	CR 33 (LAKE COUNTY)	FDOT	WIDEN TO 4 LANES	STUDY	2015/16	PD&E 2016/17	\$1 M	#6
SR 19	SR 50	CR 455	FDOT	WIDEN TO 4 LANES	N/A		PD&E 2016/17	TBD BY FDOT	#6
US 27	CR 561 (S)	FL TPK NORTH RAMPS	FDOT	WIDEN TO 6 LANES	N/A		PD&E	TBD BY FDOT	#6

**PLANNING STUDY PROJECTS
TABLE 6**

PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	Lake County Benefit District
EAST AVENUE	GRAND HIGHWAY	MINNEHAHA AVE	CLR	COMPLETE STREETS	N/A		STUDY 2016/17	\$110K	#5
US 301	CLEVELAND AVE (C-466A)	HUEY ST (C-44A)	WW	COMPLETE STREETS	N/A		STUDY 2016/17	\$200K	--
WEBSTER SR 471	CR 478A	NW 10TH AVE/CR 730	WEB	COMPLETE STREETS	N/A		STUDY 2016/17	\$100k	--
WOLF BRANCH INNOVATION BLVD	CR 437	ROUND LAKE RD	MD	NEW 4 LANE RD	N/A		STUDY 2016/17	TBD	#2
UMATILLA SR 19	CR 450-A	OLD MILL STREAM RV PARK	UMA	COMPLETE STREETS	N/A		STUDY 2016/17	\$170K	#2
SORRENTO BLVD	ORANGE AVE	HOJIN ST	LC	COMPLETE STREETS	N/A		STUDY 2016/17	\$850K	#2
ORANGE ST & BROAD ST (SR 50)	ALABAMA AVE	SR 33	GRV	COMPLETE STREETS	N/A		STUDY 2016/17	TBD	#6
LAKE DENHAM TRAIL	TRAIL HEAD AT W MAIN ST LEESBURG	LC LINE ON CR 33	LEES	NEW TRAIL	N/A		STUDY 2016/17	\$150K	#3
EAST MAIN ST IMPROVEMENTS	CANAL ST @ MAIN ST	SR 44 @ MAIN ST	LEES	CURB & GUTTER, ADA UPGRADE, ON STREET PARKING	N/A		STUDY 2016/17	\$50 K	#3
WEST MAIN ST IMPROVEMENTS	W MAIN ST @ CR 468	W MAIN ST @ US 27	LEES	CURB & GUTTER, ADA UPGRADE, ON STREET PARKING	N/A		STUDY 2016/17	\$75 K	#3
I-75 EXIT 309 SUMTER SCENIC BYWAY PROJECT			SUMTER SCENIC BYWAY/SC	ENAHNCEMENT OF INTERSTATE EXIT TO NATIONAL CEMETARY	N/A		STUDY 2016/17	\$50 K	--
MONTVERDE GREENWAY TRAIL EXTENSION	EXISTING GREENWAY TRAIL TERMINUS	STRETCHER PROPERTY	MON	3,042 FT EXTENSION TO EXISTING TRAIL	N/A		STUDY 2016/17	\$50 K	#5
RIDGEWOOD ROUNDABOUT	RIDGEWOOD @ CR 455		MON	SAFETY STUDY/ROUNDABOUT WARRANT STUDY	N/A		STUDY 2016/17	\$50 K	#5

**CANDIDATE PROJECTS
TABLE 7**

PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	Lake County Benefit District
WELLNESS WAY/ FM#4357231	US 27	SR 429	LC	NEW ROAD, ALTERNATIVE CORRIDOR EVALUATION	N/A		STUDY	TBD	#5
CAGAN'S CROSSING PEDESTRIAN OVERPASS			LC	NEW US 27 OVERPASS FOR PEDESTRIANS	N/A		STUDY	TBD	#5
CR 561/561A REALIGN	CR 455	SR 91 (FL TURNPIKE)	LC	CORRIDOR STUDY	N/A		PD&E	\$750 K	#5
HARTLE RD	SR 50	HARTWOOD MARSH RD	LC	WIDEN TO 4 LANES	PD&E		PE	\$800 K	#5
HOOKS ST	HANCOCK RD	EMIL JAHNA RD	LC	WIDEN TO 4 LANES	N/A		PE	\$800 K	#5
C-501	C-468	C-470	SC	WIDEN TO 4 LANES	PER	2014/15	PE	\$1.4 M	
HARTWOOD MARSH RD	SR 25 (US 27)	HANCOCK RD	LC	WIDEN TO 4 LANES	PE	2013/14	ROW	\$2 M	#5

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

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2016-8

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION ADOPTING THE ANNUAL LIST OF PRIORITY PROJECTS FOR FY 2020/21 THROUGH FY 2039/40 AND AUTHORIZING TRANSMITTAL OF THE NEW FUNDING PRIORITIES TO THE FLORIDA DEPARTMENT OF TRANSPORTATION.

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Lake~Sumter Planning Area; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition for the receipt of federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, Florida Statutes 339.175(8)(a) requires that the MPO is responsible for developing, annually, a list of project priorities ranking the transportation needs of the MPO area; and

WHEREAS, the prevailing principles that must be considered by the MPO when developing the List of Priority Projects are preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility; and

WHEREAS, the List of Priority Projects must be based upon project selection criteria that considers, in part, the MPO long range transportation plan; the Florida Department of Transportation (FDOT) Strategic Intermodal System Plan; criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4); the results of the transportation management systems; and the MPO public involvement plan; and

WHEREAS, the List of Priority Projects must be used by the FDOT in developing the district work program and must be used by the MPO in developing its transportation improvement program; and

WHEREAS, the FDOT has established a deadline of September 1, 2015, for the submittal of new project priorities, pursuant to Florida Statutes 339.175(8)(b), for funding in State FY 2020/21 through FY 2039/40, with said priorities serving as a basis upon which FDOT District 5 makes funding decisions relative to the FDOT five-year Work Program; and

WHEREAS, the Lake~Sumter MPO, serving the role of prioritizing all federal-aid roadways including certain county roadways, also has prioritized county transportation projects in order to address regional county transportation needs within the MPO Area.

NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO:

1. The FY 2020/21 - FY 2039/40 List of Priority Projects was developed with consideration given to preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility; and
2. The FY 2020/21 - FY 2039/40 List of Priority Projects is consistent with the MPO’s adopted long range transportation plan, *TRANSPORTATION 2040*, which was adopted December 9, 2015; and
3. The FY 2020/21 - FY2039/40 List of Priority Projects is consistent with the FDOT Strategic Intermodal System Plan; and
4. The FY 2020/21 - FY 2039/40 List of Priority Projects was developed in consideration of criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4);
5. The FY 2020/21 - FY 2039/40 List of Priority Projects was developed in consideration of the results of the transportation management systems;
6. The FY 2020/21 - FY 2039/40 List of Priority Projects was developed using the procedures of the MPO public involvement plan;
7. The FY 2020/21 - FY 2039/40 List of Priority Projects is hereby endorsed and adopted; and
8. The Chairman of the MPO is hereby authorized and directed to submit the list of priority projects to the Florida Department of Transportation and to the chairman of both the Lake County and the Sumter County Board of County Commissioners.

DULY PASSED AND ADOPTED this _____ day of _____, 2016.

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney

**Lake-Sumter MPO - Transportation Improvement Program (TIP) Variance Report
2016/17 - 2020/21**

Add/Drop	FM No.	Roadway	From	To	Improvement	Notes
Add	2383191	SR 19	FROM CR 48	TO CR 561	PD&E/EMO STUDY	
Add	4354761	I-75 at CR 514	FROM 0.5 MILES WEST OF I-75	TO US 301	WIDEN ROAD	
Add	4222281	SR 471 AT CR 478			INTERSECTION IMPROVEMENT	
Add	4361501	CR 455 @ OLD HIGHWAY 50 EAST			TRAFFIC SIGNALS	
Add	4374861	HANCOCK ROAD	AT NORTH RIDGE BOULEVARD		TRAFFIC SIGNALS	
Add	4373271	SR 25/US 27 FROM OBRIEN ROAD TO ARLINGTON RIDGE (S OF			RESURFACING	
Add	4373481	SR 44 FROM 1900' WEST OF CR 437 TO VOLUSIA COUNTY LINE			RESURFACING	
Add	4379881	RESURFACE TPK IN LAKE CNTY, 287.761-288.748(NB&SB),			RESURFACING	
Add	4390161	SR 44 DIXIE AVE FROM US 27 TO SR 441			LIGHTING	
Add	4379883	SAFETY IMPROVEMENTS LAKE COUNTY MP 287.761 - 297.87			GUARDRAIL	
Add	4374851	CR 473	FROM TREADWAY SCHOOL ROAD	TO CR 44	PAVE SHOULDERS	
Add	4376041	CR 462	FROM CR475	TO US 301 SAFETY IMPROVEMENTS	PAVE SHOULDERS	
Add	4379882	THERMOPLASTIC FOR LAKE COUNTY RESURFACING MP			SIGNING/PAVEMENT MARKINGS	
Add	4190581	CR 48 OVER WITHLACOOCHIEE RIVER BR # 184006			BRIDGE-	
Add	4374651	CR-470 LAKE PANASOFFKEE OUTLET BRIDGE #184054 REPAIR			BRIDGE-	
Add	4374661	CR 48 JUMPER CREEK BRIDGE ID#184008 REPAIR			BRIDGE-	
Add	4374671	C-476 BRIDGE OVER WITHLACOOCHIEE - BRIDGE #184019			BRIDGE-	
Add	4378591	I-75 @ CR 470 INTERCHANGE			LANDSCAPING	
Add	4378611	I-75 @ CR 476B INTERCHANGE			LANDSCAPING	
Add	4378621	I-75 @ SR 48 INTERCHANGE			LANDSCAPING	
Add	4291762	DRAINAGE REPAIR			ROUTINE MAINTENANCE	
Add	4385622	I-75 (SR 93) SUMTER CO REST AREA FROM N OF SR 50 TO S OF			REST AREA	
Add	4384471	LAKE-LEESBURG INTL INSTALL AIRFIELD GUIDANCE SIGNS			AVIATION PRESERVATION	
Add	4384481	LAKE-LEESBURG INTL WILCO DRIVE IMPROVEMENTS			AVIATION	
Add	4384491	LAKE-LEESBURG INTL CONSTRUCT HANGAR			AVIATION	
Add	4384511	LAKE-LEESBURG INTL CONSTRUCT AIRPORT MAINTENANCE			AVIATION	
Add	4384961	LAKE-UMATILLA CONSTRUCT HANGARS			AVIATION	
Add	4384971	LAKE-UMATILLA ACQUIRE CENTRAL TERMINAL AREA LAND			AVIATION SAFETY PROJECT	
Add	4387751	LAKE-LEESBURG INTL LAND ACQUISITION			AVIATION	
Drop	4270561	SR 50/SR 33	FROM CR 565 (VILLA CITY)	TO CR 565A (MONTEVISTA)	PRELIM ENG FOR FUTURE	
Drop	4363651	ITS ARCHITECTURE STUDY	COUNTYWIDE		ITS COMMUNICATION SYSTEM	
Drop	2383943	SR 500 (US 441)	FROM PERKINS ST	TO SR 44	ADD LANES & RECONSTRUCT	
Drop	4061101	I-75/TURNPIKE INTERCHANGE	FROM NORTHERN TERMINUS	TO (MP 309)	INTERCHANGE IMPROVEMENT	
Drop	4061102	I-75/TURNPIKE INTERCHANGE	I-75 WIDENING 4 TO 6 LANES, MP 20.8-SR 44		ADD LANES & RECONSTRUCT	
Drop	4338303	HANCOCK RD EXTENSION	AT MINNEOLA INTERCHANGE		INTERCHANGE (NEW)	
Drop	4357231	WELLNESS WAY STATE FUNDED SIB			NEW ROAD CONSTRUCTION	
Drop	4357871	TURNPIKE INTERCHANGE	FROM LEESBURG NORTH INTERCHANGE	TO LAKE/SUMTER COUNTY LINE (MP 289.3	ADD LANES & RECONSTRUCT	
Drop	4357881	TURNPIKE INTERCHANGE	FROM LAKE/SUMTER COUNTY LINE	TO CR 468 INTERCHANGE (MP 297.9 -	ADD LANES & RECONSTRUCT	
Drop	4339591	SR 35 (US 301)	FROM S OF W CHEROKEE AVE	TO NOBLE AVENUE	RESURFACING	
Drop	4370561	SR25 (US 27)	FROM US 192	TO GREATER GROVES/GOLDEN EAGLE	LIGHTING	
Drop	4271442	SR 91 (Florida Turnpike)	SURFACING MAINLINE-THERMOPLASTIC- NB	275 TO MP274-275.5 SB	SIGNING/PAVEMENT MARKINGS	
Drop	4347011	CR 476	FROM HERNANDO CO LINE	TO SR 35 (US 301)	SIGNING/PAVEMENT MARKINGS	
Drop	4345182	CR 468 BRIDGE (TPK MP 301.4)	SAFETY IMPROVEMENTS		BRIDGE REHABILITATION	
Drop	4370581	DRAINAGE MAINTENANCE/REPAIR	VARIOUS LOCATIONS		DRAINAGE IMPROVEMENTS	
Drop	4371144	SR 429	FROM LAKE COUNTY LINE	TO SR 46	LANDSCAPING	
Drop	4371481	SR 500 (US 441)	FROM AIRPORT VIEW	TO COLLEGE DRIVE	LANDSCAPING	
Drop	4371491	SR 500 (US 441)	FROM N OF DR MARTIN LUTHER KING BLVD	TO EAGLES NEST DR	LANDSCAPING	
Drop	4291761	PIPE DESILT & VIDEO			ROUTINE MAINTENANCE	
Drop	4292781	UNPAVED SHOULDER	REPAIR		ROUTINE MAINTENANCE	
Drop	4225702	SOUTH LAKE TRAIL	FROM CLERMONT TRAIL	TO SILVER EAGLE DR.	BIKE PATH/TRAIL	
Drop	4309752	LAKE-WEKIVA TRAIL	FROM TREMAIN STREET	TO CR 46	BIKE PATH/TRAIL	
Drop	4309753	LAKE-WEKIVA TRAIL	FROM CR 46	TO HOGIN STREET	BIKE PATH/TRAIL	
Drop	4329541	EUSTIS ELEMENTARY AND MIDDLE SCHOOLS			SIDEWALK	
Drop	4332001	VILLAGES ELEMENTARY SCHOOL	AT CR 25 3 LOCATIONS		SIDEWALK	
Drop	4332141	VILLAGES ELEMENTARY SCHOOL PED FEATURES	AT US 27 2 LOCATIONS		TRAFFIC SIGNAL UPDATE	
Drop	4143311	LAKE COUNTY	5307 - CAPITAL FIXED ROUTE GRANT	TO PURCHASE BUSES	CAPITAL FOR FIXED ROUTE	
Drop	4143312	LAKE-COUNTY CAPITAL	FIXED ROUTE GRANT SECTION	5307 PURCHASE BUSES	CAPITAL FOR FIXED ROUTE	
Drop	4224411	LAKE SUMTER MPO	5305(d) TRANSIT PLANNING		PTO STUDIES	
Drop	4371871	LAKE CO PUBLIC TRANS			CAPITAL FOR FIXED ROUTE	
Drop	4292141	ALTERNATIVE ANALYSIS	ORANGE BLOSSOM EXPRESS		RAIL CAPACITY PROJECT	
Drop	4369081	COUNTY DRIVE RAILROAD CROSSING # 625194-L	COUNTY DRIVE RAILROAD CROSSING # 625194-L		RAIL SAFETY PROJECT	
Drop	4369091	LAKE DORA CIRCLE RAILROAD CROSSING # 625195-T	LAKE DORA CIRCLE RAILROAD CROSSING #		RAIL SAFETY PROJECT	
Drop	4390961	RAILROAD CROSSING# 625225-H	SHIRLEY SHORE ROAD RAILROAD CROSSING#		RAIL SAFETY PROJECT	
Drop	4315641	LAKE-LEESBURG INTL	AIRPORT IMPROVEMENT PROJE	CT	AVIATION SAFETY PROJECT	
Drop	4370281	LAKE-LEESBURG INTL	PURCHASE & INSTALL EMERGENCY POWER		AVIATION PRESERVATION	



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

A handwritten signature in black ink, appearing to read "Ananth Prasad", written over a horizontal line.

Ananth Prasad, P.E.
Secretary

LAKE~SUMTER MPO COMPLETE STREETS POLICY

1. POLICY OBJECTIVE:

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists by planning, designing, operating and maintaining a network of multi-modal streets. This objective is consistent with regional transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND

The Lake~Sumter MPO (MPO) has long been a proponent of creating a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. Complete Streets are necessary to advance multiple long-term community goals defined by the Goals and Objectives of TRANSPORTATION 2040. Complete Streets will enhance our region's quality of life over the long-term by advancing mobility, economically sound compact and connected development patterns, public health and safety, livability, environmental protection and enhancement, sustainability, equity, affordability, economic activity, climate resiliency, and excellence in urban design and community character.

The MPO has worked with its partners to better understand how it can help make the region as attractive, livable, and prosperous as possible. The foundation of this process was our participation in the *How Shall We Grow* process, *Our Community, Our Future* community visioning, and *Sumter 2030*. The objective of these three outreach efforts was to create a vision for our region that addressed the anticipated growth over the next 20 to 30 years in a way that would enhance the region aesthetically and economically.

This Complete Streets policy builds upon these efforts as well as the Florida Department of Transportation's (FDOT) adopted Complete Streets Policy. It promotes a multimodal transportation system that is designed and built to safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.

The benefits of Complete Streets can be both qualitative and quantitative, and can act both in the short and long-term:

- Safety – reduction of conflict and encouragement of more predictable interaction among motorists, bicyclists and pedestrians of all ages and abilities

- Environmental – less air and noise pollution
- Maintenance – less use of roads by automobiles if significant mode shifts occur
- Congestion – integration of transit and non-motorized modes can reduce local congestion if a mode shift occurs
- Health – increased physical activity and reduction in healthcare costs
- Accessibility – consideration must be given to the segment of the population cannot or does not drive; increased compliance with the Americans with Disabilities Act (ADA) will provide better access for people of all ages and abilities
- External Costs – reductions correlated with less costly modal choices
- Economic Activity – A network of complete streets is safer and more appealing to residents and visitors, which is good for retail and commercial development.
- Quality of Life – A variety of transportation options allow everyone – particularly people with disabilities and older adults – to get out and stay connected to the community

3. DEFINITION

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. “All users” includes people of all ages and abilities.

4. GOALS

- 1) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities.
- 2) To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.
- 3) To ensure the use of the latest and best design standards, policies and guidelines.
- 4) To recognize the need for flexibility to accommodate different types of streets and users;
- 5) To ensure that the Complete Streets design solutions fit within the context(s) of the local and/or regional vision.

5. POLICY

The MPO will promote the Complete Streets concept throughout the region and, therefore, recommends that all member governments adopt comprehensive Complete Streets policies, consistent with this policy. The MPO will seek incorporation of Complete

Streets concepts and policy into the development of all transportation projects within the region at all phases of development, including planning, design, construction, and performance monitoring.

6. APPLICABILITY

This Complete Streets Policy applies to all projects, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities that will use state or federal funds allocated through the MPO.

7. REQUIREMENTS

- Project sponsors must complete and submit a Project Information Application.
- Each project shall use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation.
- Designs shall include accommodation of all users and be sensitive to the context of the project setting. It is important to note that Complete Streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting. Also, when re-striping projects are considered, where the right-of-way will not change, options such as bike lanes, sharrows, and pedestrian crosswalks could still be implemented.
- A systems approach shall be used in developing roadway projects, especially to ensure coordination with nearby jurisdictions, projects, and plans irrespective of the project sponsor.
- If there is another project planned or in development near this project the two should be coordinated to ensure consistency in the facilities serving the corridor.
- Logical termini should be chosen to include connections through “pinch points,” such as overpasses, railroad crossings, and bridges. Logical termini should not be chosen so that the project ends before such a “pinch point” unless there is a compelling reason to do so.
- If the project serves a destination point, such as a school, recreational facility, shopping center, hospital, or office complex, the project shall provide the opportunity for the destination to have access to the project’s pedestrian and bicycle facilities.
- The project sponsor shall provide the local transit agency the opportunity to participate throughout the entire process and require the involvement of the

local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided.

- Public transit facilities shall be designed with the goals of Complete Streets in mind, by including sidewalks, bicycle connections, or secure bicycle parking, among others.
- Every project shall provide the opportunity for utility/telecommunications infrastructure to be appropriately accommodated to allow for existing and future growth. Efficient use of right-of-way during construction and maintenance should be considered to improve access to utility systems, including future broadband networks. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
- Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk).

8. JURISDICTION

The MPO will provide the leadership to implement this policy on all transportation projects and programs that require MPO approval. This policy is consistent with the FDOT Complete Streets Policy.

Transportation projects (new construction, reconstruction, maintenance) funded through the MPO are subject to this policy. Any projects or programs that require approval or signature of the MPO will be reviewed according to this policy.

The LMPO is not directly responsible for maintenance and operations of roadways and transportation systems. However, the MPO encourages jurisdictions within the Lake~Sumter MPO Planning Area to consider maintenance and operations as an opportunity to provide safer more accessible transportation options for all users. For example, when maintaining traffic signal equipment, it may be possible to adjust sensitivity of detection equipment to respond to the presence of cyclists, thus creating safer crossings for these roadway users.

The MPO also encourages all local jurisdictions within the Lake~Sumter MPO Planning Area to adopt a Complete Streets policy. The MPO will help any member government craft a policy tailored to its community and also consistent with the Complete Streets policies of FDOT and the MPO.

The MPO recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain bicycle and pedestrian networks and transit facilities. The MPO will work with the member governments within the MPO

Planning Area, the FDOT, transit providers, and other stakeholders to achieve this goal. The MPO will engage in early coordination to identify whether a project will impact any transit facilities or bicycle and pedestrian routes identified on local and regional plans.

9. APPEALS

When a member government is not in agreement with the MPO's decision regarding accommodations for transit users, bicyclists, pedestrians, or motorists in 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.

10. EXCEPTIONS

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Facilities such as highways where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe crossings for bicyclists and pedestrians.
2. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is exceeding twenty percent (20%) of the cost of the project.
3. Where there is a demonstrated absence of need or where it would not be prudent. For example, sidewalks, bikeways, and transit accommodations may not be provided in rural or undeveloped areas where future growth is not anticipated for the next twenty (20) years.
4. On projects that are pavement preservation/resurfacing only, the MPO will only consider bicycle, pedestrian, or transit improvements that do not require right-of-way acquisition, utility relocation, or major construction. Relocating or enclosing roadside drainage is an example of major construction that would not be considered as part of a preservation project. However, retrofits such as narrowing lanes, restriping, and other minor changes that can provide improved access is encouraged on preservation projects.

Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the MPO Governing Board. These exceptions will be submitted to the MPO and proceed through the established transportation planning process. As such, the exception 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 will consider comments from three advisory committees and make the final decision. A jurisdiction may appeal this decision once using the process outlined in the Appeals section.

For exceptions on state and federal projects, coordination with and approval of FDOT will also be necessary.

11. RECOMMENDATIONS

- All users should be considered during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
- Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.
- When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.
- Traffic-calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where safe and appropriate.
- Project sponsors should consider including street trees and landscape components, with careful analysis of tree, site, and design considerations.
- Special consideration should be given to future planned facilities or services.
- Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
- Although this policy focuses on engineering projects, the project sponsor should provide education, encouragement, and enforcement strategies during or after the project. The education component should include government officials, developers, and the public. The MPO staff will compile and make available best practices, ideas, and other resources to help with these efforts.
- While this policy focuses on transportation, local governments should review their land use and zoning policies to provide for mixed land use developments and projects that provide direct non-vehicular connections within a given development.

- Each local community should regularly update its project design standards and procedures and train its staff to adhere to them.
- Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards.

12. IMPLEMENTATION

Upon approval and adoption of this Complete Streets policy, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this policy 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 policy in accordance with the requirements of the plan at adoption. A list of Complete Streets projects meeting the requirements of this policy will also be included in the amendment of TRANSPORTATION 2040. 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 recommendation of a Complete Streets project study.

13. EVALUATION

The MPO, at a minimum, evaluate this policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Complete Streets Policy, including the development of exemption guidance, and subsequently be considered for adoption by the MPO Governing Board.