

August 2014 (presented to MPO Board)

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

(386) 943-5185

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

**238275-6**

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

Design Build new limited access toll road. No lane closures

**Estimate completion: Fall 2014**

**430665-1/2**

SR 500 (US 441) Pave Shoulders – Lake County

**Start Date: 8/19/2014**

**Estimate completion: 12/2014**

**419370-1**

SR 44 at Royal Trails Road

Add an additional Left Turn Lane at Royal Trails Road, milling and resurfacing, drainage, pavement markings and other incidental construction.

**Estimate completion: 9/14/2014 (62% complete)**

**Lane closures: Monday – August 18, 2014 thru August 22, 2014 - Hours: 8:00 am – 5:00 pm**

SR 44 – 700' either side of Royal Trails subdivision entrance -eastbound and westbound – temporary single lane with flagging operation – turn lane addition.

**Other Projects Pending**

1. **US 441** - Widening to six lanes along 4.1 miles from Lake Ella Road to Avenida Central South (FM No. 2383955). About \$16 million in right of way is funded through FY 10/11. Design for six-laning of the 1.9 miles from Perkins Street to SR 44 is in progress, with \$25 million in right of way funded through FY 12/13 (FM No. 2383943). Construction programmed in Fiscal Year 2018/19.
2. **US 441** - An environmental study into possible widening along 1.6 miles from SR 44 (old CR 44B) to Lincoln Avenue in Mt. Dora is planned for FY 13/14 (FM No. 429356). PD&E underway
3. **US 27** - Six-laning 6.5 miles from Boggy Marsh Road to Lake Louisa Road (FM No. 238422). Design has been completed and right of way acquired. Construction is not yet funded.
4. **SR 44 (CR 44B)** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870). Right of way is to be acquired in FY 11/12. Construction not yet funded.
5. **SR 46** - An environmental study is being conducted by the Orlando-Orange County Expressway Authority along the 16.5 miles from US 441 to Orange Blvd. in Seminole County (FM No. 238275) in conjunction with their study of the Wekiva Parkway.
6. **SR 19** - An environmental study into possible widening along the 4.7 miles from CR 48 to CR 561 is planned for FY 10/11 (FM No. 238319). Design of improvements is funded in FY 13/14.
7. **SR 33** - Construct left turn lane at CR 474 (FM No. 423096). Bids are to be received in FY 13/14. The estimated cost is \$660,000.
8. **CR 450** - \$2.3 million in grants to Lake County through FY 12/13 is to pay for design and construction of paved shoulders from the Marion County line to Lake Yale Road (FM No. 427480).
9. **Rolling Acres Road Sidewalk** - \$830,000 in grants to the city of Lady Lake through FY 12/13 is to pay for design and construction of a sidewalk from Vista San Polo to Griffin Road (FM No. 427855).

August 2014 (presented to MPO Board)

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

(386) 943-5185

10. **Lincoln Avenue Sidewalk** - A \$490,000 grant to City of Mt. Dora in FY 13/14 is to pay for construction of a ten foot sidewalk from Tremain Street to Unser Street (FM No. 429594).
11. **CR 561** - \$1.1 million in grants to Lake County through FY 13/14 is to pay for construction of a roundabout at the CR 455 intersection (FM No. 429606).
12. **CR 466A (Miller St.)** - A \$8.7 million grant to Lake County if FY 13/14 is to pay half the estimated right of way costs for widening along the three miles from the Lake-Sumter Sumter County line to Sunny Court (FM No. 430253-1). This is a Transportation Regional Incentive Program (T.R.I.P.) project.
13. **CR 466A (Miller St.)** – A \$5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2017/18. This is a Transportation Regional Incentive Program (TRIP) project.

## **SUMTER COUNTY CONSTRUCTION IN PROGRESS**

### **Other Projects Pending**

1. **I-75** – Six-laning along the 21.5 miles from the Hernando County line to Florida's Turnpike (FM No. 242626). Design is in progress, with right of way acquisition funded through FY 13/14 (FM No. 2426262/3). FM2426262 Hernando Co. Line to CR 470 construction phase FY 2014/15. **Estimate start date: Sept./Oct., 2014**
2. **SR 48** - Widening to four lanes along the 1.6 miles from E. of I-75 to Main Street (CR 475) (FM No. 2404182). Right of way is to be purchased in FY 11/12. Bids are to be received in FY 15/16. The estimated cost is \$20 million.
3. **US 301/SR 44 Intersection** - Construct north and southbound turn lanes (FM No. 430188). This is a privately funded project. Bids are to be received in FY 13/14. The estimated cost is \$130,000.
4. **US 301** - Widening from two to four lanes SR 35 (US 301) from CR 470 to SR 44 Design Phase FY 17/18 (FM No. 430132)
5. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – An environment study (PD&E) FY 2014/15.
6. **CR 466** - A \$1.6 million grant (CIGP/SCRA) to Sumter County in FY 14/15 is to pay for resurfacing along the 4.5 miles from US 301 to just east of CR 475 (FM No. 428443).
7. **CR 466/US 301 Intersection** - Construct north and southbound turn lanes (FM No. 430187). This is a privately funded project. Bids are to be received in FY 13/14. The estimated cost is \$180,000.
8. **CR 475** - A \$3.26 million grant to Sumter County in FY 16/17 will pay for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). Construction programmed in FY 2017/18
9. **CR 673** – A \$2.032 million grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. FM# 433670-1. Construction programmed in FY 2018/19.

# Lake~Sumter MPO Transportation Management System

---

## Traffic Impact Study Review Update – August 2014

### City of Clermont

- Culver’s Restaurant – Methodology Letter (8-14-14)  
**Status: *Waiting Traffic Impact Study***  
*Project:* Proposed 3,954 SF fast-food restaurant with drive-thru window  
*Location:* Southeast corner of the intersection of US 27 & Johns Lake Road  
*Access:* Johns Lake Road via shared driveway  
*Trip Generation:* Net new 1,414 daily trips, with 140 pm peak hour trips (39 entering and 101 exiting)
- Gulfstream Children’s Dentistry – Tier 1 Request (8-19-14)  
**Status: *Waiting Trip Reservation Request***  
*Project:* Proposed 4,000 SF of medical office space  
*Location:* Northeast corner of the intersection of SR 50 & 10<sup>th</sup> Street, approximately 0.225 miles east of CR 561  
*Access:* 10<sup>th</sup> Street and W. Broome Street  
*Trip Generation:* 145 daily trips, with 14 pm peak hour trips (4 entering and 10 exiting)
- Lakeview Village Townhomes – Tier 1 Request (8-29-14)  
**Status: *Waiting Trip Reservation Request***  
*Project:* Proposed 28-unit residential subdivision  
*Location:* East side of Grand Highway, approximately 0.31 miles north of SR 50  
*Access:* Two driveways located on Grand Highway  
*Trip Generation:* 213 daily trips, with 21 pm peak hour trips (14 entering and 7 exiting)

### City of Eustis

- Eustis Retail Center (Revised Plans) – Traffic Impact Study (8-14-14)  
**Status: *Waiting Reservation Request***  
*Project:* Proposed 46,158 SF of total retail space in five buildings.  
*Location:* Southeast corner of the intersection of US 441 & Fern Dr.  
*Access:* US 441  
*Trip Generation:* Net new 2,219 daily trips, with 193 pm peak hour trips (92 entering and 101 exiting)

## Town of Lady Lake

- AutoZone – Methodology Letter (8-5-14)

**Status: *Waiting Tier 1 Request Letter***

*Project:* Proposed 6,815 SF Auto Parts Store

*Location:* Northwest corner of the intersection of US 27 & Hermosa St

*Access:* Hermosa St

*Trip Generation:* Net new 240 daily trips, with 23 pm peak hour trips (11 entering and 12 exiting)

- Citizen's First Bank – Tier 1 Request (8-26-14)

**Status: *Waiting Trip Reservation Request***

*Project:* Proposed 530 SF Bank with 3 drive-in lanes

*Location:* Northwest corner of the intersection of Caballero Court and Paige Place (Spanish Springs Town Center)

*Access:* Caballero Court (Inbound traffic only) and Paige Place via shared driveway (Outbound traffic only)

*Trip Generation:* Net new 230 daily trips, with 55 pm peak hour trips (27 entering and 28 exiting)

## City of Leesburg

- Leesburg Urgent Care – Tier 1 Request (8-8-14)

**Status: *Waiting Trip Reservation Request***

*Project:* Proposed 5,240 SF of medical office space

*Location:* West side of US 27/SR 25, between Hill St. and Williams St., south of the US 27/US 441 split

*Access:* Existing private frontage road adjacent to US 27

*Trip Generation:* 189 daily trips, with 18 pm peak hour trips (5 entering and 13 exiting)

## City of Groveland

- CWC Child Care Facility – Tier 1 Review (8-15-14)

**Status: *Waiting Trip Reservation Request***

*Project:* Proposed conversion of a part of an existing church to accommodate a day care facility. Modification will result in 3,673 SF for the church and 2,463 SF for the day care use.

*Location:* East side of Ivey St., south of SR 50

*Access:* Ivey St.

*Trip Generation:* Net new 113 daily trips, with 21 pm peak hour trips (10 entering and 11 exiting)

## City of Wildwood

- Grand Oaks Manor – Traffic Impact Study (8-4-14)

**Status: Large Development - Reviewed**

*Project:* Proposed 400 single-family homes.

*Location:* North side of CR 472, between US 301 and CR 117.

*Access:* CR 472

*Trip Generation:* New 3,808 daily trips, with 400 pm peak hour trips (252 entering and 148 exiting)

## Sumter County

- Webster Family Dollar – Traffic Impact Study (8-19-14)

**Status: Reviewed (Minor LTDA)**

*Project:* Proposed 8,320 SF Family Dollar store

*Location:* Northeast corner of the intersection of SR 471 (S. Market Blvd) & C-478 E (SE 1<sup>st</sup> Ave.)

*Access:* SR 471 and C-478 E

*Trip Generation:* Net 352 new daily trips, with 38 pm peak hour trips (19 entering and 19 exiting)

## MINUTES

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

Wednesday, August 13, 2014

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

#### OPENING

Chairman Thad Carroll called the meeting to order at 1:35 p.m. and noted that the meeting was properly noticed and that a quorum was present. He also welcomed two new committee members, Jeff Atkins with Sumter County and Clay Ervin with the Town of Howey-in-the-Hills.

#### **Members Present**

Thad Carroll, Chairman	Town of Lady Lake
Chris Schmidt	Lake County
Dottie Keedy	Lake County/Public Transportation
Dawn McDonald	Lake County Schools
Jeff Atkin	Sumter County/Transit
Denise Lee	City of Bushnell
Dianne Kramer	City of Eustis
Clay Ervin	Town of Howey-in-the-Hills
DC Maudlin	City of Leesburg
Aaron Mercer	City of Minneola
Mark Reggentin	City of Mount Dora
Alisha Maraviglia	City of Tavares
Richard Hatfield	City of Umatilla
Jason McHugh, Vice-Chairman	City of Wildwood

#### **Members Absent**

Karl Holley	Sumter County
Jim Hitt	City of Clermont
Gary La Venia	City of Fruitland Park

#### **Staff Present**

T.J. Fish	Executive Director
Pam Richmond	MPO Project Manager
Mike Woods	Transportation Planner
Francis Franco	GIS Manager
Olga Marcondes	Transportation Planner/Recording Secretary

#### **Others Present**

Vickie Wyche	FDOT
Mary Brooks	FDOT/Central Florida Expressway Authority
Kevin Moss	FDOT
Gene Quinn	Volkert, Inc.
Laura Turner	Laura Turner Planning
Ryan Berger	City of Groveland
Melanie Peavy	City of Wildwood

REPORTS

A. Florida Department of Transportation

Ms. Vickie Wyche, MPO Liaison, gave an update on the construction projects in Lake County and stated that there were no construction report updates for Sumter County at the time.

B. Florida's Turnpike Enterprise

None

C. County Reports

None

D. MPO Staff

Olga Marcondes asked members to review the traffic studies' report included in the agenda and to let her know if there are any projects missing from the list. She also wanted to remind everyone that due to the increase in the number of traffic impact studies submitted, the MPO is requesting (as per agreement) a minimum of 15 working days for review. She asked the committee members to alert their appropriate staff of this review period. T.J. Fish added that while we would like to be responsive to the increase in demand, we would like to avoid any issue of projects' approval being held back due to pending traffic reviews. He asked that members be aware of their process and timetable to avoid conflicting schedules.

E. TAC: Members Comments and Reports

None

AGENDA UPDATE

T.J. Fish stated that there were no changes to the agenda but that staff is providing additional items due to an issue with the webmaster. He stated that some members might not have been able to access those files prior to this meeting.

COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

ACTION ITEM

A. Approval of June 11, 2014 Meeting Minutes

**MOTION** was made by Denise Lee to recommend approval of the June 11, 2014 meeting minutes as presented; seconded by Dottie Keedy -- **motion passed 13-0.**

B. Recommend Approval of Project Prioritization Subcommittee

T.J. Fish explained that per our bylaws, in order to create any subcommittee, the Governing Board must approve it first. Since the Project Prioritization Subcommittee has been working for the past few months, staff is recommending to the Board to establish the subcommittee as a standing committee whose membership can be changed as needed. The MPO attorney has provided some comments in the resolution language. Discussion ensued concerning membership composition, officers' selection and work timetable. Mark Reggentin requested that the cap restricting membership to five members, three from TAC and one each from CAC and BPAC, be included in the resolution. **MOTION** was made by Mark Reggentin to recommend approval of the Project Prioritization Subcommittee as amended per attorney comments and cap its membership to five, three members from TAC, one member from CAC and one from BPAC; seconded by Chris Schmidt -- **motion passed 13-0.**

- C. Recommend Approval of Long Range Transportation Plan (LRTP) Subcommittee  
T.J. Fish explained the purpose for creating this subcommittee. The MPO attorney had similar comments as the previous item. Discussion ensued. **MOTION** was made by Mark Reggentin to recommend approval of the Long Range Transportation Plan Subcommittee as amended per attorney comments; seconded by Chris Schmidt -- **motion passed 13-0.**
- D. Recommend Approval of LOPP Criteria Policy  
T.J. Fish explained the policy and process that the MPO will follow in prioritizing projects. The MPO attorney has reviewed and made recommendations to the language. Mark Reggentin asked that if the public review period was a requirement for this process by statute. Discussion ensued. T.J. Fish stated that staff would check to make sure that the LOPP did not have a public review period requirement by statute or by MPO policy and will revise the development schedule. **MOTION** was made by Mark Reggentin to recommend approval of the LOPP Criteria Policy as amended; seconded by Aaron Mercer -- **motion passed 13-0.**
- E. Recommend Approval to Adopt FY 2019/20 – 2034/35 List of Priority Projects  
Pam Richmond explained the changes to the LOPP that have been made since the last committee meeting. **MOTION** was made by Mark Reggentin to recommend approval of the FY 2019/20 – 2034/35 List of Priority Projects as presented; seconded by Denise Lee -- **motion passed 13-0.**
- F. Recommend Approval of Bus Shelter Locations  
T.J. Fish explained the list presented for review was developed beginning in 2009 when federal stimulus funds were made available for bus shelters. The MPO Board recommended a Policy on Matching Funds Program by resolution to be sent to the Lake County Commission for the Installation of Bus Shelters. Dottie Keedy explained that Lake County would set funds to be used in the program and that each municipality would be responsible for creating their own list of priorities for additional stops and shelter locations, which would require a 50% match. She also stated that this program could also be extended to private developers.

### **NO ACTION TAKEN**

### DISCUSSION ITEMS

- A. 2014 Transit Development Plan Annual Update  
Mike Woods updated the committee members on the TDP annual update including the revisions and implementation schedule. He also discussed the changes in the Financial Plan. Xxx Medicaid reform and discussed the impacts on the Lake County fixed-route system. Dottie Keedy gave an update on the status of LYNX Route 55 and 204 stressing the decrease in ridership for route 204 and the recommendation to the Commission to discontinue the service. She explained that LYNX has been notified but that she did not yet have a date for the termination.
- B. Bus Shelter Policy Update  
Previously discussed with Action Item F.
- C. Long Range Transportation Plan 2040  
Pam Richmond discussed the scheduling issues with changes adoption dates and Board Meeting dates. She stressed the need to form the LRTP 2040 Subcommittee and explained some of the commitments that will be required from its members. T.J. Fish detailed some of the differences between the 2020 and 2035 LRTPs and the approach that was taken to contain the amount of roadway widening projects and that the 2040 LRTP will be focusing more on trails and transit projects.



## PRESENTATIONS

### A. SR 50 Truck Route Realignment Design Project in Groveland

Gene Quinn, Consultant Project Manager for FDOT, gave an overview of the project, reviewing the limits and detailing the purpose and needs for the realignment due to the high volume of trucks using SR 50. He also updated the committee members on the progress of the design and reviewed the schedule for this project. He explained that the design chosen would accommodate the truck traffic on SR 50, SR 19, and SR 33 while also allowing for the City of Groveland to focus on walkability and becoming a more biker-friendly community. Mr. Quinn also discussed the Coast-to-Coast trail and the location of the new Park & Ride Lot at the new SR 50 and SR 33 intersection.

### B. Wekiva Parkway Project Update

Mary Brooks, Public Information Officer for both FDOT and the Center Florida Expressway Authority, presented an overview of the project focusing on the scope while also discussing the measures that were taken to minimize the environmental impacts in the Wekiva basin. She discussed some of the economic impacts to the area and stated that all of the design work would be completed by early 2015.

## PROJECT UPDATES

- A. US 441 Corridor Alternative Analysis (Orange Blossom Express Study – Orlando to Golden Triangle)
- B. Lake-Orange Parkway (US 27 to SR 429) and Wellness Way Sector Plan (South Lake)
- C. I-75/CR 514 Interchange Planning (Sumter County near Coleman)
- D. Minneola Interchange: Florida's Turnpike/North Hancock Road
- E. Trails: Central Florida Coast-to-Coast Trail and Wekiva Trail
- F. Villa City Development of Regional Impact (DRI)

Chairman Carroll asked if any member had a specific question regarding the projects listed on the agenda that they wished to discuss. No questions were asked and there was no further discussion.

## CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Thad Carroll stated that he would be the TAC representative attending the Governing Board meeting on August 27, 2014 at 2 pm at the Lake~Sumter MPO.

## ADJOURNMENT

As there was no further business, the meeting adjourned at 3:15 p.m.

---

Thad Carroll, Chairman



48 **NOW, THEREFORE, BE IT RESOLVED** by the Lake~Sumter MPO that:  
49

- 50 1. The FY 2014/15-2018/19 TIP is hereby amended to address formatting adjustments and  
51 necessary revisions - including future phase costs, total project costs and page references to the  
52 MPO's Long Range Transportation Plan - as requested by the FDOT's letter dated July 28, 2014,  
53 included as Exhibit "A", with affected projects including:  
54 a. FM# 238394-3 (Project SR 500 (US 441));  
55 b. FM# 240418-2 (SR 48);  
56 c. FM# 242626-2 (SR 93 (I-75));  
57 d. FM# 435485-1 (Lake Orange Parkway); and  
58 e. FM# 435541-1 (Citrus Grove Road).  
59
- 60 2. The FY 2014/15-2018/19 TIP is hereby amended to address projects that have either been added  
61 to FY 2014/15 or funds are being rolled forward from FY 2013/14 to FY 2014/15:  
62 a. SR 500 (US 441), from Perkins Street to SR 44, Mount Dora, project to widen to six lanes –  
63 \$554,265 in right-of-way (ROW), and \$2,812 in preliminary engineering funds in FY 2014/15  
64 (FM# 238394-3);  
65 b. SR 48, from east of I-75 ramps to C-475 (Main Street), Bushnell, project to widen to four  
66 lanes - add \$1,086,247 for ROW and \$15,851 in Preliminary Engineering funds in FY  
67 2014/15 (FM# 240418-2);  
68 c. SR 93 (I-75), from Hernando County line to C-470, Sumter County, project to widen to six  
69 lanes - \$769,931 in construction and \$3,023 for preliminary engineering in FY 2013/14 (FM#  
70 242626-2);  
71 d. Lake Orange Parkway, Lake County and Orange County, previously programmed study  
72 removed from TIP (FM# 435485-1); and  
73 e. Citrus Grove Road, from US 27 to North Hancock Road, Minneola, project to widen to four  
74 lanes - program \$1,000,000 in FY 2014/15 for preliminary engineering (FM# 435541-1).  
75
- 76 3. The FY 2014/15-2018/19 TIP is hereby amended to incorporate regionally significant projects  
77 from Lake County's FY 2014/15-2018/19 Transportation Construction Program and add as  
78 Appendix "A" to the TIP.  
79
- 80 4. The FY 2014/15-2018/19 TIP is hereby amended to incorporate regionally significant projects  
81 from Sumter County's FY 2014/15-2018/19 Capital Improvement Plan and add as Appendix "B"  
82 to the TIP.  
83
- 84 5. The Chairman of the Lake~Sumter MPO is authorized to submit, and hereby submits, the  
85 amended FY 2014/15 – 2018/19 TIP to the:  
86 a. Federal Highway Administration (FHWA) through the Florida Department of  
87 Transportation (FDOT);  
88 b. Federal Transit Administration (FTA) through FDOT;  
89 c. Federal Aviation Administration (FAA);  
90 d. Bureau of Community Planning, Division of Community Development, Florida  
91 Department of Economic Opportunity (DEO);  
92 e. Members of Legislature representing the Lake~Sumter MPO.  
93  
94

95 **DULY PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

96  
97 Lake~Sumter Metropolitan Planning Organization

98  
99  
100 \_\_\_\_\_  
101 Sean Parks, Chairman

102 This \_\_\_\_\_ day of \_\_\_\_\_, 2014

103  
104 Approved as to Form and Legality:

105  
106  
107 \_\_\_\_\_  
108 Sanford A. Minkoff, MPO Attorney



**Florida Department of Transportation**

**RICK SCOTT  
GOVERNOR**

719 South Woodland Boulevard  
DeLand, Florida 32720-6834

**ANANTH PRASAD, P.E.  
SECRETARY**

July 28, 2014

Mr. T. J. Fish  
Executive Director  
Lake-Sumter Metropolitan Planning Organization  
1616 South 14<sup>th</sup> Street  
Leesburg, Florida 34748

RE: Lake-Sumter Metropolitan Planning Organization (MPO)  
Transportation Improvement Program (TIP), FY2014/2015 to FY2018/2019


Please amend the Lake-Sumter Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for Fiscal Year 2015 to Fiscal Year 2019 as described below. The amendment includes corrections to projects already listed in the TIP as well as several new projects which appeared on the Florida Department of Transportation (FDOT) Adopted Work Program Report but was not included in the latest TIP provided to FDOT. Also included is the 2015 Roll Forward Report. Projects in this report should be included in the TIP if they are not already there. It is not necessary to include DIOH funds into the TIP. I have included the appropriate pages from the FDOT Adopted Work Program for FY 2015 to FY 2019 that also shows the needed changes.

Please note that these changes should be made after October 1, 2014 when the new TIP goes into effect. Please call me if you should have any questions at 386-943-5185.

<b>TIP PAGE #</b>	<b>FM #</b>	<b>AMEND TO ADD, DELETE, OR CHANGE AMOUNT</b>
2-6	238394-3	Please add FY 2015 ROW DDR \$46,265, DIH \$508, add PE DIH \$2,812 Work Program page 5. Lake County
2-7	240418-2	Please change FY 2015 ROW SL to \$1,068,971, add PE DIH \$15,851 and ROW DIH \$17,276. Work Program page 1. Sumter County
2-7	242626-2	Please add FY 2015 CST ACNP \$769,931, add PE DIH \$3,023. Work Program page 1. Sumter County

2-11	435485-1	Please delete from TIP project to be completed by Turnpike FM#435779-1-21-01. Work Program page 20. Lake County
2-12	435541-1	Please add FY 2015 PE SED \$1,000,000. Work Program page 20. Lake County
		<b>Please ensure that all projects have the LTRP pages referenced and maintaining agencies.</b>

Sincerely,



Vickie H. Wyche  
 FDOT Liaison

- cc: Shakira Crandol, FHWA, Transportation Planning Specialist  
 Keith Melton, Manager, Transit Office, MS 26  
 James Jobe, Federal Aid Program Manager, MS 07  
 Steve Holmes, Transportation Disadvantaged Director, MS 49  
 Yvonne Arens, Office of Policy Planning, MS 28  
 Sean Santalla, Office of Policy Planning, MS 28  
 District Five:  
 Mary Schoelzel, MS 530  
 Richard Duemmling, MS 548  
 Richard Fowler, MS 501  
 Jo Santiago, MS 530 OUO

**2383943**

**SR 500 (US 441)**

**Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT FROM PERKINS ST TO SR 44

**Work Summary:** ADD LANES & RECONSTRUCT **From:** FROM PERKINS ST

**To:** TO SR 44

**Lead Agency:** FDOT **Length:** 1.645 mi

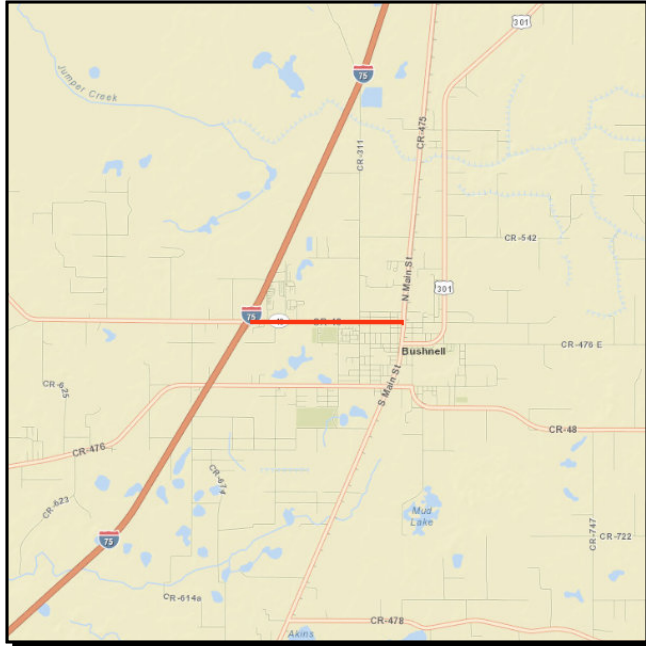
Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total
PE	DIH	2,812	0	0	0	0	<b>2,812</b>
ROW	DIH	508,000	0	0	0	0	<b>508,000</b>
ROW	DDR	46,265	0	0	0	0	<b>46,265</b>
ROW	ACSA	500,000	0	0	0	0	<b>500,000</b>
<b>Total</b>		<b>1,057,077</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,057,077</b>

**Prior Year Cost:** 16,240,392  
**Future Year Cost:** 0  
**Total Project Cost:** 17,297,469  
**LRTP:** 11,12,16,37,39,52,53,57

**2404182**

**SR 48**

**Non-SIS**



**Project Description:** ADD LANES & REHABILITATE PVMNT FROM E OF I-75 RAMPS TO CR 475 (MAIN ST)

**Work Summary:** ADD LANES & REHABILITATE PVMNT **From:** FROM E OF I-75 RAMPS

**To:** TO C-475 (MAIN ST)

**Lead Agency:** FDOT

**Length:** 1.606 mi

Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total
PE	DIH	15,851	0	0	0	0	15,851
ROW	DIH	17,276	0	0	0	0	17,276
ROW	SL	1,068,971	132,439	0	0	0	1,201,410
ROW	SA	1,500,000	0	0	0	0	1,500,000
ROW	ACSL	82,439	0	0	0	0	82,439
ROW	CM	0	666,899	0	0	0	666,899
CST	SL	0	2,793,718	0	48,530	0	2,842,248
CST	DDR	0	7,480,363	0	21,845	0	7,502,208
<b>Total</b>		<b>2,684,537</b>	<b>11,073,419</b>	<b>0</b>	<b>70,375</b>	<b>0</b>	<b>13,828,331</b>

**Prior Year Cost:** 15,630,296  
**Future Year Cost:** 0  
**Total Project Cost:** 29,458,627  
**LRTP:** pg.12,16,17,37,57



**2426262**

**SR 93 (I-75)**

**SIS**



**Project Description:** ADD LANES & REHABILITATE PVMNT FROM HERNANDO CO LINE TO C-470

**Work Summary:** ADD LANES & REHABILITATE PVMNT **From:** FROM HERNANDO CO LINE

**To:** TO C-470

**Lead Agency:** FDOT

**Length:** 13.083 mi

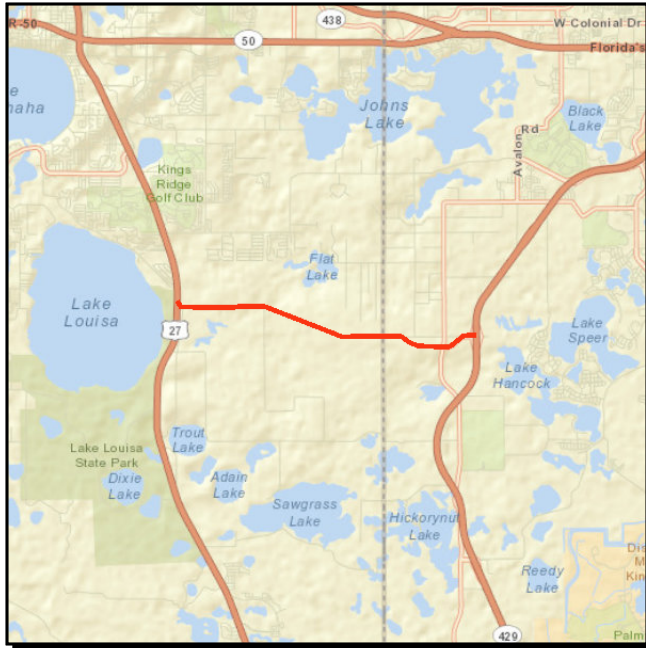
Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total
PE	DIH	3,023	0	0	0	0	<b>3,023</b>
ROW	BNIR	5,200,000	2,175,000	0	0	0	<b>7,375,000</b>
ROW	DIH	50,000	50,000	30,482	0	0	<b>130,482</b>
CST	ACNP	769,931	0	291,452	0	0	<b>1,061,383</b>
ROW	DI	0	0	1,343,447	0	0	<b>1,343,447</b>
CST	DS	0	0	109,100	0	0	<b>109,100</b>
CST	SL	0	0	0	2,000,000	0	<b>2,000,000</b>
<b>Total</b>		<b>6,022,954</b>	<b>2,225,000</b>	<b>1,774,481</b>	<b>2,000,000</b>	<b>0</b>	<b>12,022,435</b>

**Prior Year Cost:** 97,693,268  
**Future Year Cost:** 0  
**Total Project Cost:** 109,715,703

**4354851**

**LAKE-ORANGE PARKWAY**

**Non-SIS**



**Project Description:** NEW ROAD CONSTRUCTION FROM US 27 TO SR 429

**Work Summary:** NEW ROAD CONSTRUCTION **From:** FROM US 27

**To:** TO SR 429

**Lead Agency:** Lake County

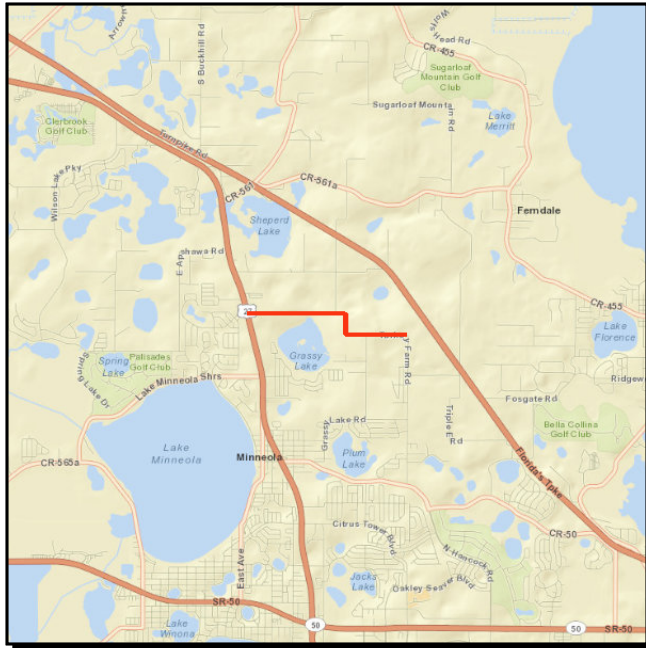
Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total
PD&E	SA	303,000	2,453,015	0	0	0	2,756,015
PD&E	SL	0	1,431,985	0	0	0	1,431,985
<b>Total</b>		<b>303,000</b>	<b>3,885,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,188,000</b>

**Prior Year Cost:** 10,000  
**Future Year Cost:** 0  
**Total Project Cost:** 4,198,000

4355411

**CITRUS GROVE ROAD**

**Non-SIS**



**Project Description:**

**Work Summary:** ADD LANES & RECONSTRUCT  
**From:** FROM US 27  
**To:** TO N HANCOCK RD/ FL TURNPIKE

**Lead Agency:** Responsible Agency Not Available  
**Length:** 1.983 MI

Phase	Fund Source	2014/15	2015/16	2016/17	2017/18	2018/19	Total
PE	SED	1,000,000	0	0	0	0	1,000,000
PD&E	SL	0	0	0	0	858,500	858,500
<b>Total</b>		<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>858,500</b>	<b>1,858,500</b>

**Prior Year Cost:** 0  
**Future Year Cost:** 0  
**Total Project Cost:** 1,858,500

1                                   **LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**

2  
3                                   **RESOLUTION 2014 –**

4  
5                                   **RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**  
6                                   **APPROVING AND TRANSMITTING THE CENTRAL FLORIDA MPO ALLIANCE REGIONAL**  
7                                   **LIST OF PRIORITY PROJECTS**  
8

9                   **WHEREAS**, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated  
10 and constituted body responsible for carrying out the urban transportation planning and programming  
11 process for Lake~Sumter Planning Area; and  
12

13                   **WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized  
14 area, as a condition for the receipt of federal capital or operating assistance, has a continuing, cooperative,  
15 and comprehensive transportation planning process that results in plans and programs consistent with the  
16 comprehensively planned development of the urbanized area; and  
17

18                   **WHEREAS**, Florida Statutes 339.175(8)(a) requires that the MPO is responsible for developing,  
19 annually, a list of project priorities ranking the transportation needs of the MPO area; and  
20

21                   **WHEREAS**, the prevailing principles that must be considered by the MPO when developing the List  
22 of Priority Projects are preserving the existing transportation infrastructure, enhancing Florida’s economic  
23 competitiveness, and improving travel choices to ensure mobility; and  
24

25                   **WHEREAS**, the List of Priority Projects must be based upon project selection criteria that considers,  
26 in part, the MPO Long Range Transportation Plan; the Florida Department of Transportation (FDOT)  
27 Strategic Intermodal System Plan; criteria consistent with projects eligible to receive funding from the  
28 Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4); the results of the  
29 transportation management systems; and the MPO public involvement plan; and  
30

31                   **WHEREAS**, the List of Priority Projects must be used by the FDOT in developing the district work  
32 program and must be used by the MPO in developing its transportation improvement program; and  
33

34                   **WHEREAS**, the FDOT has established a deadline of September 1 for the submittal of new MPO  
35 project priorities, pursuant to Florida Statutes 339.175(8)(b), with said priorities serving as a basis upon  
36 which FDOT District 5 makes funding decisions relative to the FDOT five-year Work Program; and  
37

38           **WHEREAS**, the Lake~Sumter MPO, by interlocal agreement, is a member of the Central Florida  
39 MPO Alliance, which includes the Ocala/Marion County Transportation Planning Organization (TPO), the  
40 River to Sea TPO, the Space Coast TPO, MetroPlan Orlando, and the Polk County TPO; and

41  
42           **WHEREAS**, on April 12, 2013, the Central Florida MPO Alliance took action to approve a process  
43 through which a Regional List of Priority Projects would be developed, with the regional document  
44 addressing priorities for three funding categories: (1) Strategic Intermodal System projects, (2) regional  
45 trail projects and (3) regional transit projects; and

46  
47           **WHEREAS**, the FDOT has agreed to utilize the regional list as a guide to programming state and  
48 federal funds; and

49  
50           **WHEREAS**, on September 25, 2013, the Lake~Sumter MPO formally supported the first-ever  
51 Regional List of Priority Projects; and

52  
53           **WHEREAS**, the Central Florida MPO Alliance, on October 11, 2013, ratified the first-ever Regional  
54 List of Priority Projects; and

55  
56           **WHEREAS**, on June 13, 2014, as part of an annual update process, the Central Florida MPO  
57 Alliance approved a draft Regional List of Priority Projects (Exhibit A); and

58  
59           **WHEREAS**, on August 27, 2014, the Lake~Sumter MPO approved the annual List of Priority  
60 Projects for the Lake~Sumter MPO Area; and

61  
62           **WHEREAS**, the Central Florida MPO Alliance is scheduled to take action to ratify the Regional List  
63 of Priority Projects on October 10, 2014; and

64  
65           **WHEREAS**, the Central Florida MPO Alliance Regional List of Priority Projects is consistent with  
66 the Lake~Sumter MPO List of Priority Projects.

67  
68           **NOW, THEREFORE, BE IT RESOLVED** by the Lake~Sumter MPO:

- 69  
70           1. The Central Florida MPO Alliance Regional List of Priority Projects is hereby endorsed and  
71 supported.  
72           2. The Chairman is hereby authorized and directed to submit this resolution of support to the  
73 Central Florida MPO Alliance.  
74  
75

**DULY PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

Lake~Sumter Metropolitan Planning Organization

\_\_\_\_\_  
Sean Parks, Chairman

Approved as to form and legality:

\_\_\_\_\_  
Sanford A. Minkoff, MPO Attorney

**CFMPOA**  
**SIS Highway Projects for Prioritization**  
August 2014 - DRAFT

	<b>Draft</b> MPO/TPO	FDOT Financial Management Number	Project Name or Designation	From	<b>Draft</b> To	Length (Miles)	Work Description	<b>Draft</b> Latest Project Phase Funded	Project Phase(s) Remaining Unfunded	Estimated Remaining Cost (Present-Day)
1	River to Sea TPO	2427152	I-95/I-4 Systems Interchange				Interchange upgrade	CST 2014/15	---	---
2	River to Sea TPO	N/A	I-95/Matanzas Woods				Interchange Improvements	CST 2014/15	---	---
3a	Space Coast TPO	4269053	I-95/Emm Road Interchange				New Interchange	(a) CST 2016/17		
3b	Space Coast TPO	4269052	Emm Rd widening	I-95	Wickham Rd.	2.00	Widening 2 to 4 Lanes	(b) PE 2013/14	ROW/CST	\$45,000,000
4	Ocala-Marion TPO	4336521	I-75 Interchange Impr. at SR 40	SW 40th Avenue		1.25	Operations and capacity improvements	Design underway; ROW \$8M 2017/18-2018/19	CST	\$15,000,000
5	Lake-Sumter MPO	2384221	SR 25/US 27	Boggy Marsh Rd.	Lake Louisa Rd.	6.70	Widen to 6 lanes	ROW	CST	\$50,000,000
6	MetroPlan Orlando	2424847	I-4	S of SR 528/Beachline Expy.	W of SR 435/Kirkman Rd.	3.90	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$224,500,000
7	MetroPlan Orlando	2425924	I-4	E of SR 434	Seminole/Volusia Co. Line	10.30	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$455,000,000
8	River to Sea TPO	4102511	SR 15 (US 17)	Ponce de Leon Blvd.	SR 40		Widen 2 to 4 lanes	ROW 2014/15	CST	\$30,000,000
9	Space Coast TPO	4074022 4074023 4074024	SR 528 SR 528 <sup>2</sup> SR 528 <sup>2</sup>	W of I-95 SR 524 (Industry) SR 3	SR 524 (Industry) East of SR 3 Port Canaveral Interchange	4.30 3.70 5.10	Widen 4 to 6 lanes, New Indian River Bridge	PE PE PE	ROW/CST ROW/CST ROW/CST	\$91,271,658 \$421,924,750 \$269,405,898
10	Ocala-Marion TPO	410674	SR 40	SR 35	CR 314	4.5	Widen 2 to 4 lanes	Design underway; ROW \$7.6M 2014/15-2017/18	Partial ROW/CST	\$130,000,000
11	MetroPlan Orlando	2424848	I-4	Orange/Osceola Co. Line	W of SR 528/Beachline Expy.	5.80	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$301,200,000
12	River to Sea TPO	4289471	SR 40	Williamson Blvd.	Breakaway Trail		Widen 4 to 6 lanes	PD&E complete	ROW/CST	To be determined
13	MetroPlan Orlando	4314561	I-4	2.8 mi. S of Polk/Osceola Co. Line	Orange/Osceola Co. Line	10.65	Ultimate Configuration for General Use & Managed Lanes	Partial PE 2015/16	ROW/CST	\$70,930,000
14	River to Sea TPO	2408371	SR 40	Cone Rd.	SR 11		Widen 2 to 4 lanes	ENV 2012/13	ROW/CST	To be determined
15	Lake-Sumter MPO	N/A	SR 25/US 27	CR 561 (west)	Florida's Turnpike (northern ramps)	2.14	Widen to 6 lanes	---	PD&E/PE/ROW/CST	\$25,000,000
16	River to Sea TPO	2408361	SR 40	SR 11	SR 15		Widen 2 to 4 lanes	PE 2013/14 ENV 2014/15	ROW/CST	To be determined
17	River to Sea TPO	4084642	I-4	Volusia/Seminole Co. Line	SR 472		Add 4 managed-use/variable toll lanes	PE 2015/16	PE/ROW/CST	To be determined

<sup>1</sup>Request to designate as SIS Connector now before FDOT; <sup>2</sup>Top priority segment of SR 528 widening between SR 524 and Port Canaveral; I-4 Ultimate Configuration is noted as a PPP project.

## CFMPOA Regional Trail Priorities

August, 2014 (DRAFT)

Prioritized Projects									
Priority	MPO	Trail Name	Limits A	Limits B	Mega-Trails	Status	Cost	Length	Notes
1	Space Coast	KSC Loop	Max Brewer Bridge	SR 3	River to Sea; Coast-to-Coast	PD&E near completion	\$3,200,000	6.40	Design/build estimate - no ROW needed
1	Space Coast	KSC Loop	Max Brewer Causeway	Atlantic Ocean	River to Sea; Coast-to-Coast	PD&E near completion	\$3,900,000	7.80	Design/build estimate - no ROW needed
1	Space Coast	Space Coast Loop	Canaveral Avenue	Max Brewer Causeway	River to Sea; Coast-to-Coast	Downtown connector ECFRRT/KSC loop - no ROW or PD&E needed	\$1,100,000	1.30	\$100,000 for PD&E for 2014/15 from 2014 special allocation
2	River to Sea	Spring to Spring Trail, Seg. 3a	Detroit Terrace	US 17/92	Heart of Florida; River to Sea	Study underway	\$3,010,000	4.90	
3	Space Coast	KSC Loop	Max Brewer Causeway	Haulover Canal	River to Sea	PD&E near completion	\$2,100,000	4.20	Design/build estimate - no ROW needed
3	Space Coast	KSC Loop	Haulover Canal	US 1	River to Sea	PD&E near completion	\$4,350,000	8.70	Design/build estimate - no ROW needed
4	Ocala/Marion	Silver Springs to Mount Dora	Silver Springs	CR 42	Heart of Florida; Mt. Dora Bikeway	Study needed; significant portion of trail in Marion County will be on existing public lands	\$500,000	22.00	\$500,000 for PD&E programmed for 2016.
5	MetroPlan Orlando	Pine Hills Trail Phase 3	Clarcona-Ocoee Rd.	Seminole County Line	Heart of Florida; Coast-to-Coast	ROW and Design needed	\$9,948,000	3.00	\$1,090,000 for PD&E & design for 2014/15 from 2014 special allocation
6	Lake-Sumter	South Sumter Connector	Van Fleet Trail	Withlacoochee Trail	Heart of Florida; Coast-to-Coast	PD&E programmed for 2016 (\$350k)-FDOT to advance to 2015	\$16,705,923	19.50	\$350,000 for PD&E for 2014/15 from 2014 special allocation
7	MetroPlan Orlando	West Orange Trail Phase 5a	Lester Road	Kelly Park	Heart of Florida; Mt. Dora Bikeway	ROW and design needed	\$7,800,000	4.20	
8	Lake-Sumter	South Lake Trail Phase 3B	Silver Eagle	SR 33	Heart of Florida; Coast-to-Coast	Design Completed	\$3,360,000	3.47	ROW \$1,485,000, CST \$1,875,000
8	Lake-Sumter	South Lake Trail Phase 3C	SR 33	Villa City	Heart of Florida; Coast to Coast	Design underway - ROW, CST as part of the Grovelnd SR 50 Realignment	?	2.00	Design underway - ROW, CST as part of the Grovelnd SR 50 Realignment
9	Space Coast	Space Coast Loop	US 1	Aurantia Rd/ECFRRT	River to Sea	North connector ECFRRT/KSC loop; no ROW or PD&E needed	\$3,200,000	9.36	
10	MetroPlan Orlando	Neighborhood Lakes Trail	Kelly Park	Lake County Line	Heart of Florida; Mt. Dora Bikeway	ROW and design needed	\$1,300,000	2.66	
11	Lake-Sumter	South Lake Trail Phase 4	Villa City Rd.	Van Fleet Trail	Heart of Florida; Coast-to-Coast	PD&E Completed	\$12,035,000	8.40	Design \$1,280,000, ROW \$6,300,000, CST \$4,455,000
12	Lake-Sumter	Wekiva Trail Segment 1	Tremain St.	CR 437	Heart of Florida; Mt. Dora Bikeway	PD&E Underway/ Design Funded in 2016	\$9,000,505	7.14	Design \$505,000, ROW \$5,000,000, CST \$4,000,000
13	Lake-Sumter	Wekiva Trail Segment 2	CR 437	Red Tail Blvd.	Heart of Florida; Mt. Dora Bikeway	PD&E Underway/ Design Funded in 2016	\$1,750,155	2.66	Design \$155,000, ROW \$1,000,000, CST \$750,000
14	MetroPlan Orlando	West Orange Trail Phase 5b	Rock Springs Road	Wekiva Springs SP entrance	Heart of Florida; Mt. Dora Bikeway	ROW and design needed	\$5,200,000	2.80	Spur off Heart-of-Florida loop to Wekiva State Park entrance
15	MetroPlan Orlando	Clarcona-Ocoee Trail	Pine Hills Trail	Hiawassee Road	Heart of Florida; Coast-to-Coast	Widening existing sidewalk to shared use path standards; ROW and design needed	\$4,371,600	1.50	\$530,000 for PD&E & design for 2014/15 from 2014 special allocation



## CFMPOA Regional Trail Priorities

August, 2014 (DRAFT)

Prioritized Projects									
Priority	MPO	Trail Name	Limits A	Limits B	Mega-Trails	Status	Cost	Length	Notes
16	Ocala/Marion	Pruitt Trailhead Connection	Withlacoochee River Trail Bridge	Withlacoochee Trail	Heart of Florida	Design & ROW required; located in District 7 (Citrus County)	Unk.	2.00	
NR	MetroPlan Orlando & River to Sea	Seminole-Volusia Gap	Cross Seminole Trail terminus	Spring-to-Spring terminus	Heart of Florida; Coast-to-Coast	FDOT will lead PD&E to study use of US 17/92 bridge over St. Johns River and connections to existing trails	\$1,100,000	0.80	\$100,000 for PD&E for 2014/15 from 2014 special allocation
<b>Total Priorities</b>							<b>\$93,931,183</b>	<b>124.8</b>	

## CFMPOA Regional Trail Priorities

August, 2014 (DRAFT)

Prioritized Projects									
Priority	MPO	Trail Name	Limits A	Limits B	Mega-Trails	Status	Cost	Length	Notes

Draft

Draft

Draft

Unranked Projects									
Priority	MPO	Trail Name	Limits A	Limits B	Mega-Trails	Status	Cost	Length	Notes
	Lake-Sumter	Tave-Dora Trail	Tremain St	Wooten Park	Heart of Florida Mt. Dora Bikeway	Design, ROW & CST Phases needed	\$4,500,000	8.30	Study completed
	Lake-Sumter	Tav-Lee Trail Phase 2	Lakes Blvd.	Sleepy Hollow	Mt. Dora Bikeway	Design, ROW & CST Phases needed	\$2,902,000	3.87	Study completed
	Lake-Sumter	Sabal Bluff Connector	Tav-Lee Trail	Sabal Bluff Preserve	Mt. Dora Bikeway	Design, ROW & CST Phases needed	\$375,000	0.50	Study completed
	Lake-Sumter	Lake Yale Loop Trail	Sabal Bluff Preserve	Marion County Line	Mt. Dora Bikeway	Design, ROW & CST Phases needed	\$8,782,000	11.71	Study completed
	Lake-Sumter	Black Bear Scenic Trail	Volusia County Line	Marion County Line	Mt. Dora Bikeway	Design, ROW & CST Phases needed	\$6,500,000	7.73	Study completed
	Ocala/Marion	Land Bridge Gap	SR 200	I-75 Land Bridge	Heart of Florida	Design/build	\$4,125,000	8.25	
	Ocala/Marion	Ocala/Marion	I-75 Land Bridge	Santos Trailhead	Heart of Florida	Design/build	\$3,000,000	6.00	
	River to Sea & MetroPlan Orlando	US 17/92 St. Johns River Bridge Gap	Spring to Spring Trail	Lake Monroe Wayside Park entrance	Heart of Florida; Coast-to-Coast	Design, ROW & CST Phases needed	\$1,200,000	0.80	FDOT will lead on project
	River to Sea	US 17 Trail	Ponce DeLeon Blvd	SR 40	Heart of Florida; River-to-Sea			6.35	To be constructed as part of road widening project
	River to Sea	Halifax River Greenway	Wilder Blvd	Shady Place	Heart of Florida; River-to-Sea	CST needed	\$462,378	0.50	
	River to Sea	Halifax River Greenway	Live Oak Ave	Orange Ave	Heart of Florida; River-to-Sea	CST needed	\$60,904	0.15	
	River to Sea	Black Bear Scenic Trail	Volusia County Line	US 17	Heart of Florida	Design, ROW & CST Phases needed	\$5,381,630	6.40	Study completed
<b>Total Unranked Priorities</b>							<b>\$37,288,912</b>	<b>60.56</b>	
<b>Total All Projects</b>							<b>\$131,220,095</b>	<b>185.35</b>	

## CFMPOA Regional Trail Priorities

August, 2014 (DRAFT)

Programmed Projects								
MPO	Trail Name	Limits A	Limits B	Mega-Trails	Status	Cost	Length	Notes
Lake-Sumter	South Lake Trail Phase 3A	West Beach, Clermont	Silver Eagle	Heart of Florida; Coast-to-Coast	Construction underway	\$2,800,000	3.10	Dec. 2014 completion date
Lake-Sumter	Tav-Lee Trail Extension	Wooten Park	Sinclair Ave.	Heart of Florida; Mt. Dora Bikeway	Programmed for CST 2017	\$659,198	1.00	Shovel ready
MetroPlan Orlando	Seminole-Wekiva Trail Phase 4	SR 436	Orange Co. line	Heart of Florida; Coast-to-Coast	Programmed for construction 9/2013	\$2,500,000	2.60	
Space Coast	East Central Regional Rail Trail	Draa Road	Kingman Road	River to Sea; Coast-to-Coast	Programmed for construction in 2013	\$1,500,000	1.4	Includes trailhead
Space Coast	East Central Regional Rail Trail	Glenn Road	Kingman Road	River to Sea; Coast-to-Coast	Programmed for construction in 2014	\$838,522	3.70	off road trail
Space Coast	East Central Regional Rail Trail	Draa Road	Canaveral Avenue	River to Sea; Coast-to-Coast	Programmed for construction in 2014	\$3,005,000	0.60	Includes overpass
River to Sea	Spring to Spring Trail, Seg. 3b	French Avenue	Detroit Terrace	River to Sea	Design/build contract approved by Volusia County Council on April 3, 2014	\$3,059,000	2.40	
River to Sea	East Central Regional Rail Trail	South of SR 442	Brevard Co. Line	River to Sea; Coast-to-Coast	Programmed for construction in 2015 & 2016	\$7,129,000	13.50	Includes \$3,700,000 in local funds.
River to Sea	East Central Regional Rail Trail	West side of SR 415	East side of SR 415	River to Sea; Coast-to-Coast	Construction underway	\$1,965,000	0.12	Overpass
River to Sea	East Central Regional Rail Trail	South side of SR 442	North side of SR 442	River to Sea; Coast-to-Coast	Construction underway	\$2,159,500	0.12	Overpass
River to Sea	East Central Regional Rail Trail	South side of SR 442	Dale Ave.	River to Sea; Coast-to-Coast	Advertised for construction	\$2,234,655	3.80	
River to Sea	East Central Regional Rail Trail	SR 415	Guise Road	River to Sea; Coast-to-Coast	Advertised for construction	\$1,390,000	2.58	
Lake-Sumter	Neighborhood Lakes Trail	SR 46	Orange Co. line	Heart of Florida; Mt. Dora Bikeway	PD&E Underway; design funded in 2014/15; ROW acquired, CST funded in 2018	\$2,547,160	2.20	Design \$247,160 (2015), CST \$2,300,000 (2018)
Ocala/Marion	Pruitt Trailhead Connection	Bridges Road	SR 200	Heart of Florida	Programmed for design/build in FY 2015	\$5,000,000	8.00	
River to Sea	East Central Regional Rail Trail	Gobblers Lodge	Maytown Spur	River to Sea; Coast-to-Coast	Programmed for construction in FY 2014/15	\$5,576,987	6.50	
River to Sea	East Central Regional Rail Trail	Guise Road	Gobblers Lodge	River to Sea; Coast-to-Coast	ROW underway; Programmed for construction in FY 2018/19	\$4,539,000	3.50	
Lake-Sumter	Wekiva Trail Segment 3	Red Tail Blvd.	Wekiva River	Heart of Florida; Mt. Dora Bikeway	Design underway	\$1,600,000	6.90	CST as part of Wekiva Parkway Segment 6 in 2017, ROW acquired
MetroPlan Orlando	Rinehart Road Path	CR 46A	SR 46	Heart of Florida; Coast-to-Coast	ROW acquired; design/build	\$554,000	0.88	
<b>Total Programmed</b>						<b>\$49,057,022</b>	<b>62.9</b>	



## Regional Transit Priorities

Proposed transit priorities are focused on high capacity rail or bus projects requiring a significant investment of federal, state and local funds. These are shown in three tiers: (1) projects currently underway; (2) prospective projects currently being studied; and (3) future projects that will be studied. Privately-funded projects are shown for information purposes.

### Transit Projects Currently Underway

- SunRail - Phase II (DeBary-Deland; Sand Lake Road-Poinciana)
- Orlando International Airport (OIA) Intermodal Center
- Parramore Lymmo

### Prospective Transit Projects Currently Being Studied or in Development

- System Planning Study for Volusia County Transit Connector
- Flagler Line (Jacksonville to Miami in the Florida East Coast (FEC) Corridor)\*
- OIA Refresh Alternatives Analysis
- US 441 Corridor Alternatives Analysis
- SR 50 Alternatives Analysis
- US 192 Enhanced Transit
- SunRail - Phase III (Meadow Wood Station to OIA)

### Future Transit Projects That Will Be Studied

- SunRail extension from Sanford to Orlando-Sanford International Airport
- SunRail extension to Polk County

### Privately-Funded Transit Projects

- All Aboard Florida (Orlando-West Palm Beach-Ft. Lauderdale-Miami)
- Environmental Mitigation and Mobility Initiative (EMMI)/American Maglev Technology (AMT) (Orange County Convention Center to OIA)

\*Amtrak submitted proposal to FDOT; under review. FDOT 5-Year Work Program includes \$118 million in FY2014/2015 for capital improvements.



## **Lake~Sumter Metropolitan Planning Organization 2014 Legislative Priorities**

*January 2014*

- 1. Index Local Option Fuel Taxes in the same manner as state fuel taxes**
- 2. Direct motor vehicle license, registration fee increases to the State Transportation Trust Fund**
- 3. Support "Close the Gaps" – Coast-to-Coast Connection of Central Florida Regional Trails for Eco-tourism**
- 4. Enhance and Protect the State Transportation Trust Fund and the Transportation Disadvantaged Trust Fund**
- 5. Amend Statute Regarding Charter County and Regional Transportation System Surtax to create equity among urban counties**



## Lake~Sumter Metropolitan Planning Organization 2014 Legislative Positions

*January 2014*

### **STATEWIDE FUNDING**

#### **1. Index Local Option Fuel Taxes**

The State of Florida has already passed legislation to index state fuel taxes according to the Consumer Price Index. State gas taxes increase in Florida each year due to this indexing. Legislation is needed to provide the same for local option fuel taxes. Fuel tax revenues for local projects have been affected by decreases in fuel consumption and a flattening of the revenue stream. Indexing would allow a more dependable revenue source for local transportation projects.

#### **2. Direct Motor Vehicle License, Registration and Title Increases to the STTF**

Return Motor Vehicle License, Registration and Title increases to the State Transportation Trust Fund from the General Revenue. Position is one of six supported by the Florida MPO Advisory Council as part of the Revenue Study Advisory Council's work on transportation funding options in Florida.

#### **3. Amend Statute Regarding Charter County and Regional Transportation System Surtax**

The current legislation allows an up-to-one-percent surtax, or sales tax, to be taken before voters as a referendum to fund transportation projects. The law has evolved through the last 25 years for the voter-enabled surtax to now be eligible to all 24 charter counties, as well as to any non-charter county that is part of a Regional Transportation Authority, resulting in 33 eligible urban counties. The transportation surtax is an appropriate referendum option for all Florida urban counties and, as a matter of statewide equity, should be extended to all urban counties served by a metropolitan planning organization. This would raise the number of eligible counties to approximately 40, including Lake and Sumter counties. The position has been supported by the Florida Association of Counties. During the 2013 session, the Florida League of Cities supported a bill that would expand eligibility to municipalities with a population of at least 150,000.

#### **4. Enhance and Protect the State Transportation Trust Fund**

In recent years, the Florida Legislature diverted massive funding levels from the State Transportation Trust Fund to balance the General Fund. \$6 billion in FDOT projects were deleted, totaling more than an entire fiscal year worth of projects. Such diversions of funds will result in the degradation of the state's transportation system and will dilute Florida's ability to be globally economically competitive.

#### **5. Enhance and Protect the Transportation Disadvantaged Trust Fund**

The Transportation Disadvantaged Trust Fund provides Florida's most vulnerable population access to medical services, nutrition, jobs and educational opportunities. With state-mandated changes in the coordinated system forthcoming regarding Medicaid trips, Florida counties have challenges ahead that will be exacerbated by funding diversions.

## **STATEWIDE POLICY**

### **1. Close the Gaps – Coast-to-Coast Connection of Central Florida Regional Trails for Eco-tourism**

Support state funding for completing the Central Florida Coast-to-Coast Trail from Titusville to St. Petersburg, 75 percent of which already has been constructed. This would include closing the gap between the South Lake Trail and the Van Fleet Trail and the gap through south Sumter County between the Van Fleet Trail and the Withlacoochee State Trail. Additionally, seek approval of proviso language from the legislature for the Florida Department of Transportation and the Florida Department of Environmental Protection, Office of Greenways and Trails to work with the Florida Greenways and Trails Foundation and appropriate metropolitan planning organizations to “Close the Gaps” in the statewide trail system with a plan submitted to the legislature by December 30, 2014 and progress reports submitted each year for the next three years.

### **2. Weight Limits Maintained for Commercial Trucks on State Facilities**

In 2010, the Florida Legislature raised truck weight limits on state roads from 80,000 to 88,000 pounds. Nationwide, “pilot projects” continue to push the envelope in terms of allowable weights on state and federal roads, with some states allowing 97,000 to potentially as much as 110,000 pound truck weights – this is without the provision of additional funding to mitigate the impacts of heavier vehicles on roads and especially bridges. The MPO supports maintaining the current weight limits and encourages an assessment of fiscal impact of the recent increase in allowable truck weights on the FDOT.

### **3. Support a Statewide Comprehensive Rail System**

Florida is in need of a comprehensive rail plan that maximizes economic development potential of freight rail while planning for the provision of expanded passenger rail services in urban metropolitan areas and between metro areas.

### **4. Transportation Related Legislation**

With the removal of state-mandated transportation concurrency, the MPO supports legislation that strengthens home-rule rights of local governments regarding regional transportation partnerships and empowers local governments with funding and financing options.

## **REGIONAL PROJECTS**

### **1. Hills of Minneola – Employment Center and Interchange**

State grant funding is needed through the State Economic Enhancement and Development (SEED) program or the Transportation Regional Incentive Program (TRIP) for transportation network infrastructure to connect the county roadway network to the proposed Minneola interchange at Mile Post 279 on Florida's Turnpike. The City of Minneola created a Community Redevelopment Agency (CRA) to assist in financing infrastructure supporting the needed interchange.

### **2. Lake-Orange Parkway (connector between US 27 Clermont, and SR 429, Orange County)**

Funding is sought through the State Economic Enhancement and Development (SEED) program to plan for and construct infrastructure to support a proposed employment corridor that would be developed along a future arterial roadway connecting US 27 south of Clermont in Lake County to SR 429 in Orange County. The corridor would include multi-modal transportation facilities and land uses that target the health and fitness industries. The initiative would be a private-sector-driven partnership supported by the public sector including Lake County and Orange County.

### **3. Sumter County CR 514 Interchange with I-75**

State support is sought for an economic development initiative tied to new access in Sumter County via a potential interchange with I-75 just west of Coleman. With state support in planning and funding the infrastructure to make the new connection to I-75, a major landholding would be catalyzed for private industrial development centered around freight rail and interstate access. The CSX S-Line runs through the property adjacent to the potential interchange at CR 514.



# Florida Coast-to-Coast Connector Economic Benefits and Market Report

*Gulf of Mexico to Atlantic Ocean*



Prepared By: Charles A. Flink, FASLA, President, Alta/Greenways  
Prepared For: The Florida Greenways and Trails Foundation





ECONOMIC BENEFITS AND MARKET REPORT (2013)

*Prepared By:* Charles A. Flink, FASLA, President, Alta/Greenways

*Prepared For:* The Florida Greenways and Trails Foundation



The Florida Greenways and Trails Foundation supports the Florida Office of Greenways and Trails. The Foundation retained Alta/Greenways to prepare this report to educate citizens and elected officials about the value of interconnected greenways and trails, and the prospects of the Coast-to-Coast Connector. The Foundation is Florida's chief advocacy organization for non-motorized trails. The Foundation supports greater use of trails for recreation, fitness and health, reducing carbon emissions, attracting leisure travelers, building community, beautification, and a larger role in evolving multi-modal transportation policy. We support greenways in particular for their value to connect land and water bodies in public ownership and private conservation for sustaining wildlife, for wildlife viewing, and for other non-consumptive purposes. The Foundation is particularly mindful of the economic benefits that greenways and trails represent for business sponsorship.



# CONTENTS

*Introduction* ..... 1

*Overview* ..... 2

*Map: Coast-to-Coast Connector* ..... 4

*Coast-to-Coast Connector* ..... 6

*Return on Investment* ..... 7

*Importance of Tourism to the Florida Economy* ..... 8

*What Other States Are Accomplishing and Why* ..... 9

*Value of Bicycle Tourism* ..... 10

*Economic Benefits of Trails* ..... 11

*Benefits to Health and Wellness* ..... 13

*Environmental Benefits* ..... 15

*Acknowledgements* ..... 16



## Florida Coast-to-Coast Connector

Sample images of the Florida Coast-to-Coast Connector.  
Clockwise from top right: The Spring to Spring Trail,  
West Orange Trail, Pinellas Trail, Seminole Wekiva Trail,  
Spring to Spring Trail, and Pinellas Trail.



## INTRODUCTION

The Coast-to-Coast Connector is a proposed 275-mile bicycle and pedestrian trail that will link the Gulf Coast to the Atlantic Ocean through Central Florida. More than 200 miles of this trail are open and in use, or in development. This project has already been a boost to Florida's economy, providing an annual return on investment in the tens of millions from tourism. The Coast-to-Coast Connector also provides many other benefits to the citizens of Florida, improving health and wellness through active living, increasing property values, promoting the establishment of new businesses, conserving the ecology and environment of Central Florida, and providing diversity of choice and improved transportation efficiency in communities large and small.

However, the Connector is not yet complete. There are still gaps to close and 72 miles of trail to build. The greatest potential of the Connector lies ahead, with an opportunity to build a world-class destination trail that will generate even greater economic benefit for Florida.

The purpose of this report is to describe all of the benefits that the Coast-to-Coast Connector can provide. Using facts and figures and supporting evidence from established trail projects, and the communities that are located along the route of the trail, this report will demonstrate the potential return on investment that will be realized when the Connector is completed.



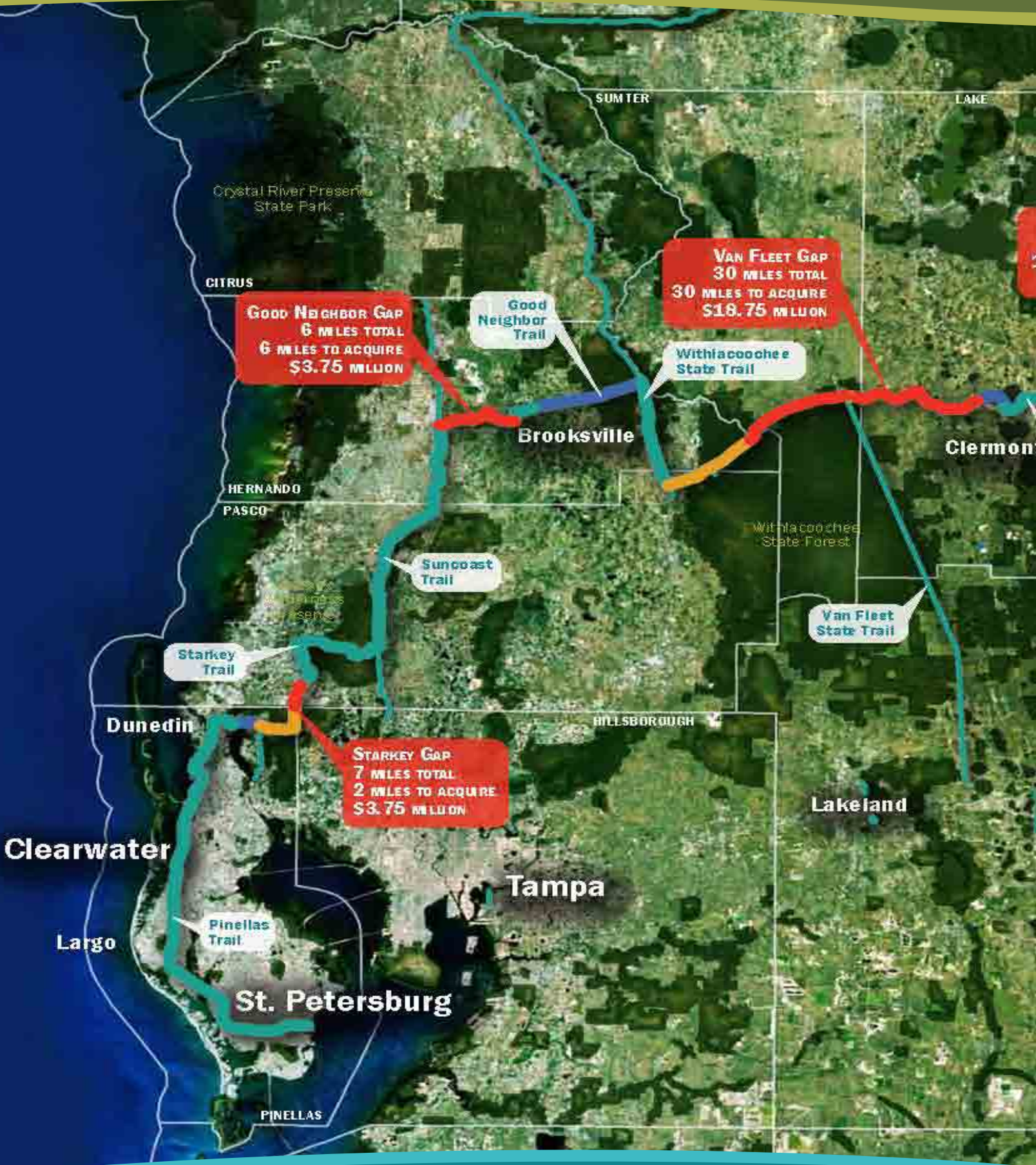
*The Pinellas Trail, Pinellas County, FL*



## OVERVIEW

Key issues to consider with regard to the Coast-to-Coast Connector:

- The **275-mile** Coast-to-Coast Connector will link together more than a dozen Central Florida communities.
- Tourism in Florida generated **\$67 billion** in annual economic impact, or roughly 10% of Florida's yearly Gross Domestic Product.
- Florida is the most visited tourist destination in the World, and in 2011 attracted more than **87 million** visitors
- Tourism employs more than 1 million people throughout Florida.
- Tourism generates **23%** of all revenue collected by the State of Florida.
- The primary reason tourists come to Florida (**88%** of all visitors) is to enjoy leisure activities.
- **73%** of Florida's 87 million visitors include nature based activities in their travel.
- **65%** of Florida visitors say that outdoor recreation is very important to their tourist experience.
- The Coast-to-Coast Connector will link residents and tourists to some of Central Florida's most important and ecologically significant natural resource areas, including the Starkey Wilderness Preserve, Withlacoochee State Forest and the Canaveral National Seashore.
- **With a one time investment of \$42 million to complete the Coast-to-Coast Connector, Central Florida will realize an annual economic benefit of \$120 million.**
- Components of the Coast-to-Coast Connector are already producing economic benefit, for example, the Pinellas Trail is already regarded as an important engine for economic growth.
- A survey of trail users in Central Florida reveals that each visitor spends approximately **\$20** per visit. More than 1 million people use Central Florida trails each year.
- Florida spends more than **\$119 billion** on health care annually.
- Many health problems can be addressed and resolved in a low cost, self directed manner through active living.
- The Coast-to-Coast Connector will promote active living, linking together landscapes such as neighborhoods, local schools, downtown business districts, shopping areas, local, state and federal parks, regional trails, and other popular destinations.







**SEMINOLE GAP**  
2 MILES TOTAL  
\$0.67 MILLION

**EAST CENTRAL GAP**  
12 MILES TOTAL  
1 MILE TO ACQUIRE  
\$6.1 MILLION

**ORANGE GAP**  
3 MILES TOTAL  
1 MILE TO ACQUIRE  
\$2.6 MILLION

**SPACE COAST GAP**  
12 MILES TOTAL  
1 MILE TO ACQUIRE  
\$4 MILLION

# Coast To COAST CONNECTOR



- █ Gap Requiring Acquisition
- █ Gap Not Requiring Acquisition
- █ Existing Trail
- █ Funded Trail
- █ Conservation Land

275 MILES WHEN COMPLETE — 72 MILES LEFT TO ACQUIRE — \$42 MILLION INVESTMENT REQUIRED

Map data courtesy of Florida Office of Greenways and Trails

# COAST-TO-COAST CONNECTOR

The Coast-to-Coast Connector (Connector) is a shared-use trail that is planned to extend from the communities of Clearwater and St. Petersburg on the Gulf of Mexico to Titusville and the Canaveral National Seashore on the Atlantic Ocean. The Connector is an estimated total distance of 275 miles, and approximately 75 percent (over 200 miles) of the corridor has already been developed as a shared-use trail, open to the public, or has been funded for near-term development.

The Connector will link communities between St. Petersburg and Titusville along its entire length becoming one of Florida’s major tourism destination routes that will enable residents and visitors to explore Central Florida by bicycle or foot. The Connector is comprised of two of the Florida’s most popular trails, the Fred Marquis Pinellas Trail and the West Orange Trail, both of which have fueled the economic transformation of communities, particularly Dunedin and Winter Garden. This corridor also includes significant portions of the developing 51-mile East Central Regional Rail Trail, the longest single rail-trail corridor ever acquired by the state. The Connector will link all or part of the following existing shared-use trails, developed and managed by a broad range of communities and agencies:

## *Existing Trails to be Linked by the Connector*

- Fred Marquis Pinellas Trail
- Starkey Trail
- Suncoast Trail
- Good Neighbor Trail
- Withlacoochee State Trail
- Gen. James A. Van Fleet State Trail
- South Lake Trail
- West Orange Trail
- Clarcona-Ocoee Trail
- Pine Hills Trail
- Seminole-Wekiva Trail
- Rinehart Trail
- Spring to Spring Trail
- East Central Regional Rail Trail

The Connector is a major priority within the Florida Greenways and Trails System Plan, which is being implemented by the Office of Greenways and Trails, and is the keystone project within the Florida Greenways and Trails Foundation’s “Close the Gaps” Campaign. **There are seven (7) gaps in the proposed corridor, totaling 72 miles of new trail. The estimated cost to close the remaining gaps and complete the Connector is approximately \$42 million.**

## RETURN ON INVESTMENT

The Coast-to-Coast Connector will generate millions in annual economic return from a one-time investment. Conservatively, investing \$42 million to complete the Connector will result in \$120 million in **annual economic benefit** to Central Florida. Connecting the Gulf Coast to the Atlantic Ocean with a single, continuous and contiguous bicycle and pedestrian trail will create a new destination within Central Florida that will draw residents and tourists alike.

This project will improve the economy of Central Florida at a time when job creation and business start-up opportunity is desperately needed. The Connector will also link together rural towns with cities and metro areas, and will build upon the success of the Pinellas Trail and West Orange Trail in revitalizing town centers and business districts.

Today, portions of the Connector are already enjoyed by millions who use the trails for health and fitness activity. This opportunity can be expanded throughout Central Florida by completing the project, enabling Floridians in rural, suburban and urban areas to gain access to this resource for health and wellness purposes, improving the quality of life for millions of Floridians.

The Connector can become a part of environmental stewardship efforts throughout Central Florida, providing access to unique lands and waters that are protected for future generations to enjoy.



Van Fleet Trail, Polk County, FL

Photo by John Moran

# IMPORTANCE of TOURISM to the FLORIDA ECONOMY

Tourism is Florida's most important economic contributor. Tourism employs more than 1 million people throughout our state. In 2011, an estimated 87 million people visited Florida, making our state the most visited place in the world. Tourism generated \$67 billion in economic impact in 2011, comprising 23% of all revenue collected by the state, and 10% of the state's gross domestic product.

The primary reason that tourists come to Florida is for leisure (88%). An estimated 73% of the 87 million visitors to Florida include nature-based activities in their travel, while 65% of visitors and 72% of residents say that outdoor recreation is a very important part of their tourist experience. **Long distance trails provide an ideal nature-based, outdoor recreation component of Florida's tourism economy.**

Florida is home to some of the nation's most popular long distance destination trails including the congressionally designated Florida National Scenic Trail, Florida Keys Overseas Heritage Trail, Marjorie Harris Carr Cross Florida Greenway, the Lake Okeechobee Scenic Trail, and the longest segment of the East Coast Greenway, which extends from Maine to the Florida Keys.

Existing sections of the Coast-to-Coast Connector are already generating income from tourism, as they are among the popular trails in Florida. The Pinellas Trail, located in St. Petersburg and Clearwater Beach area is one segment of the Connector, and is one of the most heavily used and visited trails in the United States. The West Orange Trail, north of Orlando is another popular Central Florida trail and segment of the Connector. The Seminole-Wekiva Trail is one of Florida's most popular rails-to-trails projects.



*Bike tour at the Franklin Club.*

The Coast-to-Coast Connector is poised to become one of Florida's most important cross-state, long distance trails. **The sooner we close the gaps and complete this destination trail, the sooner we will enjoy all of the benefits this completed trail will offer to our state.**

## WHAT OTHER STATES ARE ACCOMPLISHING *and* WHY

Many other states across the nation are either planning or building long-distance, cross-state trails. Why? There are several reasons, but most states point to the opportunity for increased tourism, resulting jobs that will be created, and revenues generated as primary motivating factors. Below is a partial list of some cross-state trails currently under development:

### *Examples of Cross-State Trails*

- Georgia's Coastal Georgia Greenway (450 miles)
- South Carolina's Palmetto Trail (425 miles)
- North Carolina's Mountains-to-the Sea Trail (900 miles)
- Virginia's Beaches to Bluegrass Trail (600 miles)
- Pennsylvania's Susquehanna Greenway (500 miles)
- Michigan's Belle Isle to Wisconsin Trail (900 miles)
- New York's Erie Canalway Trail (300 miles)
- Missouri's Katy Trail (450 miles)
- Washington's Mountains-to-Sound Greenway (230 miles)
- Nebraska's Cowboy Trail (600 miles)

Most cross-state, long distance trails celebrate the unique heritage and natural environment that defines these regional landscapes. Cross-state trails typically link population centers to rural or wilderness landscapes. The history of cross-state trail development demonstrates their importance to economic development. For example, in Missouri, the KATY Trail has become the economic engine for rural communities along its length and generates 10 times in annual revenue the one-time expenditure investment by the state. In Michigan, Governor Rick Snyder wants his state to be known as "The Trail State." To accomplish this, the Governor has encouraged the Michigan Department of Natural Resources to close the gaps and complete the Belle Isle to Wisconsin Trail, a 924-mile trail from urban Detroit to rural Ironwood on the Wisconsin border. Snyder wants to market and promote Michigan's trails as the "Pure Michigan" experience to improve tourism, create jobs and generate new income for the state.

# VALUE of BICYCLE TOURISM

From a tourism and economics point of view bicyclists are one of the most important user groups for the Coast-to-Coast Connector.

## *Economic Benefits Highlights*

According to the Outdoor Foundation, **bicycling is the second most popular form of outdoor recreation in the United States.** In 2008, the League of American Bicyclists released an economic benefits report on bicycling in the nation, in which it concludes that bicycling:

- Contributes \$133 billion in annual revenues to the U.S. economy
- Supports more than 1.1 million jobs across the U.S.
- Generates \$17.7 billion in annual federal and state tax revenue
- Produces \$53.1 billion annually in retail sales and services
- Generates \$6.2 billion in bicycling gear sales and services
- Generates \$46.9 billion in bicycling trip-related expenditures
- Provides sustainable growth in rural communities

**More Americans bicycle than golf, ski and play tennis combined.** Americans purchase 19 million bicycles each year, 20% more than sales of cars and trucks combined, and 25 times boats purchased. According to United States Travel Association, half of all U.S. adults (98 million) participate in adventure vacations each year, and 27 million have taken a bicycling vacation in the past five years. **The Association states that bicycling is the third most common vacation activity.** On average, bicycle tourists are well educated, older, and from upper income households.



Photo by VisitFlorida

A reasonable bicycle tour ride will travel between 25 and 50 miles a day, depending on the travel route, destinations and programmed stops. Across Central Florida and along the Coast-to-Coast Connector, it is reasonable to assume that small and large group tours would last between 5 and 7 days and generate significant economic impact along the way. Bicycle tourists will spend money on lodging, food, programmed tours, bicycle maintenance, tour gear and supplies, and other merchandise. **Long distance trails hold the promise that the longer the trail, the more people it will attract, the longer they will ride and the more they will spend.**

An Economic Impact Analysis of Orange County Trails, prepared by the East Central Florida Regional Planning Association revealed that more than 1.7 million people used trails for health, recreation and transportation throughout Orange County. The average daily expenditure of those using trails was \$20 per visit, associated with expenditures on food, beverages, transportation, books, maps, bike maintenance, bike rental and other merchandise. The total expenditures in Orange County from trail use is more than \$32 million annually. If we extrapolate this spending across the entire route of the Coast-to-Coast Connector, which traverses six (6) Florida counties, the potential exists to generate tens of millions in annual income from trail use.

## ECONOMIC BENEFITS *of* TRAILS

Bob Ironsmith, Economic Development Director in the town of Dunedin states, “the Pinellas Trail is an economic engine for our community.” The facts support his conclusion. In the 1980’s before the trail was built, business occupancy



*The Boxcar - Downtown Dunedin, on the Pinellas Trail, Pinellas County, FL*

in downtown Dunedin was 30%, today with the Pinellas Trail in place, occupancy is at 95%. This type of economic development has occurred in other communities throughout Florida. The Town of Winter Garden is more vibrant today because of the West Orange Trail. Downtown Miami, Florida, along the Miami River witnessed an unprecedented economic expansion after the Miami River



*Developers understand the positive impact of trails on property values, and they use them to market their projects.*

*Lakewood Ranch, Florida includes a master planned trails system with more than 150 miles of both paved and nature trails, approximately 685 acres of conservation areas and 132 acres of nature parks that connect the communities. The trails system within the 8,500-acre development will ultimately connect to the public trails system via a regional trail corridor. "We see an opportunity to plan, in the future, a north-south trail from SMR's northernmost boundary in Manatee County to the southernmost boundary in Sarasota County," said Todd Pokrywa, vice president of planning, Schroeder-Manatee Ranch (SMR). "Eventually this could connect to planned respective County trail systems, which could, in turn, connect Lake Manatee to Myakka River State Park and beyond."*

Greenway was launched in 2001. Economic benefits associated with trails and greenways include increased real estate values for properties adjacent to trails, the creation of new businesses, increased revenues for existing businesses, and the generation of more sales tax revenue for local and state government.

In 2008, the National Homebuilders Association determined that "Trails are the most desired community amenity that homeowners seek when buying a home." National studies have shown that the closer homes are to trails and greenways, the higher their value. The National Board of Realtors concludes that trails increase the value of homes between 10 and 20% over similar homes in close proximity to trails.

In 2010, a survey of businesses in downtown Winter Garden, Florida revealed that trail use along the West Orange Trail supported the creation of 61 jobs, and generated a direct and indirect economic impact of \$5 million to the community. Winter Garden used the future construction of the West Orange Trail as the catalyst for downtown redevelopment. Today, the town boasts 31 downtown businesses with a 90% occupancy rate, and a remarkable transformation of the town center.



A 2012 economic analysis by Miami-Dade County concludes that each mile of urban trail increased property values by as much as \$45 million over twenty five years, generating \$1 million in additional property tax revenues.

## BENEFITS *to* HEALTH *and* WELLNESS

The Coast-to-Coast Connector is already having a significant beneficial impact on the health, wellness and daily lives of Floridians. One of the most important factors in the overall decline of health in America is our sedentary lifestyle. Projects like the Coast-to-Coast Connector offer close-to-home access to high quality, safe and accessible outdoor environments that support active living. The statistics on health in Florida define the problem:

### *Trails, Greenspace, and Health in Florida*

- Chronic disease now cause 62.5% of deaths in Florida, up from 20% 70 years ago<sup>1</sup>. In 2011, Florida ranked 8th and 9th among states on rates of high blood pressure and diabetes, with 32% and 10% of adults reporting these conditions respectively.<sup>2</sup>
- Florida also ranks 27th for its low rates of physical activity and 6th for its high percentage of overweight adults, making it one of the most overweight states in the nation.<sup>3</sup> In 2011, 74.4% of Floridians reported having no regular moderate or vigorous physical activity.<sup>4</sup>
- According to the Florida Agency for Health Care Administration, 2007 personal spending on health care was up 7.5% to \$119.7 billion from \$104.5 billion in 2005.<sup>5</sup>
- A 2012 study explored the influence of the Florida Communities Trust's use of its open space acquisition program to connect recreational open spaces on public use of such spaces for physical activity. It found that patrons of the Lafayette Heritage Trail attributed their increased use of the park to its connectivity.<sup>9</sup>



*Photos by VisitFlorida*

The Presidents Council on Physical Fitness and the U.S. Surgeon General have for years recommended that communities build more trails as a cost-effective means for improving access to the outdoors. The U.S. Center for Disease Control has initiated a nationwide program of promoting trail development as part of Active Community Environments. The Surgeon General has declared obesity a national epidemic.

Trail development in communities large and small is going to be one of the most cost effective means for lowering health care costs, by making Floridians more active in their daily lives, thereby reducing chronic diseases. Miami-Dade County completed an economic benefits analysis for its county-wide greenway and trails system, concluding that for each mile of developed trail, the county would realize a reduction in direct medical costs of \$365,000 annually. The Coast-to-Coast Connector can offer an affordable and targeted approach to improving the health and wellness of residents in Central Florida.

## ENVIRONMENTAL BENEFITS

The Coast-to-Coast Connector promotes human-powered, non-polluting, tourism-based outdoor recreation and transportation. As such, this project is very friendly to the unique and sensitive ecosystems of Central Florida. The impact of future trail development will occur primarily on top of existing previously disturbed landscapes.

The Connector will also link together some of Florida’s most scenic and vitally important public lands, waters, estuaries and wetlands. **The Connector can help bring to the forefront the value that these lands and waters have on the quality of life throughout Central Florida.** By connecting residents and tourists to these lands and waters, they will experience first hand the biodiversity, expanse and solitude of these conserved and managed resources. The following state parks, forests and wilderness areas are linked together by the Connector: Brooker Creek State Park, Starkey Wilderness Preserve, Withlacoochee State Forest, Lake Apopka, Wekiva State Park, Lake Monroe, Canaveral National Seashore and Merritt Island National Wildlife Refuge.



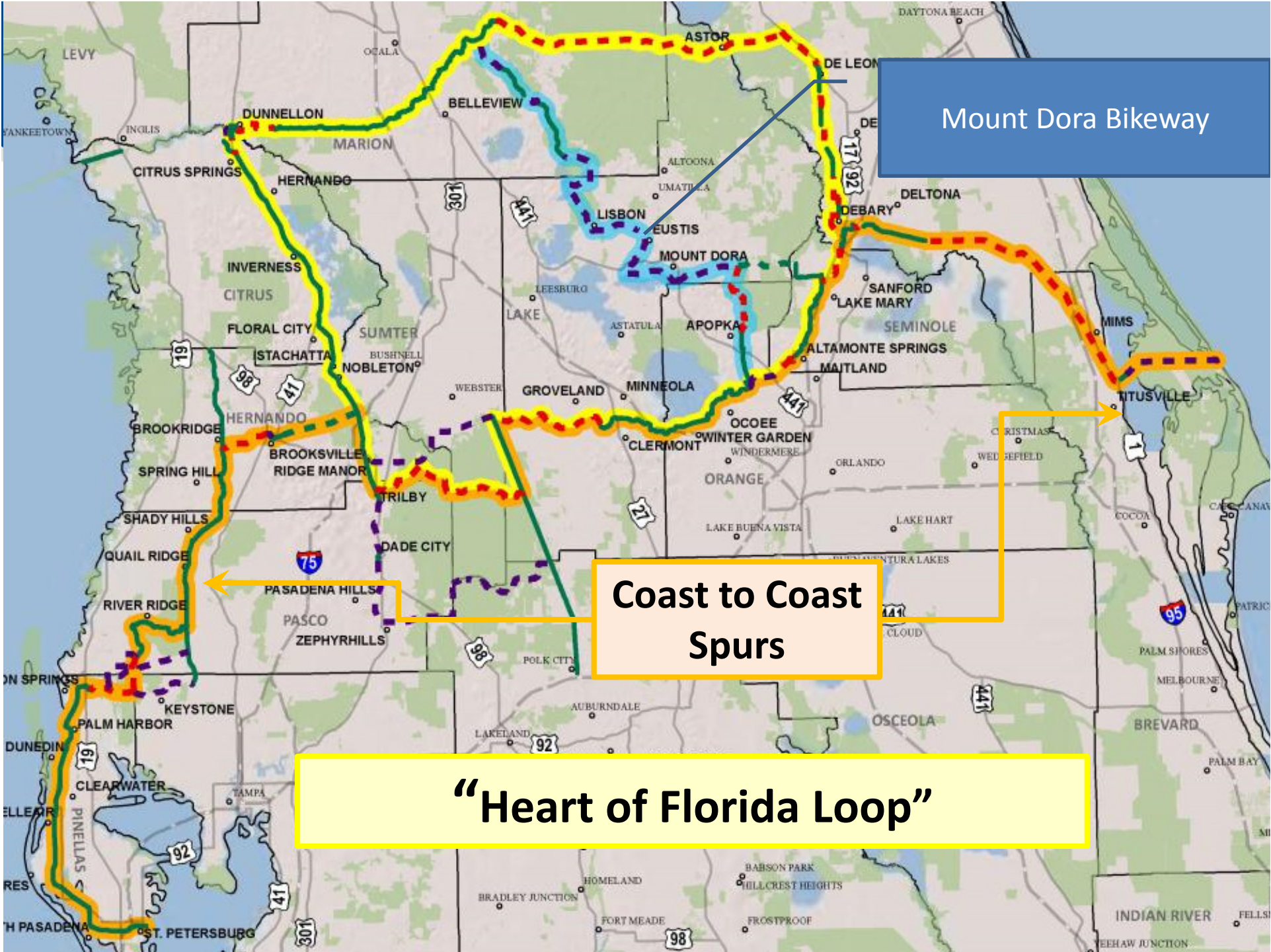
Photos by VisitFlorida

# ACKNOWLEDGEMENTS

This report was made possible through the generous donations and grants from The Felburn Foundation, the Elizabeth Ordway Dunn Foundation, and contributions from the Florida Greenways and Trails Foundation Board of Directors. The Florida Greenways and Trails Foundation wishes to thank the Florida Department of Environmental Protection's Office of Greenway and Trails and the Florida Department of Transportation for its support and assistance in preparing this report. The Foundation thanks the East Central Florida MPO Alliance and Metro Plan, and West Central Florida Coordinating Council; Hillsborough, Pasco, Hernando, Sumter, Lake, Orange, Seminole and Brevard Counties; and the communities of St. Petersburg, Clearwater, Apopka, Winter Garden, and Titusville for their decades of leadership and accomplishment in bringing the Coast-to-Coast Connector to life. Finally, the Foundation thanks its long standing project partners Florida Rails-to-Trails Conservancy, East Coast Greenway Alliance, Florida Bicycle Association, Bike-Walk Central Florida, and the Friends of Florida State Parks.

## Sources/References

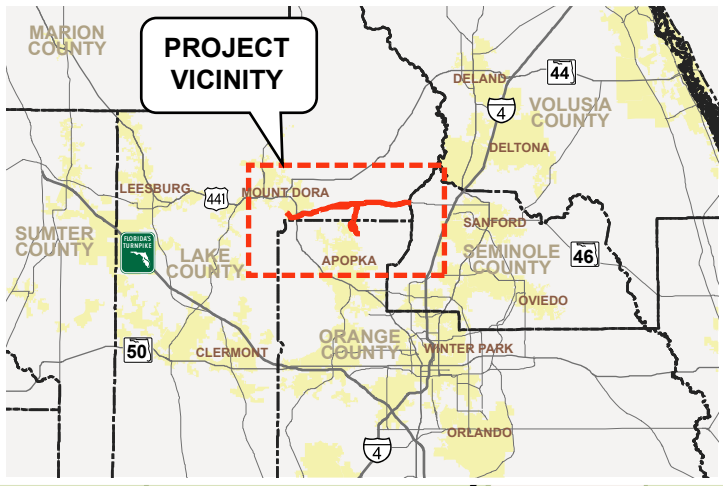
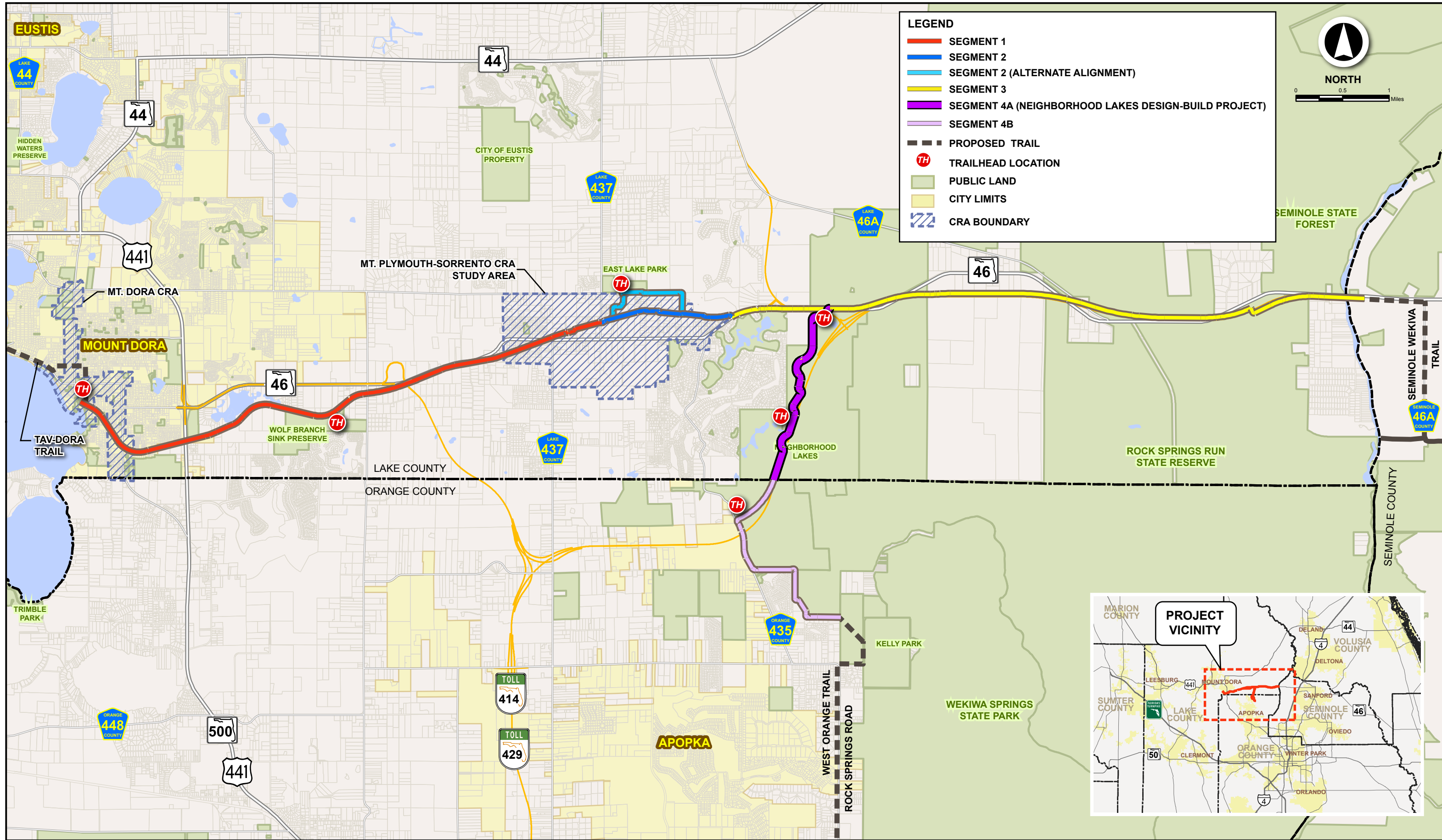
1. Office of Health Statistics and Assessment, "Prevention Pays," Florida Department of Health (June 2010), [http://www.doh.state.fl.us/planning\\_eval/phstats/PrevPays/PreventionPays.pdf](http://www.doh.state.fl.us/planning_eval/phstats/PrevPays/PreventionPays.pdf).
2. Florida CHARTS, "Florida-U.S. Health Status Comparison," Florida Department of Health (2011), [http://www.floridacharts.com/Charts/documents/state\\_us\\_profile\\_2011.pdf](http://www.floridacharts.com/Charts/documents/state_us_profile_2011.pdf).
3. Division of Public Health Statistics and Performance Management, "Draft Florida State Health Assessment," Florida Department of Health (2012), [http://www.doh.state.fl.us/planning\\_eval/FloridaMAPP/SHA/INTRO.pdf](http://www.doh.state.fl.us/planning_eval/FloridaMAPP/SHA/INTRO.pdf).
4. Florida CHARTS, "Florida-U.S. Health Status Comparison," (2011).
5. Office of Health Statistics and Assessment, "Prevention Pays".
6. Division of Public Health Statistics and Performance Management, "Draft Florida State Health Assessment," (2012).
7. Christopher J. Coutts, Mark Horner, and Timothy Chapin, "Using GIS to model the effects of green space accessibility on mortality in Florida," *Geocarto International* 25 (August 2010): 471-484, doi:10.1080/10106049.2010.505302.
8. Christopher J. Coutts, Timothy Chapin, Mark Horner, and Crystal Taylor, "The county-level effects of green space access on physical activity," *Journal of Physical Activity and Health* 10 (January 2013): 232-240, [http://diginole.lib.fsu.edu/durp\\_faculty\\_publications/10](http://diginole.lib.fsu.edu/durp_faculty_publications/10).
9. Christopher J. Coutts, "Creating connected open space in Florida: the influence on human use for recreation," *Managing Leisure* 17 (February 2012): 67-74, doi:10.1080/13606719.2011.613629.



Mount Dora Bikeway

Coast to Coast  
Spurs

“Heart of Florida Loop”



FPID: 430975-1-28-01  
Lake and Orange Counties, FL.

**WEKIWA TRAIL PD&E STUDY**  
FROM TREMAIN STREET IN MT. DORA TO SEMINOLE WEKIWA TRAIL  
INCLUDING THE NEIGHBORHOOD LAKES TRAIL  
CONNECTION TO KELLY PARK

**ALIGNMENT MAP**