

OCTOBER 2015

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

(386) 943-5185

LAKE COUNTY
CONSTRUCTION IN PROGRESS

238275-6-52-01

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 anticipated.

Estimate completion date: Spring 2016

Project cost: \$28.200 million

LANE CLOSURES: No Lane closures anticipated

435434-1-52-01

SR 25 and SR 50 Interchange – Landscaping in Lake County

Estimate completion date: August 2017 - 14% complete

Project cost: \$243,390

LANE CLOSURES: No Lane closures anticipated

430652-1-52-01

SR 50 from SR 33/Crittenden Street (Groveland) to approx. 1000' west of 12 St. (Clermont) – Resurfacing and minor drainage improvements.

Estimate completion date: April 2016 - 33% complete

Project cost: \$4,888,000

LANE CLOSURES: October 5th – 10th - 7:00 am – 7:00 pm

Intermittent eastbound and westbound lanes closed from Clermont to Groveland.

Earthwork and installing concrete.

OCTOBER 2015

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

(386) 943-5185

LAKE COUNTY
Other Projects Pending

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Right-of-Way funded estimate \$22.3 million. Construction funded FY 2019 estimate \$33 million. Perkins Street to SR 44 (FM238394-3) Right-of-Way Acquisition estimate \$25 million.
2. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2019/20. (FM 429356-1)
3. **SR 25 (US 27) from N. of Boggy Marsh Rd., to N. of Lake Louisa Rd.** - Six-laning 6.5 miles from Boggy Marsh Road to Lake Louisa Road (FM No. 238422-1). Design has been completed and right of way acquired. Construction funded FY 2016.
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 yet funded.
5. **SR 46 from SR 500 (US 441) to Seminole Co. Line** - An environmental study is being conducted by the Central Florida Expressway Authority along the 16.5 miles from US 441 to Orange Blvd. in Seminole County (FM No. 238275-1) in conjunction with their study of the Wekiva Parkway.
6. **SR 19 from CR 48 to CR 561** - An environmental study (PD&E) 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
7. **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
8. **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.
9. **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).

OCTOBER 2015

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

(386) 943-5185

**SUMTER COUNTY
CONSTRUCTION IN PROGRESS**

242626-2-52-01: I-75 Improvements from North of Hernando County Line to South of CR 470.

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

Estimated completion date: March 2017 - 43% complete

Project cost: \$76.9 million

LANE CLOSURES: - October 4th – 8th - 8:00 pm – 7:00 am

Southbound inside lane closed from the southbound rest area to north of Gum Slough.

Relocating temporary barrier wall. TRUCKS WILL BE ENTERING AND LEAVING THE HIGHWAY.

242626-3-52-01

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

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

Estimated completion date: August 2017 - 24% complete

Project cost: \$43.1 million

LANE CLOSURES: No lane closures anticipated

430653-1-52-01

SR 471 from the Polk County Line to 1.83 miles S. of Unnamed Canal

Mill and Resurfacing: placing slit fence for erosion control

Estimated completion date: November 2015 – 54% complete

Project cost: \$2.084 million

LANE CLOSURES: October 6th – 10th - 7:00 am – 7:00 pm

Intermittent southbound and northbound lanes closed from the Polk County Line and north 5 miles.

Installing guardrail.

OCTOBER 2015

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

(386) 943-5185

Other Projects Pending

1. **SR 48 from E. of I-75 Ramps to CR 475 (Main St.)** - Widening to four lanes along the 1.6 miles from E. of I-75 to Main Street (CR 475) (FM No. 240418-2). Construction funded in FY 2016.
2. **US 301 at /SR 44 Intersection** – Add a second SB Left Turn Lane on SR 35 and intersection improvements (FM 430188-1). This is a privately funded project. Estimates cost \$130,000. Construction FY 2016
3. **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).
4. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)
5. **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).
6. **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
7. **CR 673** – A \$2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.

PUBLIC WORKS DIVISION

**PROJECT SUMMARY
October 1, 2015**

SUMTER COUNTY ROADWAY PROJECTS UPDATE

ROADS		SCOPE	*PHASE	PROJECT BUDGET (THROUGH FY2015)
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 has been delayed, and is now expected to be completed in December 2015. Roadway construction will begin after utility relocation. The expected start date for roadway work is 1/15/16. Project completion is expected within 12 months of the start of roadway construction.	C	\$2,010,000
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 is nearly complete. Construction is expected to occur in 2017.	ROW	\$973,000
3	C-476 W	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. An agreement with FDOT for construction funding is being prepared. Construction is expected to begin in early 2016.	WC	\$47,000
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 in close fashion with the Wildwood Springs DRI's site planning process. The design is 90% complete, and expected to be completed in October 2015.	D	\$3,878,000
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. The roadway widening is nearly complete. Completion of all project construction is scheduled for June 2016.	C	\$10,375,636
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. 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 November 2015.	C	\$7,273,255
7	CR 501 Preliminary Engineering Study	A Preliminary Engineering Study (PES) is being conducted for CR 501 from C-468 E to C-470 E. There was a public meeting regarding the study on 6/3/2015. A presentation was made to the MPO Technical Advisory Committee and the Citizen Advisory Committee on 8/12/15, and to the MPO Governing Board on 8/26/15. The draft PES report was received on 8/21/15. A public hearing is scheduled for 10/27/15. Concept design is expected to be completed in December 2015, and will be presented to the BOCC for approval in late December. A schedule and funding source for design and construction is grant dependent.	PL	\$250,000
8	C-475 from C-470 E to CR 542	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.	PL	\$3,263,000
9	C-470, C-475N, and C-575 Safety Improvements	An RFQ is being developed 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. Design will occur in 2016, and construction is scheduled to occur in 2018. This project is funded with FDOT Local Agency Program (LAP) funds.	PL	\$401,000 (design)
10	C-478 from US 301 to SR 471	This 5.5 miles of roadway will be resurfaced.	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.	PL	\$610,000
12	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').	PL	\$750,000
FUTURE PROJECTS				
1	CR 673 from CR 674 west to I-75	This 3.5 miles of roadway will be reconstructed.	FY 17	\$2,032,000
2	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.	WC	\$450,000
3	C-472 @ US 301 Intersection	A draft FDOT signalization study and roundabout alternatives analysis was submitted for County review on 6/29/15. FDOT has performed an internal review and a recent teleconference is indicative of the roundabout alternative being the preferred FDOT D-5 alternative. Interim median regulatory measures forthcoming.	PL	TBD
Saved as: S:\Public Works\Division-Admin\Project Update Reports			B - Bid C - Construction CD - Conceptual Design D - Design	PC - Post Construction PL - Planning TBD - To Be Determined WC - Waiting Construction

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

Wednesday, September 9, 2015
Regular Meeting, 1:30 p.m.

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

OPENING

Vice-Chairman Richard Baier called the meeting to order at 1:39 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

Members Present

Richard Baier, Vice Chairman	Sumter County
Kyle Mills	Sumter County/Transit
Dawn McDonald	Lake County Schools
Denise Lee	City of Bushnell
Jim Hitt	City of Clermont
Tom Carrino	City of Eustis
Thad Carroll	Town of Lady Lake
DC Maudlin	City of Leesburg
Alisha Maraviglia	City of Tavares

Members Absent

Chris Schmidt	Lake County
Dottie Keedy	Lake County/ Public Transportation
Stephen Cross	Town of Astatula
Gary La Venia	City of Fruitland Park
Ryan Berger	City of Groveland
Mark Reggentin, Chairman	City of Mount Dora
Richard Hatfield	City of Umatilla
Melanie Peavy	City of Wildwood

Staff Present

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

Others Present

Vickie Wyche	FDOT
Noble Olasimbo	Lake County

I. REPORTS

- A. Florida Department of Transportation
Vickie Wyche, MPO Liaison gave updates on the construction in progress in Lake County and the lane closures.
- B. Florida's Turnpike Enterprise
None
- C. County Reports
Richard Baier made mention that the reports for Sumter County were attached.
- D. MPO Staff
Mike Woods, Transportation Planner, gave recent updates on the Wekiva Trail PD&E and also on the Tremaine St Bridge in Mt. Dora. T.J. Fish gave update on staff positions that have been or will be filled in future.
- E. TAC: Members Comments and Reports
None

II. AGENDA UPDATE

None

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

No public comments were made.

IV. ACTION ITEMS

- A. August 12, 2015 Meeting Minutes
Motion was made by Jim Hitt to approve the August 12, 2015 minutes with change in verbiage to correct the presentation by Amber Gartner, P.E., Kimley-Horn to state that the presentation was an update of the CR 501 preliminary Engineering Study that they are conducting for Sumter County, seconded by Kyle Mills. – **motion passed 9-0.**
- B. Recommend Approval to Amend FY 2015/16-2019/20 Transportation Improvement Program
T.J. Fish gave an update on Transportation Improvement Program and how the proposed resolution addresses the roll-forward funds, comments provided by the Federal Highway Administration, and the inclusion of the new five-year road program in each of the counties. **Motion** was made by Jim Hitt to recommend approval to Amend FY 2015/16-2019/20 Transportation Improvement Program, seconded by Kyle Mills – **motion passed 9-0**
- C. TRANSPORTATION 2040 - Recommend Approval of (1) Draft Cost-Feasible List and (2) Goals, Objectives, Measures and Targets
T.J. Fish presented the Draft Cost Feasible Projects List for the 2040 Long Range Transportation Plan. Mr. Fish also presented an overview of performance-based planning as required by MAP-21 and the Draft Goals, Objectives, Measures and Targets. After discussion DC Maudlin asked that on table 2, under the Facility column, US 441/SR500 be switched with CR 470. Richard Baier asked that on Table 3 next to Complete Streets delete the wording Sidewalk Program. Mr. Fish also noted that on the column in Table 1 that the Current Year Cost Estimates and the Year of Expenditure Cost Estimates need to be reversed. He also noted that in Table 5 the second

column Bridges needs to be added next to Lake County. **Motion** was made by Jim Hitt to approve Draft Cost-Feasible List with removing the sidewalk program language, seconded by Kyle Mills—**motion passed 9-0**.

D. Draft Legislative Positions and Priorities

T.J. Fish asked committee members to share any items of concern or items that may be taken up by governmental/professional associations to the Lake County State Legislative Delegation. Mr. Fish explained that the Governing Board will be asked in September to approve a draft list and the board will be asked in October to approve the list of positions, with a small number of priorities that would be presented Dec. 9 to the local delegation. The list, once approved, would be transmitted to appropriate legislators. Of note, staff is requesting emphasis as a priority for the legislature to more robustly fund the state's Transportation Regional Incentive Program, a matching grant program that has been effective when properly funded. Mr. Fish also stated that the 2015 positions and priorities are included in pack for reference. Discussion continued.

V. DISCUSSION ITEMS

A. Florida Greenways and Trails 2015 Opportunity Maps – Update

Mike Woods explained that The Office of Greenways and Trails, within the Florida Department of Environmental Protection, Division of Recreation and Parks, is seeking comments from the public during open houses regarding the update to the Opportunity Maps for Florida's network of non-motorized land-based and water-based trails. Mr. Woods will be attending the open house and will provide an update.

B. Complete Streets Workshop

T.J. Fish provided information that FDOT, District 5 is hosting workshops on the Complete Streets Program. A date and location was selected for Marion, Sumter and Lake Counties.

VI. PROJECT UPDATES

T.J. Fish went over the following updates and included a summary in the pack as well.

- A. US 301 Project Development and Environment Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida's Turnpike Interchange Improvements
- B. I-75/CR 514 Interchange Planning (Sumter County near Coleman)
- C. C-470 PD&E Study in Sumter County and CR 470/CR 48 Strategy in Lake County
- D. Central Florida C2C Trail and Wekiva Trail
- E. SR 50 Corridor Study
- F. SR 44 (Dixie Avenue) Traffic Calming Feasibility Study

VII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

September 23, 2015 @ 2 p.m. at the Lake~Sumter MPO.

VIII. ADJOURNMENT

Following a motion by Thad Carroll, seconded by Kyle Mills, the meeting adjourned at 3:14 p.m.

Mark Reggentin, Chairman

Lake~Sumter MPO



TRANSPORTATION 2040

DRAFT

LONG RANGE

TRANSPORTATION PLAN

Table of Contents

Maps and Tables

Introduction

Transportation is a central component of daily life. Transportation affects everyone and plays a critical role in quality of life, now and into the future. The transportation decisions made today will have a direct impact on the economy of the region as well as the health and well-being of residents and visitors

Transportation 2040, the Lake~Sumter MPO's Long Range Transportation Plan (LRTP), is the planning document that will guide MPO decisions on the expenditure of federal and state transportation funds for highway, transit, freight, pedestrian and bikeway projects. The LRTP represents the culmination of a multi-level partnership between local, state, and federal policy-makers and the citizens, business owners, and stakeholders who are most impacted by transportation decisions. This document will be used as a tool in the planning process to assist in addressing the region's needs as the area continues to grow and develop.

The LRTP is a federally required long-term planning document detailing the transportation improvements and policies to be implemented in the MPO Area. The LRTP is revised at least once every five years and must address at least 20 years into the future for the duration of its five-year lifespan in accordance with the Code of Federal Regulations (CFR) Title 23, Section 134, CFR Title 49, Section 5303, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub L. 112-141, July 6, 2012). *Transportation 2040* updates the previous LRTP from a horizon year of 2035 to a horizon year of 2040. The goals of the plan update are to: 1) identify current transportation needs, 2) forecast future transportation needs, and 3) establish strategies and projects that address these needs.

An important addition to this update of the LRTP is the inclusion of a listing of programs that are tied to alternative transportation strategies for mobility in the MPO Planning Area. These programs include a Regional Trails Program; a Complete Streets Program; a Safe Schools Emphasis Program; a Sidewalk Program; and a Management and Operations Program. Each program is tied to a list of projects, a policy, or regional master plan adopted by the MPO. The Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT) and the Federal Transit Administration (FTA) now put a high level of importance on these types of programs and projects, requiring their inclusion in the MPO planning process.

The MPO enthusiastically embraced these types of alternative transportation strategies in the previous long range transportation plan, *Transportation 2035*, acknowledging that continuing to focus transportation planning on the addition of roadway capacity was not the means to achieve the goals set for quality of life, growth management, or economic development. *Transportation 2040* continues to the positive momentum of the previous plan by taking a socially-, environmentally- and economically-sustainable approach of stewardship.

An equally important addition to this update is proactively developing *Transportation 2040* as a performance based plan. MAP-21 introduced requirements for performance-based planning and the definitive process is still being developed at the federal level. The final requirements are expected to be in place for MPOs by 2018. The MPO will take action at that time to enhance performance-based planning efforts.

Transportation 2040 addresses the challenge of meeting needs in the face of fiscal constraints. The plan balances multiple modes of transportation while considering social impacts, the natural environment, and enhancement of the economy. Furthermore, the plan respects the visions of the Lake~Sumter MPO's two counties and 19 municipalities.

Plan Overview

Transportation 2040 serves as a guide, describing how the existing transportation system functions and how our community would like for it to function in the future. In addition, it considers the value of investments already made in developing the transportation system. The plan considers innovative solutions to mobility constraints and focuses on enhancing available travel choices.

Transportation 2040 prioritizes programs and projects that have been developed to address the Lake-Sumter region's need to maintain and preserve our existing transportation assets for the sustainability of the region's economic competitiveness and the vitality of our communities.

The MPO developed Transportation 2040 in compliance with current federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21), which governs MPO activities. In keeping with MAP-21, planning for this LRTP incorporated a number of new elements that brought more information, for both the MPO and the public, to the decision-making process. The MPO has embraced performance-based planning practices for this LRTP and the MPO has expanded its use of new and innovative planning tools, such as scenario planning, to inform decisions.

This plan includes elements that lead to the development of a balanced multi-modal transportation system that facilitates the efficient movement of people and goods. The plan has several key components:

1. Plan Development focused on a multi-modal outcome that includes roadways, transit, non-motorized transportation, and inter-modal considerations, as well as management and operation and preservation of the existing system;
2. Transportation Needs List formulated through public involvement, through quantifiable long range need projections, and through the coordination of regional land use and economic development goals and plans of the MPO's member governments; and
3. Cost Feasible Projects List developed by estimating costs of the identified needs in the future years projects are likely to occur, by estimating future revenues reasonably expected to be available, and by applying the revenues to the identified needs in a way that maximizes the benefit of each dollar while also considering the prioritization of needs.

Public participation provided on-going critical input to the MPO's decision-making process. Throughout development of this LRTP, the MPO engaged in extensive outreach with an eye toward making public participation convenient by taking advantage of opportunities where people were already gathering. Through a series of public meetings of the MPO and member governments, speaking engagements, information kiosks and social media, the MPO sought opportunities to interact with people who may previously have been only minimally involved in the continuous, comprehensive, cooperative (3C) planning process. These outreach efforts reflected the MPO's recently updated public involvement plan that includes using more electronic forms of communication and interactive engagement techniques.

Goals and Objectives

In previous Long Range Transportation Plans, the MPO developed Goals, Objectives and Policies/Strategies that addressed regional and local issues, supported regional and local initiatives, and set the framework for project priorities to better address the many challenges faced in the region. The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) now requires MPOs to transition to Performance-Based Planning.

MAP-21 introduced requirements for performance-based planning, integrating performance management into many federal transportation programs. USDOT must establish performance measures for safety, pavement conditions, bridge conditions, operational performance of the national Interstate Highway System, operational performance of the Non-Interstate National Highway System, freight movements, mobile source emissions, and congestion. The federal performance measures are expected to be completed by 2017.

Once USDOT issues a final rule on the federal performance measures, each state has one year to set performance targets for each federal performance measure. Within 180 days of states setting performance targets, MPOs must also establish performance targets for each of the ten (10) federal performance measures and must use a performance-based approach to transportation decision making.

The purpose of the performance-based planning rule is to establish a method for tracking the progress on meeting the MPO's goals and objectives. The MPO supports performance-based planning and is prepared to develop performance measures and targets. The MPO will amend *Transportation 2040* at such time the federal rule is in place and the state establishes its performance targets. At that time, the MPO will work with FDOT to develop performance measures and targets that are consistent with state and federal policies.

Goals and Objectives

- GOAL 1 – Investing in transportation to support a prosperous, competitive regional economy
- OBJECTIVE - Provide an efficient, interconnected transportation system to advance and support the economic well-being and quality of life of the region.
 - OBJECTIVE - Improve travel reliability on major freight routes
 - OBJECTIVE – Enhance access to jobs
- GOAL 2 – Providing a safe and secure transportation system for all users
- OBJECTIVE - Minimize crashes and fatalities for all modes of transportation
 - OBJECTIVE – Improve safety for pedestrians and cyclists
 - OBJECTIVE – Facilitate accessibility for emergency response vehicles
- GOAL 3 – Proactively managing the operations of the regionally significant transportation facilities in the MPO planning area for all users
- OBJECTIVE - Improve transportation options available to residents, business patrons and visitors
 - OBJECTIVE – Balance regional capacity needs with human scale accessibility needs (Complete Streets)
 - OBJECTIVE – Adopt a Complete Streets policy that supports the development of a list of Complete Streets projects
- GOAL 4 – Improving mobility options and connectivity for people and goods
- OBJECTIVE - Invest in strategies to reduce per capita vehicle miles traveled (VMT)
 - OBJECTIVE – Increase modal opportunities and modal enhancements within communities
 - OBJECTIVE - Improve freight facility connectivity in the Lake~Sumter Region across all modes of transportation
- GOAL 5 - Making transportation decisions that support communities’ visions and promote responsible social, economic and environmental stewardship
- OBJECTIVE – Coordinate regional transportation planning efforts and local comprehensive planning efforts
 - OBJECTIVE - Reduce negative environmental impacts associated with transportation investments
 - OBJECTIVE – Ensure Environmental Justice (EJ) is considered in all aspects of MPO planning

Plan Development

Transportation 2040 is organized around transportation corridor strategies that include roadway capacity projects; the Complete Streets Program; the Regional Trails Program; the Safe Schools Emphasis Program; the Sidewalk Program; and Management and Operations Program. The plan is driven largely by future economic growth needs and strategies. While this plan is departure from past long range transportation plans which relied almost completely on a travel demand model for forecasting travel patterns, this plan takes a creative and customized approach to long range planning by using an assortment of tools in its development, the travel demand model being just one of many employed.

Plan development began in 2012 as a regional collaborative effort among FDOT District 5, Florida's Turnpike Enterprise, Central Florida Expressway (formerly Orlando-Orange County Expressway Authority) and the five MPOs located within FDOT District 5. This group met regularly to develop the Central Florida Regional Planning Model (CFRPM) version 6.0. Plan development culminated in November 2015 when the draft plan was presented for public comment before its December 9, 2015 adoption by the Lake~Sumter MPO Governing Board.

Significant contributions were made toward this plan by the municipalities and counties within the MPO Planning Area, as well through the participation of chambers of commerce, economic development interests, civic groups, the MPO's advisory committees and task forces, and through the input of the residents of Sumter County and Lake County.

Constrained Roadways

Building on the regional growth vision developed as part of our previous long range transportation plan, *Transportation 2040* is reflective of the MPO's adopted Constrained Roadways Policy (See Map X). The policy is an acknowledgement that community visions cannot always be achieved through road widening projects. Some constraints are tied to growth management plans, while others are to avoid undesired environmental, economic or social impacts. There are more than a thousand named lakes in Lake County and Sumter County in addition to numerous environmentally-sensitive area, requiring a creative and customized approach to addressing current and future mobility needs.

In February of 2008, the Lake Sumter MPO adopted policy 2008-1, The Corridor Constraint Policy. The purpose of this policy is:

- a) To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
- b) To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts
- c) To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers

- d) To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
- e) To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity

Regional Growth and Land Use

The Lake~Sumter region is once again experiencing significant population growth. 2040 population and employment forecasts or control totals were developed using information from the Bureau of Business and Economic Research (BEER), Woods & Poole Economics 2013 State Profile, and information reported in the 2010 U.S. Census. The growth rates for population forecast to 2040 were flat when compared to the 2035 population control total used in the previous plan. However, recalling the robust economy and population surge in Central Florida in the mid-2000s when population and employment projections were made for the previous plan, growth had dramatically slowed due to a major recession by 2010 when the previous plan was being adopted. Therefore, it is not surprising the 2035 population totals used in *Transportation 2035* are almost the same as the population totals forecast for 2040 in the plan update.

Historically, future jobs are calculated based on the ratio of population to employment. For this plan a different approach was necessary due to the progressive economic development plans implemented by Sumter County, Lake County, and many of the municipalities located in both counties. For example, in Sumter County, a large industrial site known as Monarch Ranch became fully entitled for 16 million square feet of industrial development. Lake County adopted a large economic development overlay district covering a significant portion of the county. This overlay district greatly expands the county's ability to attract new commercial and industrial development which in turn creates new jobs. These are two of many examples that justified using higher employment control totals than those generated using the traditional ratio method. Using this information, the MPO worked closely with the member jurisdictions and their representatives to adjust the employment numbers and allocate the jobs to appropriate locations within the two-county planning area.

The MPO worked very closely with the member jurisdictions and their representatives to allocate the population and employment projections to the local level in terms of desired growth patterns. The land use assumptions associated with this plan reflect the regional growth vision for the Lake~Sumter MPO Planning Area, not simply the advancement of locally adopted comprehensive plans.

Financial Resources

Federal metropolitan planning requirements include developing a financial plan to demonstrate that the LRTP can be implemented over the life of the plan (23 CFR 450.322). The primary elements of the financial plan include costs and revenues needed to operate and maintain federal-aid highways and public transportation as well as including the costs for implementing capital investment projects identified in the plan and public transportation.

Federal funds to the region's transportation program are dependent on federal transportation legislation. Beginning in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), the pattern of federal transportation funding was characterized by the adoption of six-year federal transportation bills that advanced funding levels at an average annual rate greater than three percent (3%). Federal funding increases in these cases were approximately equivalent to the rate of inflation for the general transportation program.

In recent years, this pattern has changed with the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a four-year bill, and its successor 2012's Moving Ahead for Progress in the 21st Century Act (MAP-21), a two-year bill. There have also been 32 short-term extensions of these bills over the past six years and extensions are likely to continue until there is a new longer-term federal bill. The trend of shorter-term bills and consistent continuing resolutions has eroded the predictability in the transportation funding process.

The funding program presented in this document reflects federal and state funding allocations expected to be available through the Transportation Improvement Program (TIP). This revenue is likely to be supplemented by a number of additional state-managed programs such as the Transportation Regional Incentives Program (TRIP), discretionary programs such as the federal Transportation Alternatives (TA) program, and local funds invested high-priority regional projects. Because FDOT has decision-making authority of allocation of the non-local funds and the availability and amounts from these types of funding sources are dynamic, no revenues projections were attempted for the plan for those programs.

Statewide in Florida, approximately 25 percent of total transportation revenues forecasted by the Florida Department of Transportation (FDOT) for 2014 through 2040 come from federal sources. While 67 percent are from state sources and eight percent are Florida's Turnpike Enterprise revenues. According to Florida's Transportation Tax Sources – A Primer, for FY 2013, the receipts collected by the State Transportation Trust Fund (STTF) broke down as follows: state motor fuel tax comprised 32 percent of STTF receipts; motor vehicle tag and title fees were 15 percent; aviation fuel tax, rental car surcharge, and documentary stamp taxes were each less than three percent; and Federal Aid, which comes primarily from the federal fuel tax, was 34 percent. The balance of receipts came from toll facility reimbursement, local government participation, and other miscellaneous sources.

The figures discussed above represent statewide revenues. Lake and Sumter counties receive their proportionate shares based on a series of formulas tied to population and gas tax receipts. Table X provides revenue projections of state and federal sources available to Lake and Sumter counties as provided in the 2040 Revenue Forecast Handbook (July 2013) prepared by FDOT. "Other Arterials" revenues can be applied to non-FIHS/SIS State Highway System roadways and "Transit" revenues can go toward technical and operating/capital assistance for transit, paratransit, and rideshare programs. "TA" funds are used for locally-defined projects like sidewalks and regional trails and are not used to fund capacity improvements. TRIP matching funds apply to improvements on facilities designated as regionally-significant and the funds are allocated within each district based on regional project prioritization processes.

Table X

PROJECTED REVENUES BY PLANNING PERIOD (IN MILLIONS OF YEAR OF EXPENDITURE DOLLARS)					
STATE/FEDERAL REVENUES ①					
PLANNING PERIOD	2021-2025	2026-2030	2031 - 2035	2036 -2040	TOTAL
OTHER ARTERIAL CONSTRUCTION/ROW	\$75.60	\$71.50	\$78.20	\$78.20	\$303.50
TRANSIT	\$42.50	\$44.70	\$46.90	\$46.90	\$181.00
TRIP FUNDS②	\$10.00	\$10.00	\$10.00	\$10.00	\$40.00
TRANSPORTATION ALTERNATVATIVES FUNDS②	\$4.20	\$4.20	\$4.20	\$4.20	\$16.80

① STATE/FEDERAL REVENUES FROM AUGUST 1, 2013 SUPPLEMENT TO THE 2040 REVENUE FORECAST HANDBOOK, 2040 FORECAST FOR LAKE-SUMTER MPO AREA. TOTALS MAY NOT SUM PERFECTLY DUE TO ROUNDING. REVENUES FOR SIS HIGHWAYS ARE ALREADY PROGRAMMED.

② TOTAL DISTRICTWIDE FUNDS

Safety and Security

Safety

In 2008, the MPO assumed responsibility for collecting, analyzing, and reporting local crash data. The Lake~Sumter MPO has replaced its GIS-based Crash Data Management System (CDMS) custom tool with FDOT's new crash data management tool, Signal Four Analytics. The tool is an interactive web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions throughout Florida. The tool helps address engineering and safety issues through the analysis of crash data. The Signal Four Analytics tool is adapted to target safety concerns through the 3E approach (engineering, enforcement, and education), as well as integrating the State of Florida's Strategic Highway Safety Plan Emphasis Areas which include: (1) aggressive driving, (2) intersection crashes, (3) vulnerable road users, and (4) lane departure crashes. A key aspect of Signal Four Analytics is the ability to cross-reference county and state data sources to assess regional and local crash-related issues on both the state system and on the local roadway networks.

With this tool, the MPO will be able to continue generating regular reports and sharing information on safety issues to help coordinate with local and state jurisdictions to identify issues and

recommend mitigation strategies to address safety problems. While safety is already a consideration in the current project prioritization process, this new system of monitoring will help provide more detailed information regarding crash locations, crash causes, crash rates, crash severity and other important considerations that will aid in targeting improvements related to safety.

An additional area of focus on safety for the MPO is to support educational efforts to address transportation safety. The MPO participates in collaborative relationships among various representatives of local governments, law enforcement, school districts, and emergency management. The MPO is engaged with community safety groups in both Lake County and Sumter County.

As the regional entity responsible for convening member jurisdictions and stakeholders to address transportation issues, the MPO used funds provided by FDOT to conduct the Safe School Access Transportation Study (SSATS). This study assessed the transportation conditions of each school located within Lake County and Sumter County. It is the foundation for the activities the MPO has implemented to address a full range of safety issues relative to vehicular, pedestrian, bicycle and transit travel. *Transportation 2040*, includes a focus on implementing the projects and strategies identified in the SSATS, which is the premise for the MPO's Safe School Emphasis Program.

Security

Federal law requires security to be part of the Lake~Sumter MPO transportation planning process. Awareness of both man-made and natural disaster security concerns have increased in recent years due to events like September 11, 2001, and Hurricanes Rita and Katrina. This element of the plan is intended to provide a new focus for the Lake~Sumter MPO region on interrelated security and transportation issues.

A secure transportation system is critical to overall national security from terrorism. Groups or individuals motivated to terrorize or injure people or the economy may well have transportation facilities as a target or a tool. It is likely such efforts would have a transportation element in an overall plan of terrorism. Thus, securing the transportation system is a critical consideration in overall security planning. While there are currently no identified high-threat facilities located within the MPO Planning Area, there are several transportation corridors that serve as hurricane evacuation routes. Roadways designated for hurricane evacuations are also considered during the project prioritization process and given additional priority ranking for improvements to ensure mobility along these corridors.

The Lake~Sumter MPO does not have primary responsibility for security issues, although some security issues may have an impact on transportation programs at the regional level. The MPO role in security may take many forms including facilitator, participant, or leader in the security-related activities.

In the event of a man-made or natural disaster, the Lake~Sumter MPO will implement the procedures outlined in the Continuity of Operations Plan (COOP), adopted in 2006 and reviewed and updated annually, and the MPO will coordinate directly with the law enforcement and emergency management officials, such as Sumter County Sheriff's Office and the Lake County Emergency Operation Centers (EOC), when activated.

Freight and Goods Movement

Freight and goods movement continues to be a top priority in the Lake~Sumter region. In Sumter County at the confluence of I-75, Florida's Turnpike Mainline, SR 44 and the CSX S-Line, plans for a large inter-modal industrial/freight center are taking shape. A new interchange is being planned on I-75 at CR 514 to help alleviate project traffic that will be generated by 20 million square feet of entitled industrial land use. The future of US 301 in Sumter County is being planned to accommodate the future employment center.

The City of Leesburg's new commerce park offers more than 640 acres of prime development area at Florida's Turnpike and County Road 470. Improvements to the 470 Corridor to accommodate this major economic development project are regional top priority. The 470 Corridor connects Sumter and Lake counties, as well as US 27, Florida's Turnpike, US 301, I-75, the CSX S-Line and SR 44. The county road corridor includes thousands of existing and future jobs and is planned to be added to the state system by 2018.

In eastern Lake County, pending completion of the Wekiva Parkway project, which will complete the beltway around the Orlando metropolitan area, is sparking economic development plans. Mount Dora has designated the Wolf Branch Innovation District as a future employment center directly accessed by the Wekiva Parkway project (SR 429 and SR 46).

A new interchange with Florida's Turnpike in Minneola is planned for opening in 2017. The planned employment center around the new interchange is driven by the accessibility to be provided by the enhanced access. A 16,000-acre sector plan area in southeastern Lake County between US 27 in Lake County and SR 429 in Orange County relies on transportation connectivity to catalyze the thousands of jobs planned for the area.

These local initiatives are in direct response to regional changes in rail and truck freight patterns and a growing interest by the two counties in the economic development potential associated with freight and goods movement activities. Consideration of these existing initiatives and other similar projects is reflected in *Transportation 2040* as a result of the MPO's participation in MetroPlan Orlando's 2013 Central Florida Regional Freight Mobility Study. The study provided valuable information on linking goods movement in our region with the region's economy, job creation and future freight related economic opportunities.

Environmental Impacts

Efficient Transportation Decision Making (ETDM) creates a connection between land use, transportation and environmental resource planning through proactive and interactive agency involvement. The purpose of the ETDM process is to improve the efficiency of making transportation decisions by integrating transportation, land use, social, economic and environmental considerations early in the project development process. ETDM affords the opportunity to proactively determine fatal flaws to a planning concept before the study phase of project development.

An ETDM planning screen process is conducted for all major capacity projects prior to their inclusion in the Cost Feasible Plan. A major project is defined as new roadway construction, the addition of lanes to an existing roadway, fixed rail transit construction, public transportation projects, new bridge construction, bridge widening, new interchanges, major interchange modifications, or major capital improvements such as intermodal and transit centers. Proposed capacity projects identified as needs in the MPO's adopted LRTP that have not yet been subject to Project Development and Environment (PD&E) studies are also eligible for the ETDM planning screen process.

As part of the plan development process, MPO staff worked with FDOT District Five to conduct planning screening associated with the ETDM process. This analysis was conducted for roadway and transit projects identified in the cost-feasible plan's list of projects. The planning screen for these projects involves examining:

- Air Quality
- Contaminated Sites
- Farmlands
- Floodplains
- Infrastructure
- Water Quality and Quantity
- Wetlands
- Wildlife Habitat
- Recreation Areas
- Archaeological and Historic Resources
- Socio-cultural Effects

In addition to the ETDM process, the MPO engages in all PD&E studies within the MPO Planning Area. This includes studies of state system facilities as well as local facilities. Through the PD&E study process, environmental impacts are determined and mitigation strategies are outlined as the project is defined. The MPO utilizes the PD&E study process as an opportunity to reinforce that no outcome is predetermined. Although a capacity need may be included in the cost-feasible plan, the concept is not solidified as a project until the PD&E process is complete.

Transportation Needs Analysis

Roadways

The transportation needs analysis began with the establishment of the existing-plus-committed network (E+C) to ensure that all projects identified in the five-year work program and local capital improvement programs were properly coded into the Central Florida Regional Planning Model (CFRPM) version 6.0. These projects represent those anticipated to complete by 2019. Working with the Florida Department of Transportation, the study team then reviewed the CFRPM files against the locally adopted levels of service as identified in the MPO's Transportation Management System (TMS). As a result, the capacities of individual roadways were adjusted based on specific roadway characteristics and physical capacity. Once the base model analysis was complete and future roadway deficiencies identified, the study team began identifying specific projects and alternatives to address these long term needs.

Recognizing the MPO's adopted Constrained Roadways Map (See Map X), constrained corridors were identified for Alternative Transportation Strategies. The remaining corridors with projected deficiencies were identified for improvements. Additionally, long-term projects identified in the List of Priority Projects (LOPP) not funded in the five-year work program were also added to the list of project needs, reflecting local priorities. This list of projects was vetted through the public outreach process and further refined to reflect the needs plan. This resulting needs assessment focused identifying projects and strategies to:

- Apply Complete Streets methods to develop appropriate transportation improvements for deficient facilities that deliver solutions appropriate for the surrounding community context and while meeting quality of life goals.
- Optimizing regional corridors with management and operations strategies (i.e. intelligent transportation systems (ITS), timing signalization, intersection improvements)
- Strategic widening projects connecting major destinations and addressing future congestion issues.
- Additional roadway connections to disperse traffic more evenly across the network and increase network efficiency that also provide safe bicycle and pedestrian options.

Transit and Intermodal Facility Needs

Overall transit needs across the two-county region focus on efforts to maintain and enhance the accessibility of the transportation system for all users including the young, elderly, the economically-disadvantaged and the disabled. Public transit and para-transit services provide 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, *Transportation 2040* seeks to enhance and expand transit service as part of its long term multimodal mobility strategy.

The MPO conducted and published the last major TDP update, the 2013 Lake~Sumter Transit Development Plan, covering the ten-year period from 2014 to 2023. A major update of the TDP is required every five years and an annual minor update is conducted yearly.

Proactively addressing the needs of residents and anticipating future demands has been an important part of the implementation strategy. The recommendations from the Lake~Sumter TDP most recent update have been incorporated into *Transportation 2040* to ensure that transportation efforts of all government entities are consistent with the overall transportation goals for the region.

The TDP identifies needed improvements to the existing transit system as well as several expansions that address weekend service, increased hours of operation, and increased frequency. The TDP also identifies the need to commence new service along SR 50 in the South Lake region, a newly designated urbanized area part of the Orlando UA expansion into Lake County. Additionally the plan identifies several Multimodal Corridors where a combination of transit, management and operations, bicycle and pedestrian improvements will be targeted in the future.

Intermodal connectivity between air, rail, vehicles, bicyclists and pedestrians is another factor of MPO planning. This plan incorporates recommendations from the Leesburg Airport Master Plan and the Tavares Seaplane Master Plan.

Public Outreach Process

The Lake~Sumter MPO actively seeks and considers public input on transportation policies, plans, 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 for *Transportation 2040*, 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.

The MPO used its adopted Public Involvement Plan for *Transportation 2040*. The plan is robust in its guidance and requirements for engaging the public in the MPO Planning Area. The Public Involvement Plan was prepared in accordance with Title 23 Code of Federal Regulations, Section 450.316(b)(1). Opportunities that were available to the public to be involved in all phases of the planning process exceeded the minimum requirements of the law.

The public involvement process had multiple components including the formation of the Long Range Transportation Plan Subcommittee comprised of members from the Citizens' Advisory Committee, Bicycle & Pedestrian Advisory Committee, and Technical Advisory Committee. Presentations and

updates were made regularly to the MPO Governing Board, Citizen’s Advisory Committee, Bicycle & Pedestrian Advisory Committee, Technical Advisory Committee, Transportation Disadvantaged Coordinating Boards for both Lake County and Sumter County and the MPO Task Forces – South Lake, East Lake, North Lake, CR 470 Corridor, and Public Transportation. Three (3) public workshops were held in various locations throughout the region to present the plan and solicit input from the entire community.

In addition to the workshops, the plan was presented at community outreach events as well as to chambers of commerce, civic organizations, city and town councils, and county commissions. The MPO public involvement mailing list and e-mail list were utilized to inform the public about the workshops and to provide copies of the draft documents and presentation materials. 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 were utilized throughout the plan development process including visualization techniques, interactive workshop activities, web-based information sharing, multimedia and informational exhibits displaying maps and charts. The various strategies were utilized to effectively convey plan development content and key issues for consideration. Comment cards, flip charts, and hands-on ‘mark-ups’ of maps were utilized to record community input at each outreach event.

The MPO’s website also served as the major information portal for the Transportation 2040 plan development. All of the plan information including workshop handouts, presentations, technical documents, and summaries of comments were made available to the public via the website. Advertisements for public meetings and workshops were posted online and placed in local newspapers. Social media efforts complemented the public involvement efforts by alerting participants to opportunities for input.

This outreach process resulted in the creation of the final goals and objectives and identification of needed projects. The resultant cost-feasible plan was derived from a combination of input received from the public, sound technical analysis and compliance with all federal, state and local regulations.

Alternative Transportation Strategies and Project Needs

As described in the Plan Development section, *Transportation 2040* is organized around five transportation alternative strategies: Roadway Capacity Projects; Complete Streets Program; the Regional Trails Program; Safe Schools Emphasis Program; Sidewalk Program; and Management and Operations Program. With these strategies in mind, the plan identified project needs that address long term mobility and economic growth needs.

Roadway Capacity Projects

Transportation 2040 includes a list of strategic capacity improvements, specifically, potential roadway widening, to local roadways, state roads, and Strategic Intermodal System (SIS) facilities. Most of the capacity projects were identified in *Transportation 2035* as project needs, but have not yet been funded through construction. Also included in the plan are new roadways. Each new roadway project identified as a need provides a key connection to enhance accessibility and to provide connectivity.

Complete Streets Program

Understanding projects adding capacity to the roadway network will never completely meet the capacity needs or solve the mobility issues of the region, more and more consideration is being given to implementing Complete Streets as one way to transform transportation corridors from vehicle dominated roadways into community-oriented streets that safely and efficiently accommodate all modes of travel, not just motor vehicles. The premise of Complete Streets is that there is a way to maintain quality of life while balancing the mobility needs of the area and accommodating future growth.

The Florida Department of Transportation has embraced the concept of Complete Streets and issued a policy for Complete Streets on September 14, 2014. The directive in the policy is to routinely plan, design, construct, reconstruct and operate a context sensitive system of Complete Streets. To accomplish this, FDOT is integrating their Complete Streets Policy into all appropriate internal planning, design, construction and operations manuals and guidelines.

The MPO supports Complete Streets as an alternative transportation strategy to balance quality of life and mobility issues. Following FDOT's lead, the MPO is drafting a Complete Streets Policy for approval by the MPO Governing Board. The policy will include Complete Streets Goals (e.g., economic revitalization, business retention and expansion, and public safety) and Complete Streets Guiding Principles (e.g. integrate land use strategies with transportation goals, create corridors that serve multimodal needs, and enhanced safety). The MPO will coordinate with FDOT to ensure the MPO's

policy comports with FDOT’s policy. Once adopted, *Transportation 2040* will be amended to include the new policy as it as a tool to guide the Complete Streets Program.

Regional Trails Program

The MPO has always been a strong proponent of a regional trail system. Work and effort by the MPO on the Central Florida Coast to Coast Connector Trail, the Wekiva Trail, the Heart of Florida Loop and other similar projects is indicative of commitment to Regional Trails Program as an alternative transportation strategy. The Lake County Trails Master Plan and the South Sumter Connector Trail are the basis of the MPO’s two-county Regional Trails Program and the foundation on which the program will build. The program will incorporate existing, planned and conceptual trails and ecological greenways that form a connected, integrated regional network. The Regional Trails Program will serve as a green infrastructure plan for the region, tying together the greenways and trails plans and planning activities of communities, throughout and beyond our planning area and be consistent with the Florida Greenways and Trails System Plan.

The intent of the Regional Trails Program is to provide a long-term vision and plan for bringing a realistic and practical approach to connectivity between schools, parks, neighborhoods, town centers, libraries, and the surrounding counties. To accomplish this, the MPO will produce a Regional Trails Policy and Regional Trails Program Guiding Principles for incorporation into *Transportation 2040* after approval by the MPO Governing Board.

Safe Schools Emphasis Program

The MPO received funding from FDOT for the Safe School Access Transportation Study (SSATS) to assess the transportation conditions of each school located within both Lake and Sumter counties. The primary goal of the SSATS was to develop transportation master plans for each school in the study area, focusing on a 10-year planning horizon. The plans were based on data collected and analyzed for each school in the study area, as well as recommendations for improvement for all modes of travel to and from the individual school sites, and within a two-mile radius of each school, which is considered the “walk zone” or the “parent responsibility zone.”

To implement the recommendations made in the SSATS, the MPO is establishing a Safe Schools Emphasis Program. The program will be used to assist the counties and municipalities identify and prioritize the most urgent needs 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 Emphasis Guiding Principles that will be incorporated into *Transportation 2040* after Governing Board adoption.

Transportation System Management and Operations (TSM&O) Program

The Federal Highway Administration (FHWA) defines Transportation Systems Management and Operations (TSM&O) as "an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system." FDOT describes it as a program based on measuring performance, actively managing the multimodal transportation network, and delivering positive safety and mobility outcomes to the travelling public in Florida.

The MPO has embraced the need to look beyond capacity improvements – there will never be enough funding available to meet all needs nor does the community vision support road widening in many situations. Just as the Complete Streets Program will address situations where road widening is not an option for congestion relief, the TSM&O Program will provide the means to mitigate congestion, reduce travel demand and optimize capacity on the existing transportation system. Examples of TSM&O strategies are Intelligent Transportation Systems (*e.g.*, traveler information, transit signal priority); Active Traffic Management (*e.g.*, variable speed signage); Incident Management; and Event Management. The will develop a TSM&O Program, Policy, and Guiding Principles that are complimentary to FHWA and FDOT definition of TSM&O. Once developed and adopted by the MPO Governing Board, Transportation 2040 will be amended to include the TSM&O Program, Policy, and Guiding Principles.

Sidewalk Program

The MPO will establish a sidewalk program to address those pedestrian needs that are not covered by one or more of the other programs. The program will be designed to address sidewalk needs in high pedestrian traffic areas that do not require a Complete Streets study or are not within the two-mile "parent responsibility zone" of the Safe School Emphasis Program. While there may be overlap of the Sidewalk Program, Complete Streets Program, and Safe School Emphasis Program, the main purpose of this separate program is to be prepared for all funding opportunities that may become available. Having a Program, Policy, and Guiding Principles will ensure readiness for any funding opportunity. Once adopted by the MPO Governing Board, *Transportation 2040* will be amended to include these Programs, Policies and Guiding Principles.

Cost Feasible Elements

Distinct from the constrained needs plan, the cost feasible plan elements identify those project priorities that can likely be funded over the next 25 years given available revenues.

The following pages include tables and maps (See Maps x and x, and Table 5x) illustrating the cost feasible plan projects. The cost feasible projects list represents the next round of projects that are likely to move into the local Capital Improvement Plans (CIPs) and the five year Transportation Improvement Plan (TIP) and are also consistent with the List of Priority Projects (LOPP).

LAKE~SUMTER MPO - **DRAFT** COST FEASIBLE PROJECTS

TABLE 1 - STATE PROJECTS (STRATEGIC INTERMODAL SYSTEM / FLORIDA'S TURNPIKE / CENTRAL FLORIDA EXPRESSWAY AUTHORITY)

Facility	From	To	Project	Current Year Cost Estimates	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
I-75 & CR 514	NEW INTERCHANGE		SIS	NEW INTERCHANGE	\$ 58.2				
US 27/SR 25	CR 561 SOUTH	FLORIDA'S TURNPIKE NORTHERN RAMPS	SIS	WIDEN ROAD (4 TO 6 LANES)	\$ 50.9				
US27 & SR19	INTERCHANGE		SIS	IMPROVEMENTS	\$ 29.1				
SR 91/FLORIDA'S TURNPIKE & US 301	INTERCHANGE		FLORIDA'S TURNPIKE	IMPROVEMENTS	\$ 29.1				
SR 91/FLORIDA'S TURNPIKE	MINNEOLA INTERCHANGE	ORANGE COUNTY LINE	SIS	WIDEN ROAD (4 TO 8 LANES)	\$ 100.9				
SR 91/FLORIDA'S TURNPIKE	SUMTER COUNTY LINE	MINNEOLA INTERCHANGE	SIS	WIDEN ROAD (4 TO 8 LANES)	\$ 315.2				
SR 91/FLORIDA'S TURNPIKE	LAKE COUNTY LINE	US 301	SIS	WIDEN ROAD (4 TO 8 LANES)	\$ 128.5				
SR 91/FLORIDA'S TURNPIKE	US 301	I-75	SIS	WIDEN ROAD (4 TO 6 LANES)	\$ 34.0				
CENTRAL FLORIDA EXPRESSWAY AUTHORITY					\$ -				

TABLE WILL BE COMPLETED UPON ADOPTION OF FDOT SIS / TURNPIKE AND CFX PLANS

TOTAL COST ESTIMATE \$ 745.90 \$ -

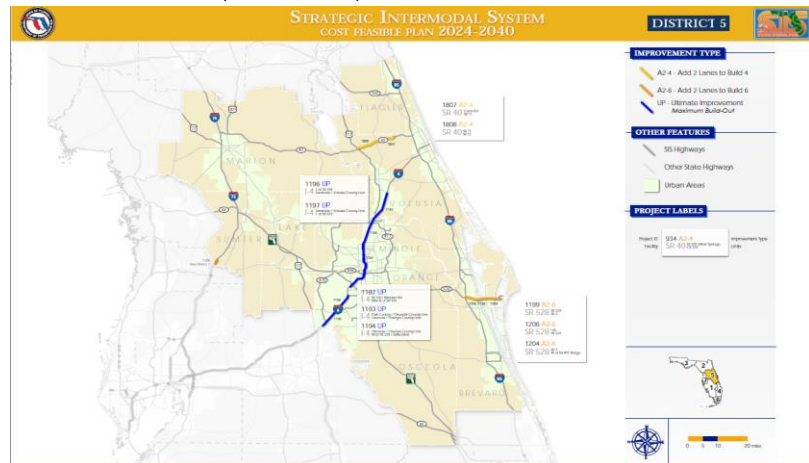
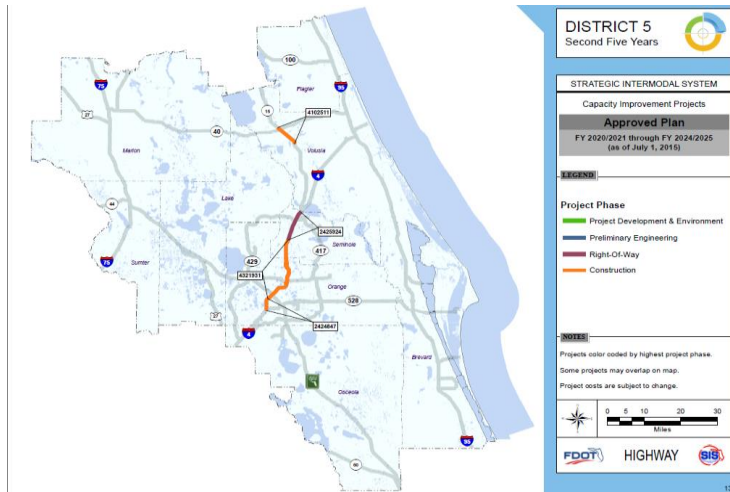


Table 2 - Other Arterial (State / Federal Funds)

Facility	From	To	County	Project	Current Year Cost Estimates	Year of Expenditure Cost Estimates	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
US 301 & C-472	INTERSECTION		SUMTER	SIGNAL/INTERSECTION IMPROVEMENTS	\$ 2.1	\$ 2.5	PD&E	PE / ROW / CST	-	-	-
SR 44	ORANGE AVENUE	US 441	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 18.5	\$ 23.5	PD&E / PE / ROW	CST	-	-	-
SR 50/SR 33	CR 565 (VILLA CITY ROAD)	BROWN STREET	LAKE	NEW 4 LANE ROAD	\$ 33.8	\$ 38.0	PD&E / PE	ROW / CST	-	-	-
US 301/SR 35	SR 44	C-470 W	SUMTER	WIDEN ROAD (2 TO 4 LANES)	\$ 51.1	\$ 72.4	PD&E / PE	ROW	CST	-	-
US 301 & CR 525E	INTERSECTION		SUMTER	SIGNAL/INTERSECTION IMPROVEMENTS	\$ 1.9	\$ 2.8	PD & E	PE	CST	-	-
US 441	SR 44	SR 46	LAKE	WIDEN ROAD (4 TO 6 LANES)	\$ 14.6	\$ 26.4	PD&E / PE	-	-	CST	-
C-470	TURNPIKE WEST RAMPS	CR 527	SUMTER	WIDEN ROAD (2 TO 4 LANES)	\$ 45.5	\$ 83.1	PD&E	-	-	PE / ROW / CST	-
CR 470	TP WEST RAMPS	CR 33	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 18.4	\$ 34.6	PD&E / PE	-	-	ROW / CST	-
SR 44 & US 27	INTERSECTION		LAKE	UPGRADE INTERSECTION	\$ 0.4	\$ 0.7	PD&E / PE / ROW	-	-	CST	-
US 441/SR 500	PERKINS STREET	SR 44	LAKE	WIDEN ROAD (4 TO 6 LANES)	\$ 8.7	\$ 19.1	PD&E / PE / ROW	-	-	CST	-
CR 48	EAST OF US 27 (PALATLAKAHA BRIDGE)	CR 33	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 7.5	\$ 16.5	PD&E / PE	-	-	ROW	CST
SR 19	CR 561	CR 48	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 41.7	\$ 91.8	PD&E / PE	-	-	-	PD&E / PE / ROW / CST
SR 50	HERNANDO CO	CR 33	SUMTER	CORRIDOR IMPROVEMENT	\$ 33.7	\$ 74.0	-	-	-	-	PD & E / PE / ROW / CST
LAKE ORANGE PARKWAY	US 27	ORANGE COUNTY LINE	LAKE	NEW 4 LANE ROAD	\$ 85.5	\$ 188.1	-	-	-	-	PD & E / PE / ROW / CST
SR 44	SR 44 & ORANGE AVENUE	CR 46A	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 8.1	\$ 17.9	-	-	-	-	PD & E / PE / ROW / CST
SR 19	SR 50	CR 455	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 62.5	\$ 137.4	-	-	-	-	PD & E / PE / ROW / CST

Total \$ **202.31** \$ **302.50**
Other Arterial Funds \$ **303.50**
Balance (+ / -) \$ **1.00**

(PROJECTS THAT ARE COST FEASIBLE BY 2040)

TABLE 3 - MPO AREA ALTERNATIVE TRANSPORTATION STRATEGIES

Program						Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
REGIONAL TRAILS PROGRAM										
COMPLETE STREETS AND SIDEWALKS PROGRAM										
SAFE SCHOOLS EMPHASIS PROGRAM										
TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS PROGRAM										
SIDEWALK PROGRAM										

Boxed Funds - Prioritized Annually in the MPOs List of Priority Projects

TABLE 4 - MPO AREA TRANSIT (FEDERAL FUNDS)

Facility				Project			Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE~SUMTER TRANSIT DEVELOPMENT PLAN											

Adopted Lake~Sumter TDP

TABLE 5 - LAKE COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

Facility				Project	Total Needs Cost Estimate		Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE COUNTY				LOCAL PROJECTS	\$ 282.90						
LAKE COUNTY BRIDGES				LOCAL PROJECTS	\$ 6.00						
TOTAL (COST ESTIMATE)					\$ 288.90						

Local / Developer Funded

TABLE 6 - SUMTER COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

Facility				Project	Total Needs Cost Estimate		Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
SUMTER COUNTY				LOCAL PROJECTS	\$ 113.70						
SUMTER COUNTY BRIDGES				LOCAL PROJECTS	\$ 5.00						
TOTAL (COST ESTIMATE)					\$ 118.70						

Local / Developer Funded

Unfunded Needs

The long term strategies for addressing unfunded transportation needs include:

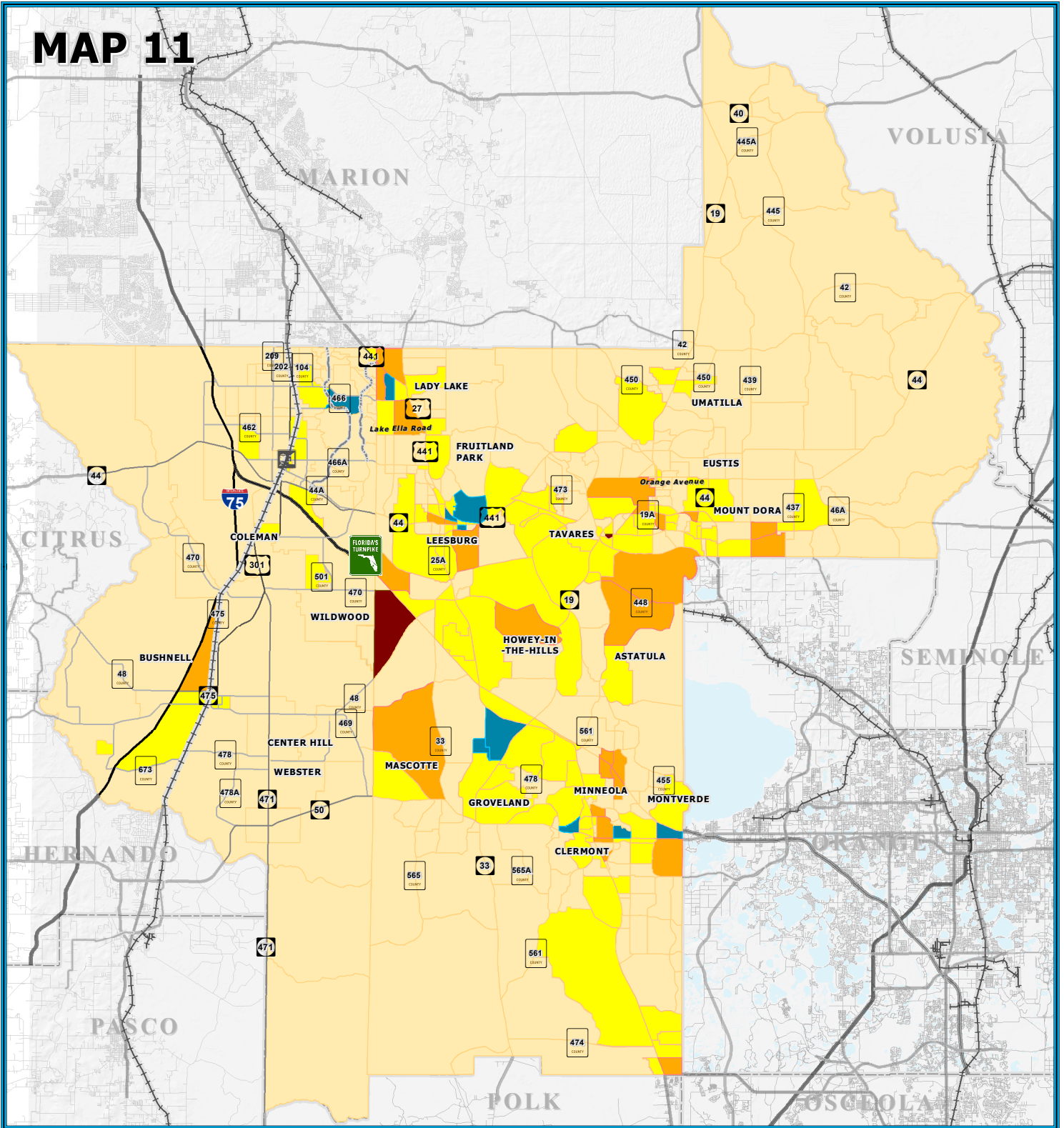
- Continued coordination with member jurisdictions to seek public-private partnerships to fund future roadway, transit and bicycle and pedestrian needs associated with new growth plans.
- Continued emphasis on exploring creative funding strategies and approaches to increase local revenues for transportation funding.
- Continued coordination with member jurisdictions on coordinated land use and transportation planning to encourage non-vehicular modes of travel.



TOTAL EMPLOYMENT YEAR 2010



MAP 11



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station -Bus Service Only
- Active Railroad

TOTAL EMPLOYMENT YR2010

- 0 - 500
- 501 - 1500
- 1501 - 2500
- 2501 - 4500
- 4501 - 16000

DRAFT

1 INCH EQUALS 8 MILES

MAP COMPOSITION:
SEPTEMBER, 2015

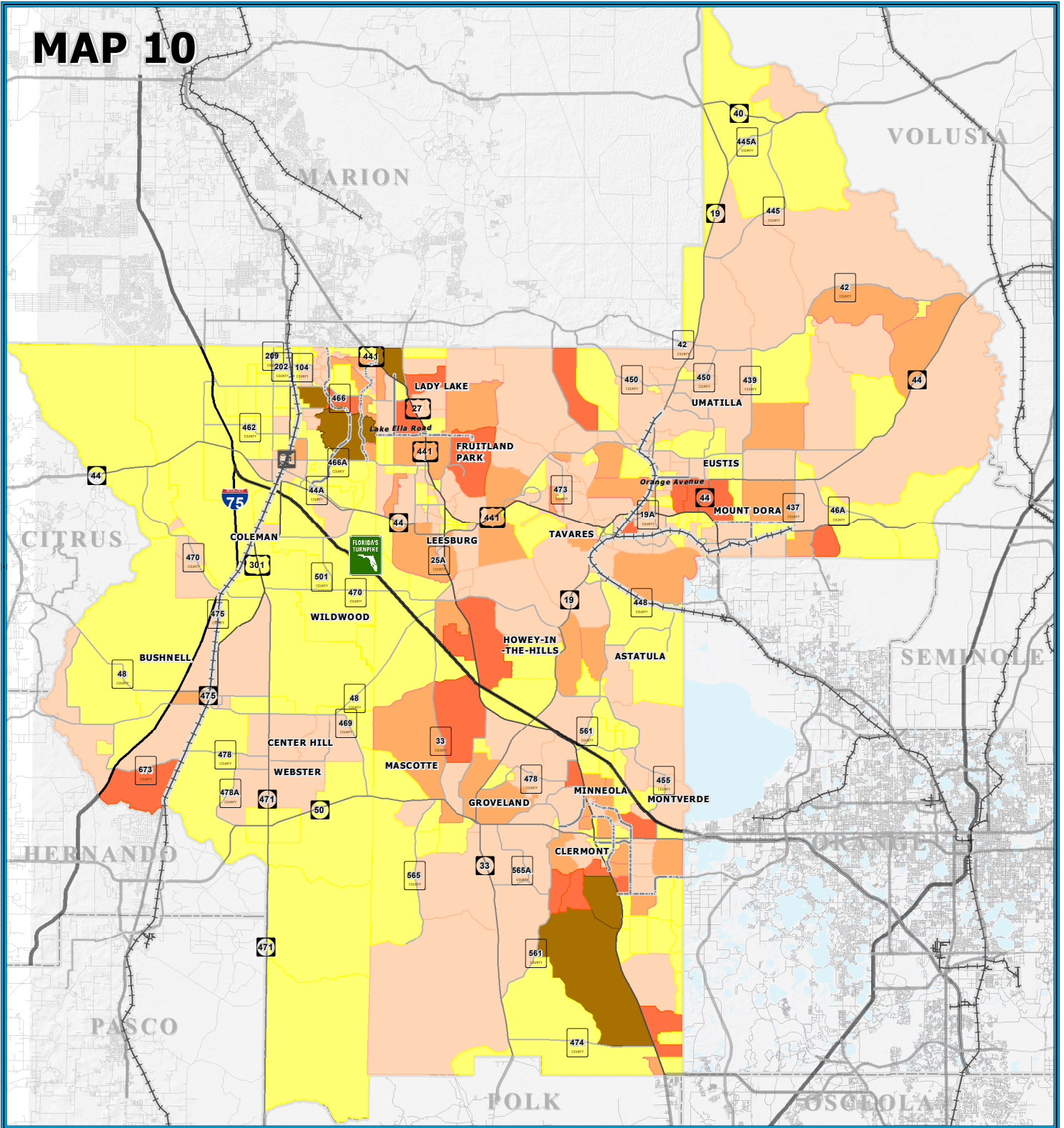




TOTAL POPULATION YEAR 2010



MAP 10



- LEGEND:**
- County Road
 - State Road
 - US Highway
 - Interstate
 - Turnpike
 - Water Body
 - County Delineation
 - Amtrak Station
 - Bus Service Only
 - Active Railroad

TOTAL POPULATION YR2010

	0 - 500		2501 - 4500
	501 - 1500		4501 - 16000
	1501 - 2500		

DRAFT

1 INCH EQUALS 8 MILES

MAP COMPOSITION:
SEPTEMBER, 2015

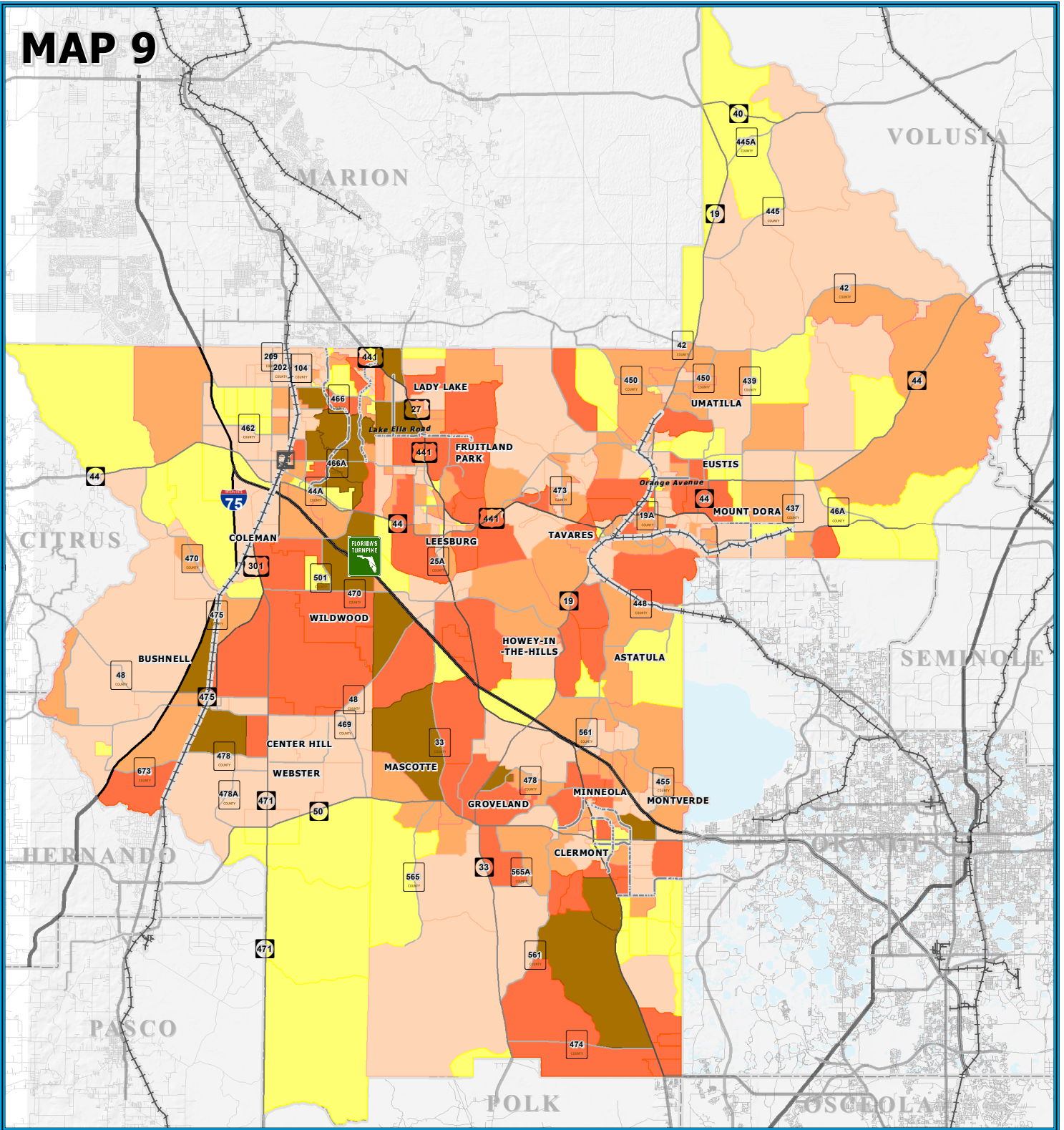




TOTAL POPULATION YEAR 2040



MAP 9



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad

TOTAL POPULATION YR2040

- 0 - 500
- 501 - 1500
- 1501 - 2500
- 2501 - 4500
- 4501 - 16000

DRAFT

1 INCH EQUALS 8 MILES

MAP COMPOSITION:
SEPTEMBER, 2015

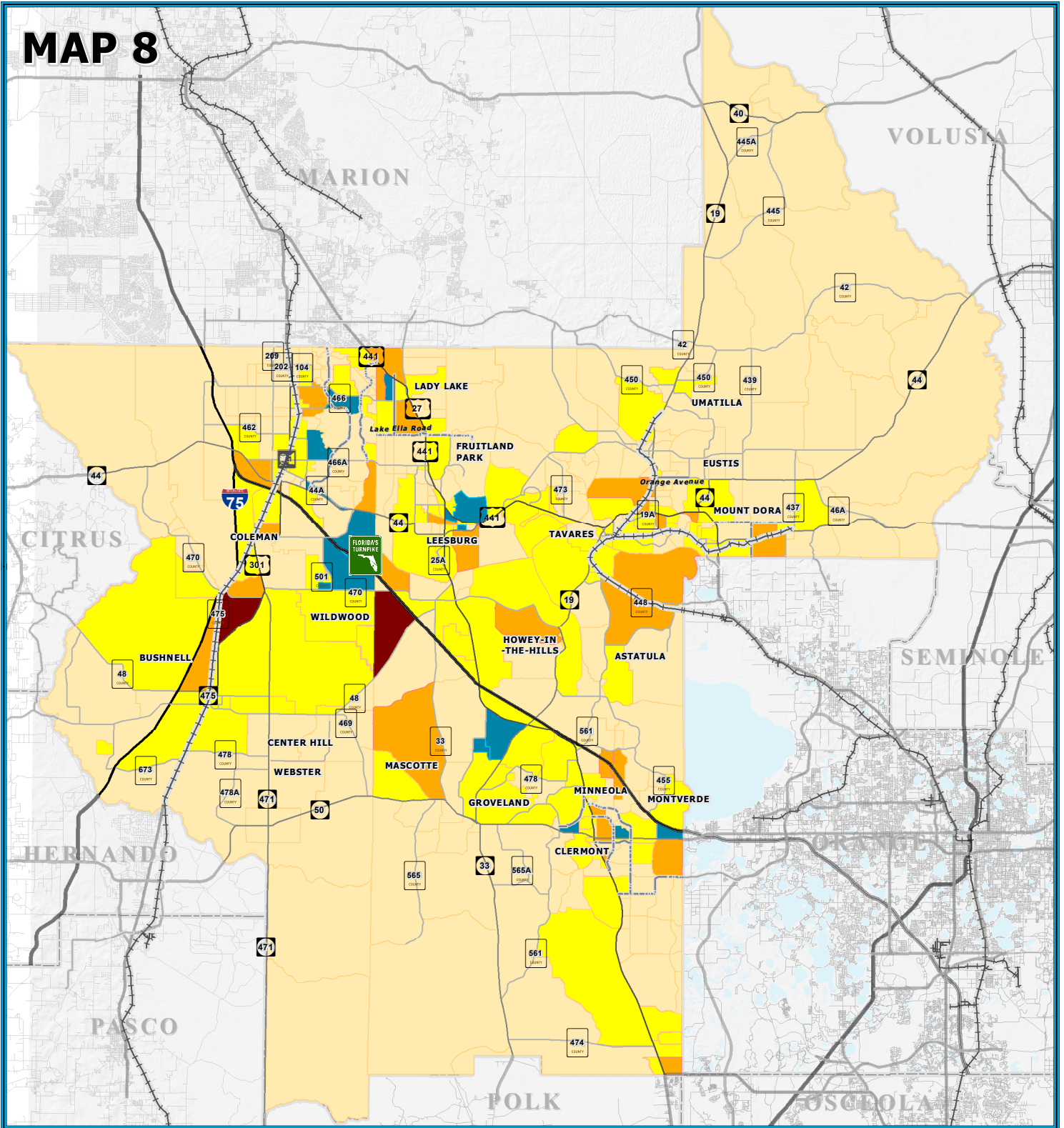




TOTAL EMPLOYMENT YEAR 2040



MAP 8



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station -Bus Service Only
- Active Railroad

TOTAL EMPLOYMENT YR2040

- 0 - 500
- 501 - 1500
- 1501 - 2500
- 2501 - 4500
- 4501 - 16000

DRAFT

1 INCH EQUALS 8 MILES

MAP COMPOSITION:
SEPTEMBER, 2015

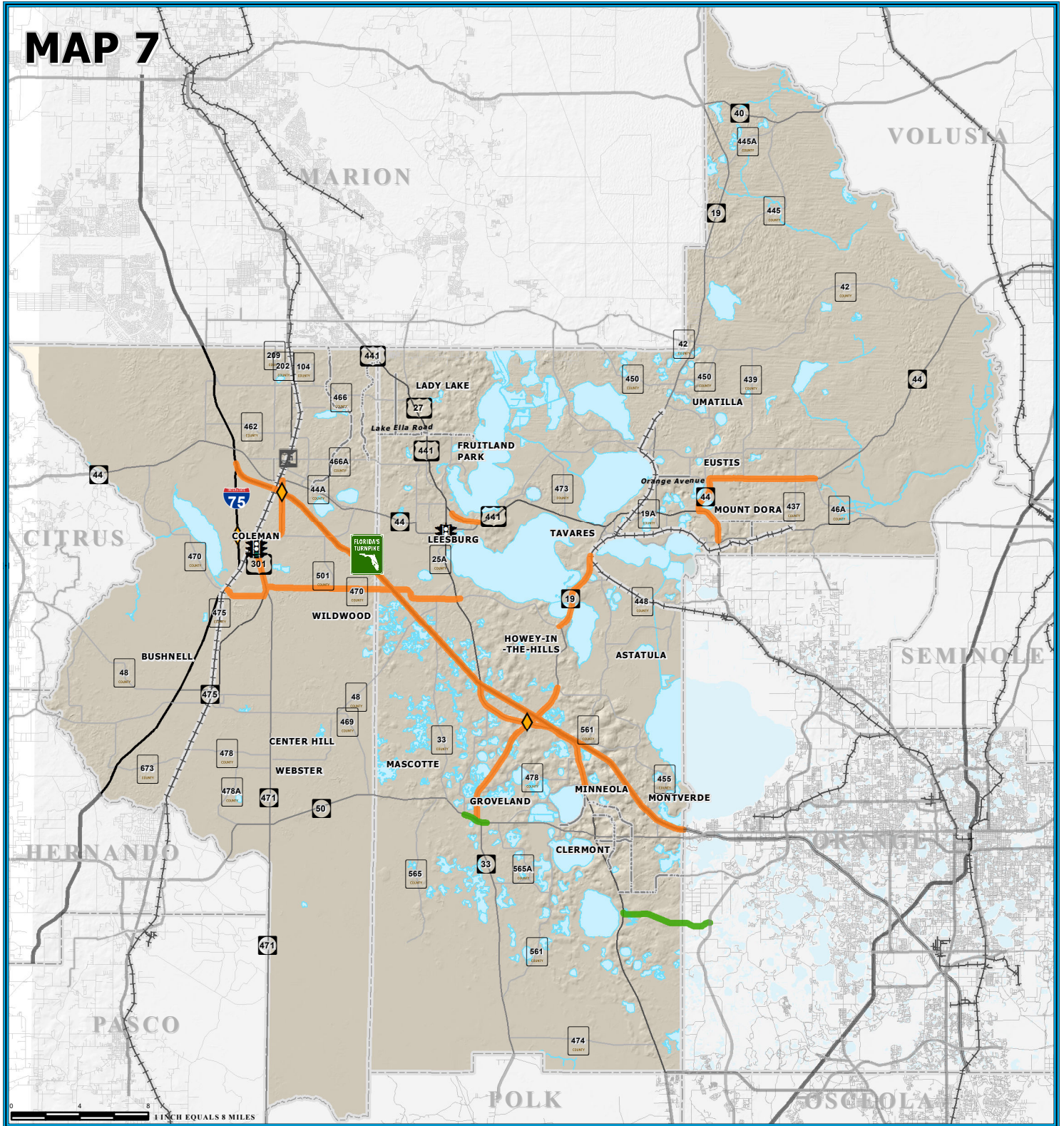




COST FEASIBLE PLAN



MAP 7



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad
- Road Widening
- New Road
- Interchange
- Replace Bridge
- Intersections (Traffic Signals/Turn Lanes)

DRAFT

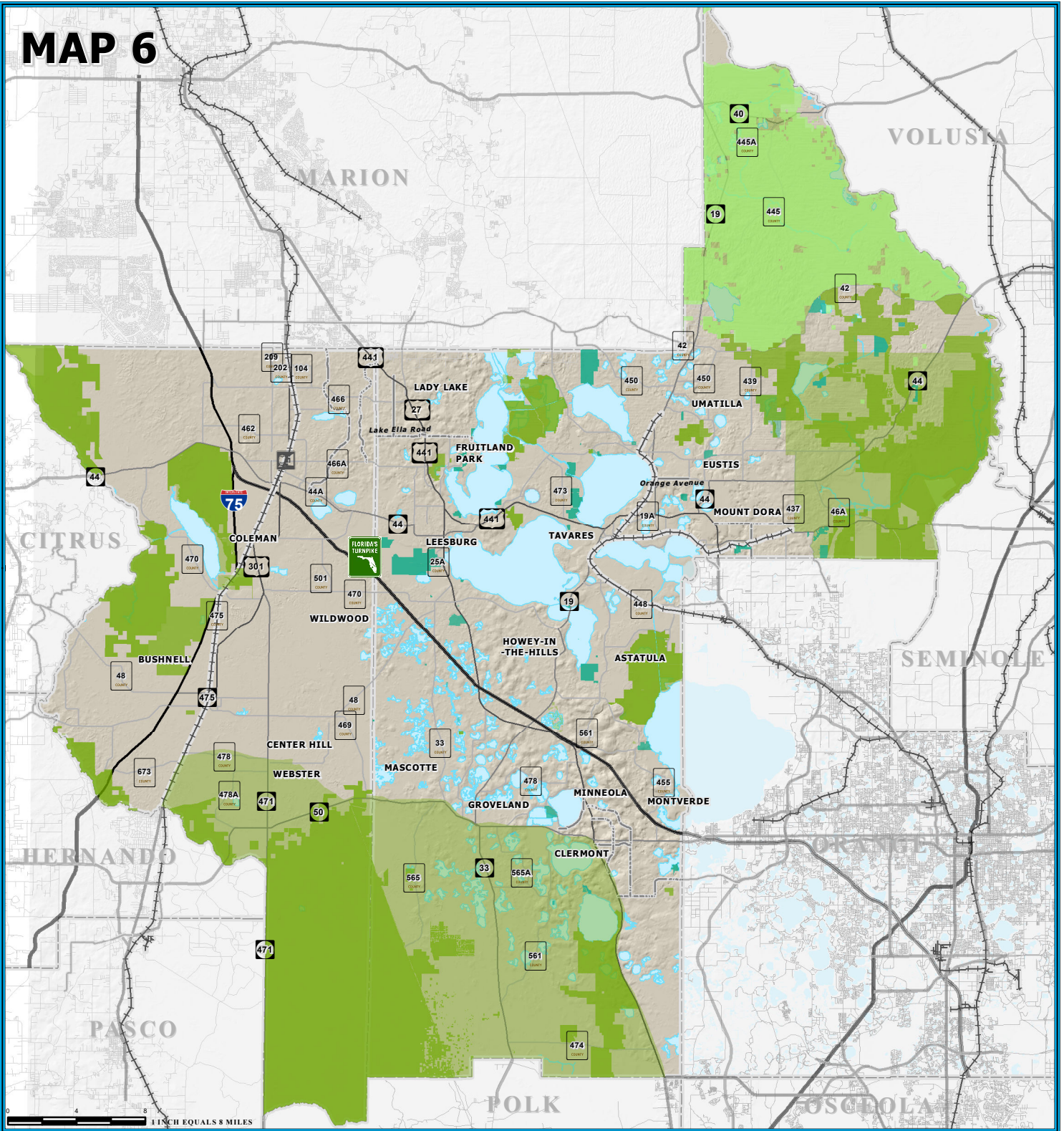
MAP COMPOSITION:
SEPTEMBER, 2015



ENVIRONMENTALLY PROTECTED AREAS



MAP 6



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station -Bus Service Only
- Active Railroad
- Public Lands Managed by Federal Agency
- Public Lands Managed by State Agency
- Public Lands Managed by Local Agency

DRAFT

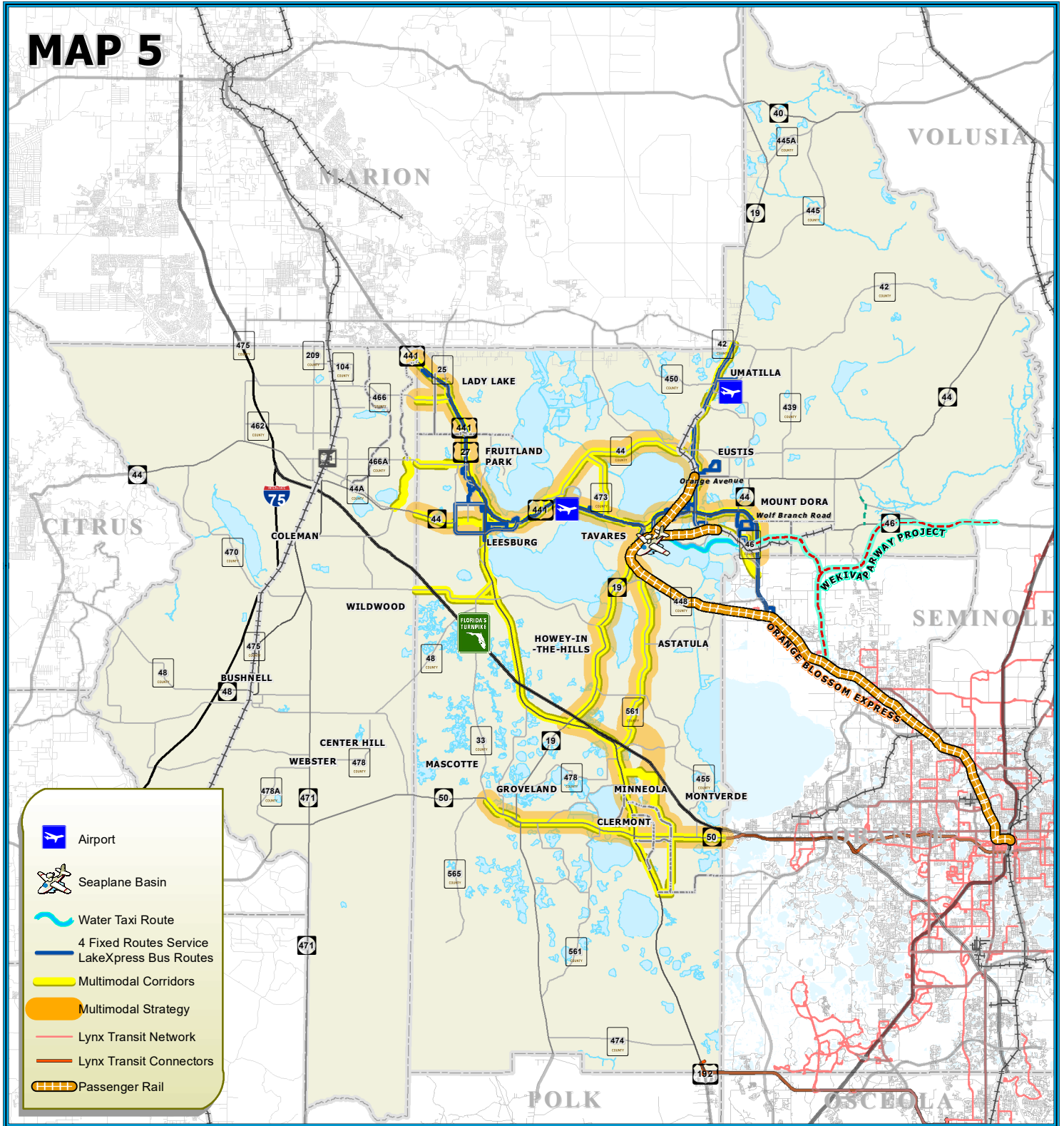
MAP COMPOSITION:
SEPTEMBER, 2015



TRANSIT NETWORK NEEDS PLAN



MAP 5



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Bus Service Only
- Active Railroad



DRAFT

1 INCH EQUALS 8 MILES

MAP COMPOSITION: SEPTEMBER, 2015

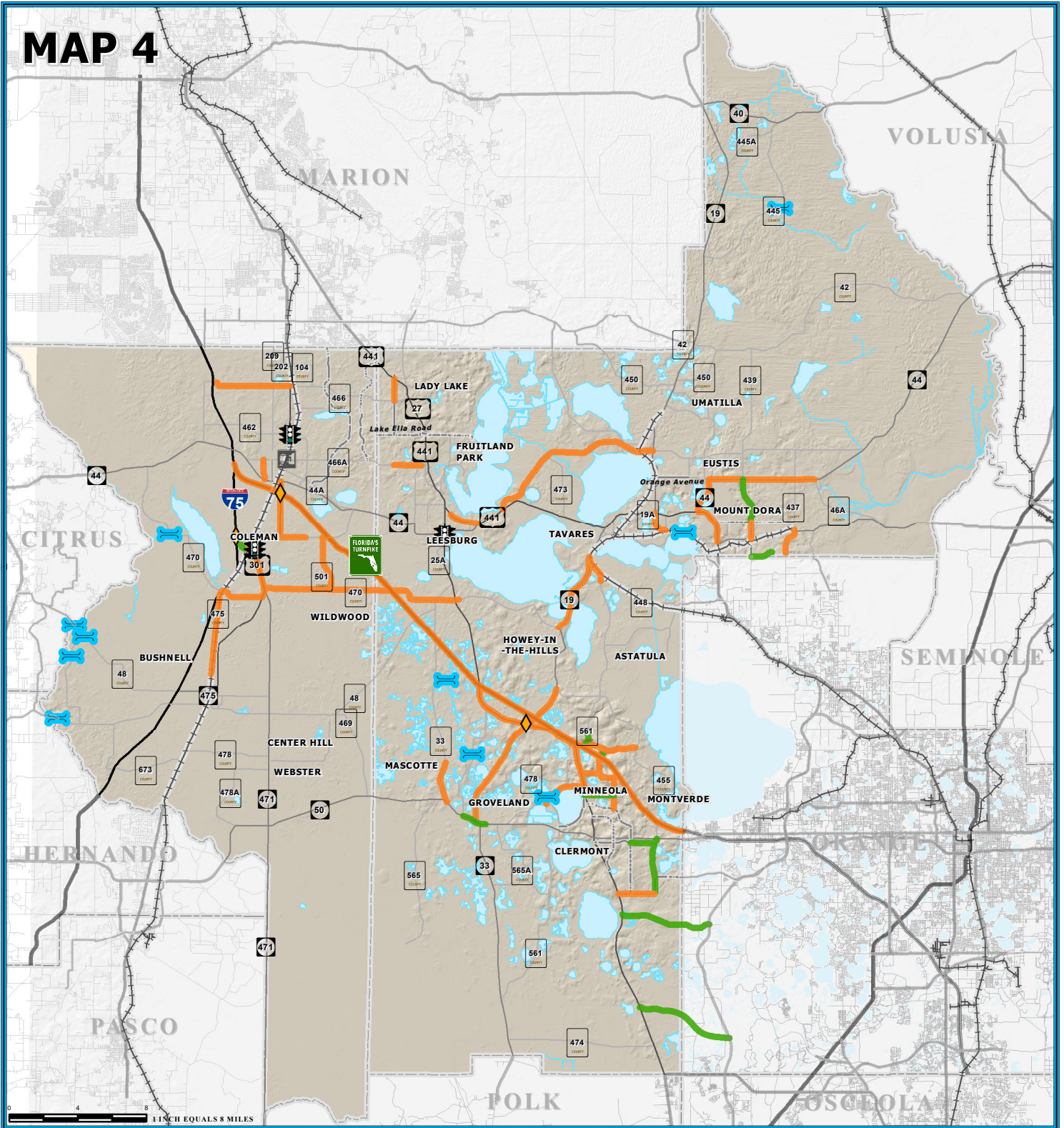




ROADWAY NEEDS PLAN



MAP 4



- LEGEND:**
- County Road
 - State Road
 - US Highway
 - Interstate
 - Turnpike
 - Water Body
 - County Delineation
 - Amtrak Station
 - Bus Service Only
 - Active Railroad
 - Road Widening
 - New Road
 - Interchange
 - Replace Bridge
 - Intersections (Traffic Signals/Turn Lanes)

DRAFT

MAP COMPOSITION:
SEPTEMBER, 2015

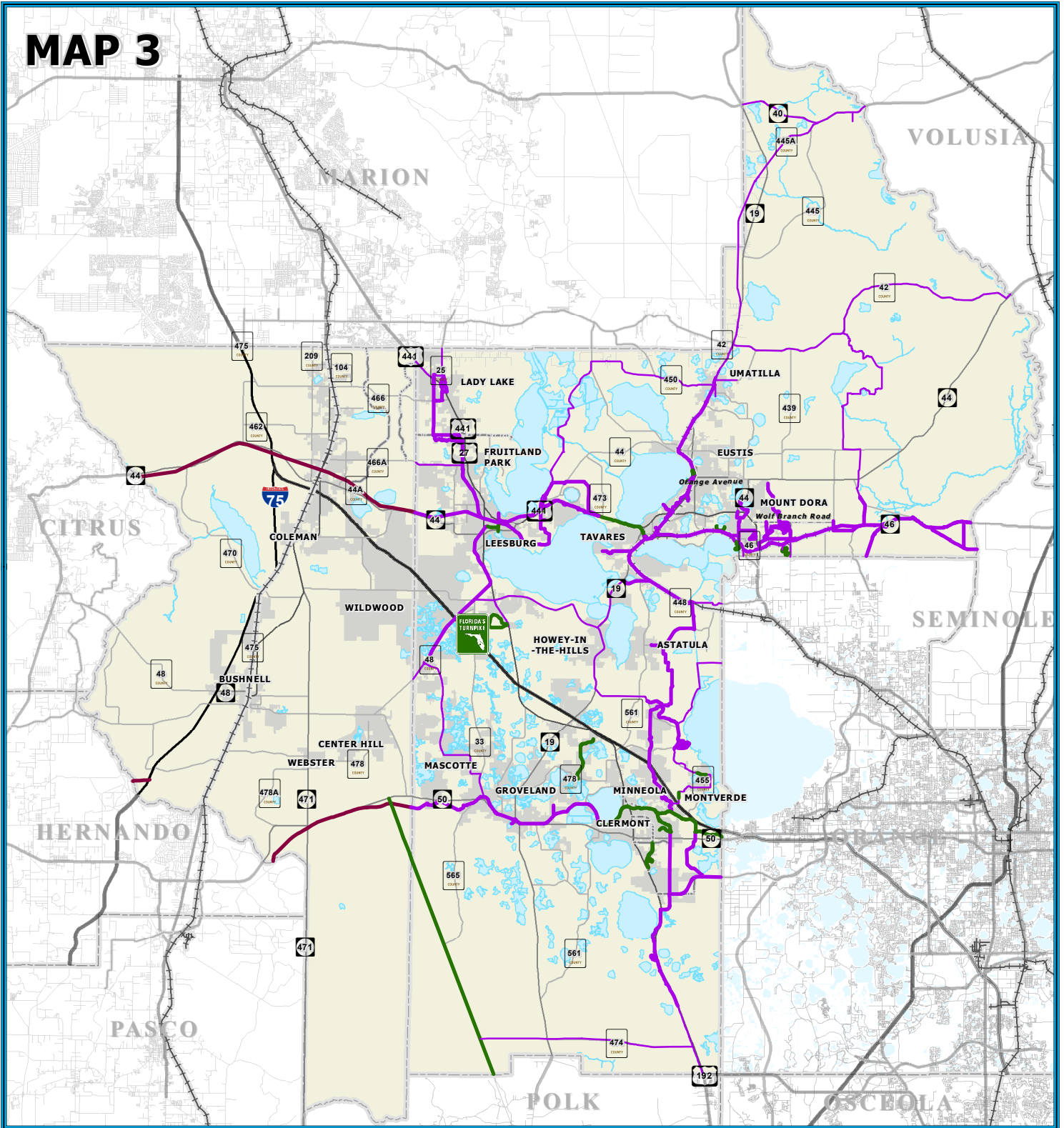




REGIONAL MULTIUSE TRAILS NETWORK



MAP 3



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike

- Water Body
- County Delineation
- Active Railroad

Multiuse Trail Status

- EXISTING TRAIL
- PLANNED TRAIL

MAP COMPOSITION:
SEPTEMBER, 2015

DRAFT

1 INCH EQUALS 8 MILES

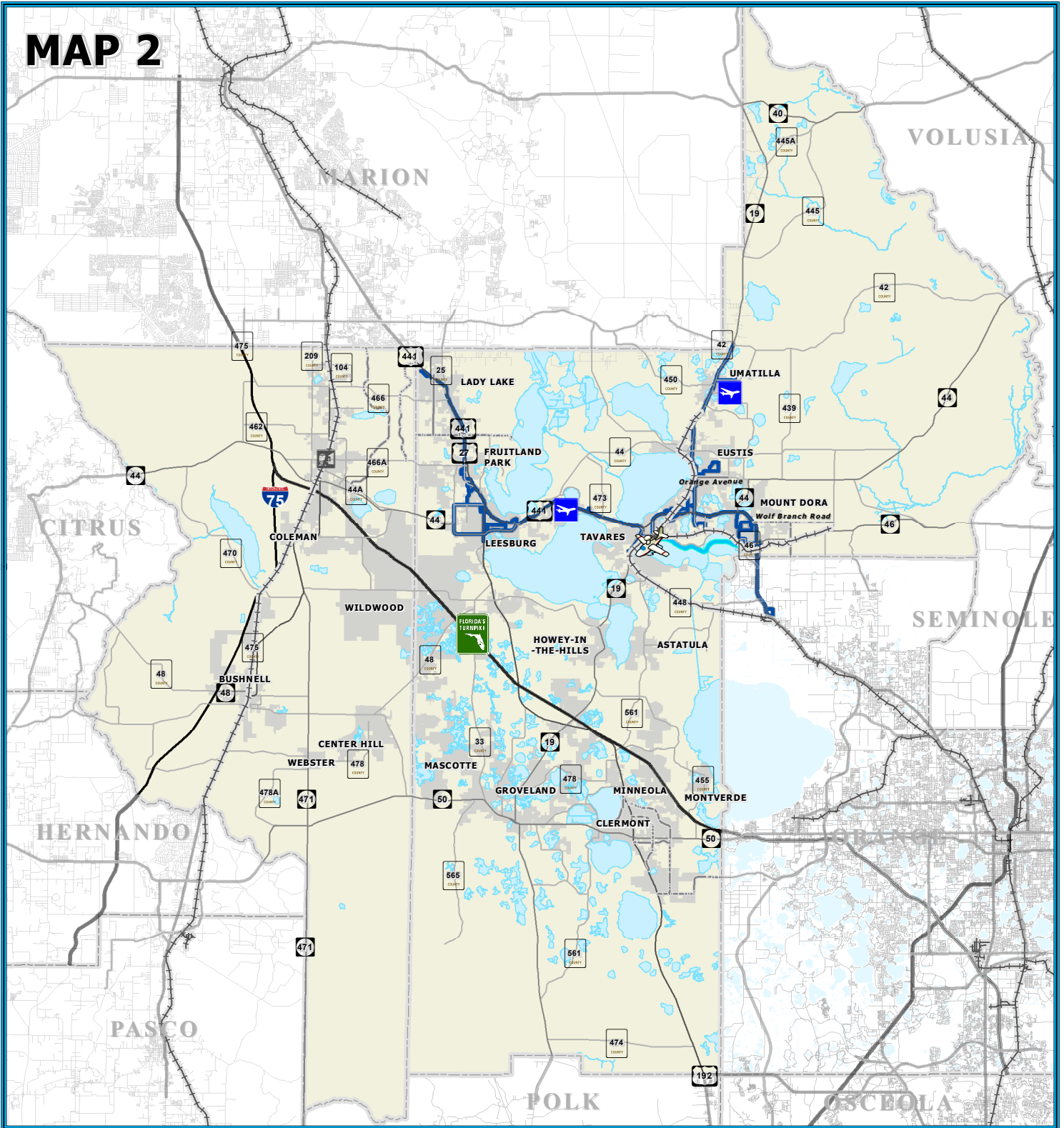




EXISTING TRANSIT AND INTERMODAL



MAP 2



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station
- Active Railroad
- Airport
- Seaplane Basin
- Water Taxi Route
- 4 Fixed Routes Service
- LakeXpress Bus Routes

DRAFT
1 INCH EQUALS 8 MILES

MAP COMPOSITION:
SEPTEMBER, 2015

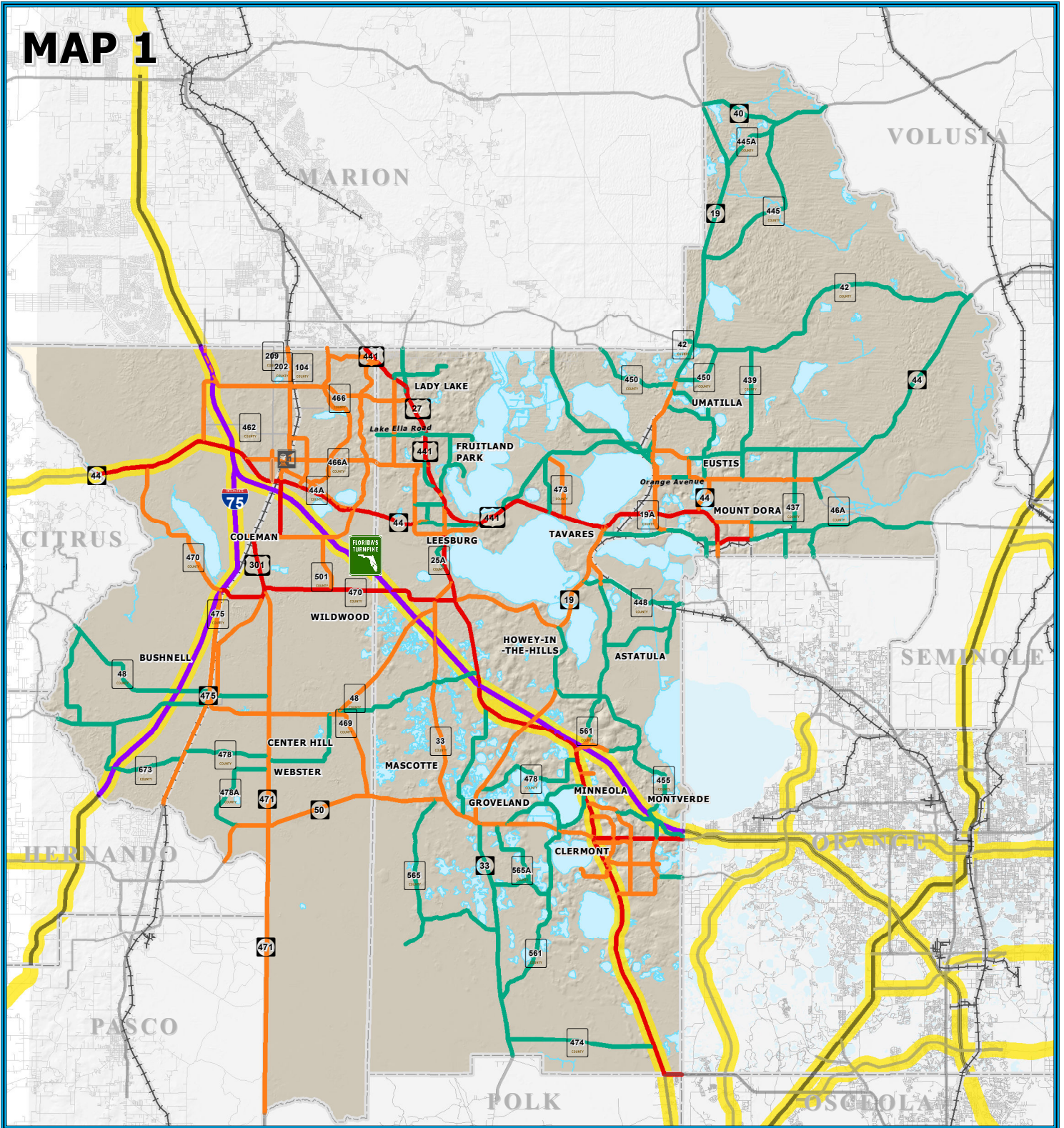




REGIONAL ROADWAY NETWORK



MAP 1



LEGEND:

- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Water Body
- County Delineation
- Amtrak Station -Bus Service Only
- Active Railroad

MAXIMUM LANE CONSTRAINTS

- 8 Lanes *FUTURE* 6 Lanes SIS Corridor
- 6 Lanes *FUTURE* 4 Lanes
- 4 Lanes *FUTURE* 2 Lanes
- 2 Lanes

DRAFT

1 INCH EQUALS 8 MILES

MAP COMPOSITION:
SEPTEMBER, 2015





**Lake~Sumter Metropolitan Planning Organization
Draft 2016 Legislative Priorities**

Presented to Governing Board October 28, 2015

- 1. Restore Funding for the Transportation Regional Incentive Program (TRIP)**
- 2. Support Continued Funding for the Central Florida Coast-to-Coast Trail and Other Regional Trail Projects such as the Heart of Florida Loop**
- 3. Enhance and Protect the State Transportation Trust Fund and the Transportation Disadvantaged Trust Fund**
- 4. Set Statewide Goals to Reduce Florida's Bicycle and Pedestrian Fatalities.**
- 5. Establish as a Primary Offense the Use of Electronic Wireless Devices While Driving**



Lake~Sumter Metropolitan Planning Organization Draft 2016 Legislative Positions

Presented to Governing Board October 28, 2015

STATEWIDE TRANSPORTATION FUNDING

- 1. Support Continued Funding for the Central Florida Coast-to-Coast Trail and Other Regional Trail Projects such as the Heart of Florida Loop**

The Development of the Coast to Coast Connector, the Heart of Florida Loop and other trails of statewide significance will provide an international attraction for ecotourism. Great momentum is underway in the closing of gaps in the Coast to Coast Trail between existing trails from Brevard County to Pinellas County. The largest gap is in southern Sumter County and Lake County.

- 2. Restore Funding for the Transportation Regional Incentive Program (TRIP)**

Since created by legislation in 2006, the Transportation Regional Incentive Program has effectively catalyzed regional transportation planning and the development of regional transportation projects. However, the TRIP has only been effective when fully funded. The 50 percent of state matching grant funding has attracted considerable investment by local governments and by the private sector for regional transportation projects like roadway projects connecting counties.

- 3. Index Local Option Fuel Taxes**

The State of Florida long ago passed legislation to index state fuel taxes according to the Consumer Price Index. State gas taxes increase in Florida each year at a reasonable rate due to this indexing. Legislation is needed to provide the same annual indexing 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.

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

State transportation dollars are integral to catalyzing economic growth throughout the state. Diversions of trust fund dollars have long-term impacts on Florida's economy and create opportunity costs for economic development. Allow the trust fund to be a dependable source for vitally-needed transportation infrastructure.

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.

6. Establish as a Primary Offense the Use of Electronic Wireless Devices While Driving

Currently a secondary offense, the use of electronic wireless devices while driving leads to distracted drivers who may be manually texting, emailing, messaging, etc. Bills increasing the penalty have been introduced in 2014 and 2015. The strengthening of the 2013 "Florida Ban on Texting While Driving Law" by establishing the violation as a primary offense would lead to stronger enforcement.

REGIONAL PROJECTS

1. Lake County CR 466A, Phase 3, Widening in Fruitland Park

The east-west regionally-significant county road connects The Villages east through Fruitland Park to US 27/441. Widening to four lanes has advanced such that two phases are now funded for construction. State funding is sought for the final phase, which is less than two miles in length.

2. Citrus Grove Road (Lake County)

With the Minneola Interchange project moving forward, Florida's Turnpike in 2017 will see the opening of a new connection in South Lake. Citrus Grove Road is a planned four-lane east-west connection between the new interchange and US 27. Design of the roadway is moving forward. Funding for right-of-way and construction is needed.

3. Wekiva Trail (Mount Dora and Lake County)

With study underway and design to begin in 2016, funding for right-of-way and construction is needed in order to connect downtown Mount Dora to the Coast to Coast Connector Trail in both Seminole and Orange counties.

4. Round Lake Road (Lake County)

With the Wekiva Parkway project moving closer to reality, the new SR 46 from the new SR 429 will be complete in 2019. Round Lake Road provides north-south access to SR 46 and the future Wekiva Parkway. Round Lake Road could provide more effective access if the roadway were to be extended two miles north to SR 44, thus opening regional access for much of eastern Lake County. The roadway extension would also serve Mount Dora's future employment center, Wolf Branch Innovation District. State support is sought for this future regionally-significant corridor.

STATEWIDE POLICY

1. Amend Statute: 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. The Florida League of Cities has supported a bill that would expand eligibility to municipalities with a population of at least 150,000.

2. Maintain Weight Limits for Commercial Trucks on State Facilities and Monitor Truck Lengths

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. MPO supports maintaining the current weight limits and encourages an assessment of fiscal impact of the recent increase in allowable truck weights. In addition, double-trailer and triple-trailer trucks are becoming more common on major highways such as interstate highways and Florida's Turnpike. Additional regulations may be needed to limit the use of or prohibit such trucks on certain state and local roadways.

3. 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.

4. Bicyclist and Pedestrian Safety

Building on the announcement of the "Complete Streets Policy" adoption by FDOT, the Florida Legislature should create legislation to address the Sunshine State's #1 ranking in the "Dangerous by Design" report. Florida has been #1 in bicycle and pedestrian fatalities for too long. The legislature should set statewide goals and a deadline to reduce Florida's bicycle and pedestrian fatalities.

PROJECT UPDATES

- **US 301 Project Development and Environment Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida’s Turnpike Interchange Improvements**
US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study is in the early stages. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida’s Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment for east of Coleman
- **I-75/CR 514 Interchange Planning (Sumter County near Coleman)**
Staff is coordinating with Sumter County, FDOT and the Federal Highway Administration on an Interchange Justification Report and on an upcoming study of a potential new interchange with I-75 west of Coleman at CR 514. This effort will be coordinated with the US 301 study.
- **C-470 Study**
FDOT has commenced a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida’s Turnpike. The study will look at future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County.
- **Wekiva Parkway Project**
FDOT and the Central Florida Expressway Authority are now moving into the right-of-way acquisition phase for most segments of the project. Construction is underway by CFX from US 441 north toward Kelly Park Road. Construction of FDOT segments will be substantially underway by 2017.
- **Trails: Central Florida C2C Trail and Wekiva Trail**
Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail recently received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Meanwhile, the Wekiva Trail has two segments of four committed for construction to be complete by 2019. The other two segments are funded in 2016 for the design phase.
- **Minneola Interchange: Florida’s Turnpike/North Hancock Road/Citrus Grove Road**
Florida’s Turnpike Enterprise has selected a firm to design and build the interchange. The FDOT TRIP grant for North Hancock Road will allow Lake County to meet FTE’s timeline for construction to be complete by the end of 2016. Lake County’s commitment will extend North Hancock Road from CR Old 50 to north of Fosgate Road. From that point north, the roadway would be included as part of the FTE design-build project. The final portion of the roadway, the extension of the roadway north from the interchange to CR 561A, will be constructed by the Hills of Minneola landowner. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, which is soon under design.
- **Lake-Orange Parkway (US 27 to SR 429)**
The Orange-Lake Parkway Partners, LLC, is preparing an environmental report and the LLC is working with Florida’s Turnpike on a traffic and revenue study to determine the viability of a potential toll road between US 27 in Clermont east to SR 429 just south of Winter Garden. A \$28.5 million State Infrastructure Bank loan is currently programmed in the FDOT program for the LLC of landowners to accomplish the potential projects. Meanwhile, the Central Florida Expressway Authority has agreed to include the concept in the authority’s 2040 Master Plan and to examine concepts for the potential roadway. Therefore, multiple options are being explored to satisfy this regional need that would catalyze the northern corridor of the Wellness Way Sector Plan.
- **SR 50 Corridor Study**
SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The study will look at safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest. A public meeting will be held at Mascotte Civic Center Thursday, October 29, from 6 to 8 p.m.