

2035 TRANSPORTATION PLAN & LAND USE WORKSHOP

DISCUSSION QUESTIONS

NORTH LAKE SUMTER TASK FORCE DISCUSSION SUMMARY

LAND USE

Two differing approaches to developing Future Land Use projections have been presented today. Which do you believe will provide for the most accurate forecast, resulting in a 2035 Transportation Plan that balances the needs and desires of the Lake~Sumter planning area?

- The Villages should be involved in the data development process and its land uses need to be accounted for appropriately.
- Prisoners are a concern in Sumter County. How are they projected by BEBR? We need to ensure that prisoners are not making trips. We also need to take into consideration whether or not certain land uses are appropriate in the areas surrounding a prison.
- Wildwood has developed future data projections of its own and is not, necessarily, a "fan" of the LUCIS approach.
- Wildwood feels that it is appropriate to develop within the CR 468 and 470 corridors, despite being a significant distance south from its historic downtown area. The LUCIS Model did not allocate sufficient land use to these areas.
- Sumter County agrees with Wildwood that the data presented is not what they envision.
- Discussions are ongoing between the County and Cities and land use decisions are pending. Ideally, the MPO needs to wait for this process to complete before determining the land use for the 2035 Transportation Plan.
- The MPO will work with Sumter and Wildwood to ensure that the appropriate land uses are applied when moving forward with the 2035 Transportation Plan development.
- There was not much feedback received from the Lake County side.

FUNDING

With a clear shortfall in funding, how would you suggest that we fill the gap for transportation? What types of funding sources do you feel are most appropriate?

- First and foremost, a business plan should be developed that shows how things are going to be funded and through what means (sources). Establish a "funding paradigm."
- Impact fees could be increased.
- Property taxes could go towards transportation.
- Non-Impact Fee Developer Based funding should be sought when possible and appropriate, i.e., Proportionate Share (DRIs) and Proportionate Fair Share.
- CDDs, MSTUs & MSBUs have the added benefit of being bondable.
- Tolls could be implemented, as well, where appropriate (existing roads, new roads, new lanes on existing roads, etc.).
- Questions arose as to whether certain toll road projects are still being considered:
 - Extension of Florida Turnpike, I-75 west to US 19 This proposed expansion was studied 10-15 years ago.
 - Extension of SR 408, Florida Turnpike west to the coast Florida's Future Corridors (2006), Green Swamp and Withlacoochee Forest obstacles.

ROADWAYS

What roadway improvements that you have heard discussed the MPO level would you consider as imperative or unavoidable due to safety, congestion, economic development, etc.?

- I-75
- Florida's Turnpike
- US 301
- US 441
- CR 48
- CR 466A
- CR 470

What roadway improvements that you have heard discussed at the MPO level should be removed from consideration due to environmental, physical, fiscal or policy constraint, or any other reason?

None

TRANSIT

In addition to US 441 and SR 50, what corridors do you see as future mass transit corridors with potential for fixed guide-way systems?

- Passenger rail potential for CSX S-Line through downtown Wildwood?
- BRT throughout Wildwood-North Sumter area. Connections to Lake along US 27/441 (LakeXpress).

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