Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

June 3, 2013

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: TIGER Discretionary Grant Application for the Minneola Area Economic Development Facility

Dear Mr. Secretary:

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise in coordination with Lake County, Florida, is pleased to submit this application for a TIGER Discretionary Grant from the National Infrastructure Investment funding under Title VIII of The Further Continuing Appropriations Act (Pub. L. 113-6).

The proposal, the Minneola Area Economic Development Facility project, improves and extends a local roadway, and connects to the planned regional interchange located at Milepost 279 on Florida's Turnpike.

This project has a benefit/cost ratio of 5.1, has strong local support, and will facilitate the development of this area of Lake County as a major regional economic activity center to the Greater Orlando Urban Area.

If you have any questions or need additional information, please contact Rebekah Hammond at (407) 264 – 3832 or rebekah.hammond@dot.state.fl.us.

Sincerely,

for Ananth Prasad, P.E.
Secretary

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

DELEGATION OF AUTHORITY

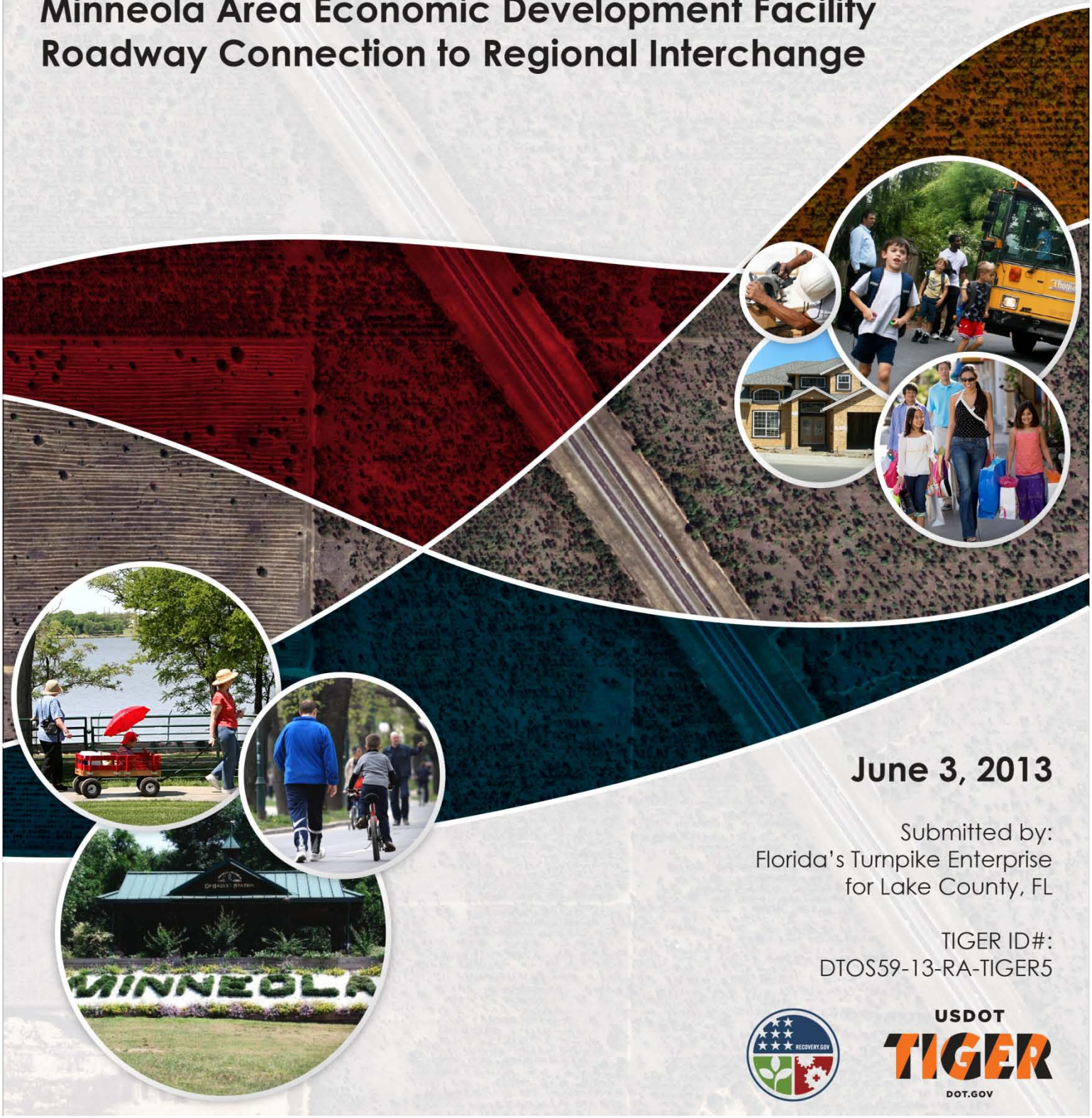
I, Ananth Prasad, P.E., Secretary of the Florida Department of Transportation, delegate to Brian Blanchard, as the Assistant Secretary for Engineering and Operations, and Brian Peters, as the Assistant Secretary for Finance and Administration, the authority and responsibility to take action on my behalf at anytime during my absence from the Department headquarters in Tallahassee. I also rescind any prior delegations to the contrary.

Ananth Prasad, P.E., Secretary
Florida Department of Transportation

7-10-2012
Date

In Partnership With

Minneola Area Economic Development Facility
Roadway Connection to Regional Interchange



June 3, 2013

Submitted by:
Florida's Turnpike Enterprise
for Lake County, FL

TIGER ID#:
DTOS59-13-RA-TIGER5

EXECUTIVE SUMMARY

The Florida Department of Transportation, through Florida's Turnpike Enterprise, is requesting TIGER V grant funds for Lake County, Florida to build the Minneola Area Economic Development Facility. This project will be known locally as North Hancock Road once it is built.

The project improves and extends a local roadway, and provides a direct connection to a planned, regional interchange located at Milepost 279 along Florida's Turnpike in the City of Minneola.

This project exemplifies the true meaning and intent of the TIGER (Transportation Investment Generating Economic Recovery) Program for the following primary reasons:

1. **Leveraging of Federal Funds with a Diverse Project Partnership.** The Minneola Area Economic Development Facility has been planned and developed through a strong and diverse public and private partnership that has committed to providing nearly 70% of the total project funding in non-federal funds. If TIGER V funds provide the remaining project shortfall, only 30% federal funds will be needed.

2. **Integrating Economic Development with Transportation Infrastructure.** The Minneola Area Economic Development Facility is the catalyst that initiates both the implementation of the regional interchange and the implementation of major, mixed-use development planned in this area. This roadway project is the basis upon which all major economic development activities will be built. Once the roadway is fully funded, then design and construction will begin on the regional interchange which is planned to open to traffic in 2016. With the interchange and connecting roadway in place, significant regional access to all planned development has been achieved. This further establishes the Minneola Area as a major employment and residential hub given its proximity to the Greater Orlando Urban Area and the large amount of development potential in the area.

3. **Addressing a Significant Funding Challenge.** The Minneola Area Economic Development Facility has been contemplated for years with initial planning efforts beginning before the economic downturn. As with most local governments, Lake County has worked diligently to address its roadway maintenance, safety, and capacity needs during an extended time period of diminishing revenues. Other project funding partners have also experienced the same funding challenges which have ultimately led to the extended delay in implementing this project. But for lack of revenues, this project would have been built years ago. With the funding partners united in their efforts to move this project forward, all that is now needed is the additional revenue requested in this application. Without the TIGER V funds requested in this application, this project cannot move forward.

4. **Creating a Major Public Benefit.** The Minneola Area Economic Development Facility provides numerous quantitative and qualitative public benefits that are summarized in Table 1 and further defined in the details of this application. But, to briefly summarize, these benefits include improving the transportation network in the area and providing regional access to the area. Regional access in this location creates the opportunity for commercial

and residential development. This improves employment opportunities in an area that has traditionally experienced unemployment rates that exceed the State's average.

TABLE 1 – SUMMARY OF MAJOR PROJECT BENEFITS

State of Good Repair	$1.8 million
Economic Competitiveness	$2.0 million
Livability	$36.6 million
Safety	-$35.4 million(*)
Job Creation	7,400
Benefit Cost Ratio	5.1

* Represents a reduction of accident cost.

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I. PROJECT DESCRIPTION

This project is called the Minneola Area Economic Development Facility. Once constructed, this facility will be known locally as North Hancock Road. It is a project that improves and extends a local roadway, and opens access to an economic development region through its connection to a planned, new regional interchange at Milepost 279 on Florida's Turnpike in the City of Minneola. Specifically, this project extends North Hancock Road to the south as a four-lane roadway to CR 50 and to the north as a new connection to CR 561A.

This is currently the only unfunded portion of the overall project, and without the funding requested for the roadway, the performance of the planned regional interchange at Milepost 279 on Florida's Turnpike will be adversely impacted. In addition, without this regional connection, business development will be limited in a region that has been severely impacted by the Great Recession.

This project was originally initiated in 2000 in brighter economic times. With the economic downturn, this project has been delayed as local governments searched for needed project funding. Table 2 summarizes the project description and project segmentation.

TABLE 2 – PROJECT DESCRIPTION

Project Name	Minneola Area Economic Development Facility (to be known locally as North Hancock Road)
Type of Project	Roadway Connection to a Planned Regional Interchange
Project Location	Cities of Minneola and Clermont in Lake County, Florida
Project Area	Urban
Users of the Project	Residents, Visitors, Businesses in Southeast Lake County, Florida
Transportation Challenge Addressed	Provides access to an area of Lake County and of the Greater Orlando Urban Area that has substantial approved development for co-locating employment and residential opportunities.

Segmentation	From	To	Jurisdiction	Improvement	Length
Segment 1	CR 50	Fosgate Rd	Lake County	Extend 4-Lane Roadway	1.42
Segment 2A	Fosgate Rd	SW end of Turnpike Interchange	Lake County	New 4-Lane Roadway	0.73
Segment 2B	NE end of Turnpike Interchange	CR 561A	Lake County	New 4-Lane Roadway	1.33
Segment 3	SW end of Turnpike Interchange	NE end of Turnpike Interchange	Florida's Turnpike Enterprise	New Regional Interchange	n/a

II. PROJECT PARTIES

This project is being developed through a significant partnership that includes contributions from State and Local governments, and private property owners. In addition, a community redevelopment area has been established in the project area to help establish a future funding source for additional public infrastructure needs to support this project.

The project parties are shown in Table 3. Project funding partners include Lake County, private property owners, and the Florida Department of Transportation (FDOT) Florida's Turnpike Enterprise. Other project partners include the Cities of Minneola and Clermont, the Lake-Sumter MPO, the Minneola Mountain Properties Community Redevelopment Area (CRA), the Florida Department of Transportation (FDOT) District 5 and Lake County Schools.

The Florida Department of Transportation (FDOT) through Florida's Turnpike Enterprise is the primary applicant for the USDOT TIGER V Grant funds on behalf of Lake County, Florida who is a co-applicant for the funds and will ultimately be the agency that receives and uses the funding to implement this project.

The USDOT TIGER V Grant funding will be provided through the FDOT to Lake County, and Lake County will implement the project as a Local Agency Project (LAP). LAP is a program developed by FDOT to establish consistent and uniform practices for authorizing other local agencies to use federal-aid funds provided through FDOT for project planning, project development, design, right of way relocation and acquisition, and construction. Lake County is LAP certificated from FDOT to receive and implement projects using federal-aid funding.

TABLE 3 – PROJECT PARTIES

Party	Project Responsibilities	Role
Lake County	Responsible for all roadway components of the overall project: Project Segments 1, 2A, and 2B. Has funded most of the preconstruction costs for these Segments with the exception of some of the right of way costs which were donated.	Co-Applicant Funding Partner
Florida Department of Transportation (FDOT) - Florida's Turnpike Enterprise	Responsible for initial funding, and for design and construction of the interchange component of the project: Segment 3 which is a full regional interchange located at Milepost 279 along Florida's Turnpike.	Co-Applicant Funding Partner
City of Minneola	Responsible for overall project coordination and support, and for donating 0.5 acres of right of way for Segment 1.	Key Stakeholder
Family Dynamics, Inc.	Responsible for preparing PD&E Study for Segments 2B and 3 which was completed in 2011. Donating 145 acres of right of way for the total project.	Funding Partner Key Stakeholder
Minneola Mountain Properties Community Redevelopment Area (CRA)	Responsible for re-paying a portion of the initial interchange cost and for funding additional public infrastructure for the project area as development proceeds.	Funding Partner Key Stakeholder
Lake County Schools (LCS)	Responsible for donating 0.85 acres of right of way for Segment 1.	Key Stakeholder
City of Clermont	Responsible for project support and coordination.	Key Stakeholder
Lake-Sumter Metropolitan Planning Organization (LSMPO)	Responsible for project support and coordination.	Key Stakeholder
Florida Department of Transportation (FDOT) - District 5	Responsible for project support and coordination.	Key Stakeholder

III. GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

Table 4 summarizes the funding provided by each project party by project phase. Nearly 70% of the funding available to implement this project is non-federal. The total amount of TIGER Grant funding requested is $18,975,000 which is less than 30% of the total project cost and will be used to finish paying the remainder of the construction cost of North Hancock Road. The federal funding requested for this project is necessary for this project to be fully implemented.

TABLE 4 – GRANT FUNDS AND SOURCES/USE OF PROJECT FUNDS

Project Party	Project Phase and Funding Use Description	Funding Amount	% of Total Project Funding
Summary of State, Local, and Private Contributions			
Private Property Owner			
	PD&E - Interchange	$1,000,000	1.53%
	ROW - 145 acres for Interchange and N Hancock Rd	$7,250,000	11.11%
City of Minneola			
	ROW - N Hancock Rd	$50,000	0.08%
Lake County School Board			
	ROW - N Hancock Rd	$42,500	0.07%
Lake County			
	PD&E - N Hancock Rd	$650,000	1.00%
	Design - N Hancock Rd	$1,895,000	2.90%
	ROW - N Hancock Rd	$1,800,000	2.76%
	CST - N Hancock Rd	$3,615,000	5.54%
FDOT Florida's Turnpike Enterprise			
	Design and Construction - Interchange	$30,000,000	45.96%
Summary of TIGER Funding Request			
Lake County			
	CST - N Hancock Rd	$18,975,000	29.07%
Overall Project Cost Summary			
		Total Project Cost	**$65,277,500**
		Non-Federal Funding %	**71%**
		Federal Funding %	**29%**

IV. SELECTION CRITERIA

A. Primary Selection Criteria - Long-Term Outcomes

1. State of Good Repair

The geographic location of North Hancock Road provides multiple benefits to the regional transportation network. Currently, burgeoning sections of Central Lake County, such as the City of Minneola, rely predominantly on two regional roadways: SR 50 and US 27. However, both SR 50 and US 27 (part of the Strategic Intermodal System (SIS)) maintain high traffic volumes, have recently undergone capacity improvements, and are still anticipated to operate at or near capacity. In addition, both of these corridors are now constructed to their maximum lane width of six lanes.

With the constant near-capacity operations of SR 50 and US 27, the life-cycle costs of both facilities are increased, and more maintenance is routinely required. While capacity improvements are no longer feasible for these arterials, the introduction of North Hancock Road would provide a new parallel reliever, facilitating the new demand in Central Lake County. Not only will North Hancock Road enhance the

future transportation network by providing a third connectivity option, but it is also anticipated to actually lower traffic volumes on SR 50 and US 27, which in turn will lower life-cycle costs and improve resiliency.

It should also be noted that while this region of Central Lake County has displayed population growth, its future growth rate is expected to increase considerably with anticipated large-scale multi-use developments. The increased movement of goods and people resulting from this growth will not be sustainable on the SR 50 and US 27 network alone. The economic prosperity of this region will be highly influenced by the transportation network, and North Hancock Road along with its connection to the Florida's Turnpike, will provide the much needed third facility for mobility into and out of this region.

The increased network connectivity, decreased life-cycle costs to SR 50 and US 27, and the facilitation of overall regional prosperity provide ample justification for the North Hancock Road project. Furthermore, the new tax base resulting from the economic development and population growth within the project corridor will support future long-term operations and maintenance of the facility.

With regards to asset management and long term operation and maintenance of the facility, North Hancock Road is currently a clay road approaching the new, planned regional interchange at Milepost 279 on Florida's Turnpike. This road will be paved to current standards and extended to the Turnpike. If left unimproved, the road will not be able to handle the expected commercial truck traffic and commuter traffic. Therefore, it is essential for the road to be paved and brought up to current standards.

The expected operations and maintenance issues and present value annual maintenance costs for North Hancock Road are outlined below:

Mowing and grass upkeep: It is expected that the mowing and grass upkeep of the roadway will average approximately $38,880 annually. Lake County has sufficient funds to provide for this upkeep.

Road Striping: Road striping will typically last five years prior to needing refurbishing. The striping will then be inspected on an annual basis to determine if restriping is required. If restriping is required, Lake County will provide it during its annual restriping program.

Road Signage: All 37,000 signs in the county maintenance system are inspected on an annual basis. Signs which have lost required reflectivity are replaced. A sign typically costs up to $75 to replace. Due to the minimal number of signs on the roadway, this will not be a significant impact on county resources.

Sidewalk Maintenance: Sidewalks typically do not show significant wear for the first 10 years after installation. After that time, sidewalks are inspected to determine if upgrades such as grinding high spots or replacing settled sections to meet ADA requirements are required. The cost of this operation depends on the amount of sidewalk to be corrected. Lake County has a sidewalk maintenance program to manage this infrastructure.

Pavement Preservation: Pavement will last from five to ten years depending on wear. During that time, numerous methods are available to provide proper maintenance of the road surface to ensure a long life of the pavement. Lake County's current expected cost for resurfacing of a four-lane roadway is $200,000 per mile. Assuming the road will last 10 years prior to resurfacing, and not accounting for inflation or other factors, the annual cost of road resurfacing for three miles of roadway would be approximately $60,000 on an annual basis.

Lake County collects gasoline taxes to provide for operation and maintenance of its roadways. The total expected cost of maintenance for this roadway would be approximately $100,000 per year. This road will not create a significant impact on county resources and will be maintained in accordance with the other 1,200 miles of roadway within its maintenance system.

2. Economic Competitiveness

The improvement and expansion of North Hancock Road is a vital component of Lake County's long-term economic development strategy. The road project is part of a larger economic development undertaking in the South / Central Lake County Areas that will significantly improve Lake County's economic sustainability and capacity for growth. Without the completion of North Hancock Road, none of the approved, planned or proposed development associated with the new regional interchange on Florida's Turnpike at Milepost 279 in Minneola will be able to proceed. The growth planned for this economic development project is critical to the long term vitality of Lake County's economy.

Traditionally, Lake County has largely served as a residential community to the Greater Orlando Urban Area, with local growth driven primarily by the housing industry. The impact of this lack of development diversity was most evident when the housing bubble collapsed in 2008, and Lake County's rate of unemployment skyrocketed.

In response to the ailing economy, Lake County's leaders have made a commitment to diversifying Lake County's economic base, a strategy that includes creating the types of high-paying jobs and quality development that will keep Lake County residents working and shopping in Lake County. Key to this strategy is the identification of major growth corridors and potential regional economic development centers within the County that are positioned properly to prepare Lake County for meaningful expansion as the economy improves.

This requires having available land in the right location with the appropriate land uses and zoning, infrastructure and services, transportation network, and other public infrastructure needs. The North Hancock Road direct connection to the Minneola interchange and the associated developments represent the most promising of these economic development opportunities in all of Lake County.

Florida's Turnpike is a major corridor extending northwest out of the Orlando Urban Core Area into Lake County. As the urban core approaches build-out, growth pressures will continue to push further north and west along Florida's Turnpike. Most recently, this growth pressure resulted in dramatic economic changes to the

communities of Winter Garden and Clermont. The new interchange on Florida's Turnpike and the entitled developments associated with the interchange are ideally located to absorb the next wave of growth. However, without the North Hancock Road project and the subsequent construction of the Turnpike's interchange, these developments will not move forward, and Lake County's ability to capture this growth will be significantly limited, if not eliminated entirely

The planned developments in the project location are expected to include over 8,000 residential units, 1.69 million square feet of retail and office space and 1.4 million square feet of industrial space. The commercial and industrial square footage would be expected to generate over 7,000 new jobs for Lake County, many of which would fall above the existing average wage for the County. With an existing out-of-county commute rate of 40%, producing over 7,000 new jobs would substantially impact the ability of Lake County residents to work near their home, while significantly reducing commute times and carbon emissions. Additionally, the economic diversity created by the various uses included in the projects would strengthen Lake County's economic base and further Lake County's goal of long-term economic sustainability. There will be numerous jobs created for low-to-moderate income workers. There will be over 2,000,000 sq. ft. of retail, service, office and industrial space for lease or sale to small businesses and disadvantaged business enterprises; including veteran-owned small businesses and service disabled veteran-owned small businesses.

Table 5 below provides an overview of the job generation and economic impacts generated by the proposed developments associated with the project.

TABLE 5 – SUMMARY OF ECONOMIC IMPACT OF PROJECT

	Hills of Minneola	Sugarloaf	Minneola Ridge	Founders Ridge	Total
Acres	1,832	1,410	384	335	3,961
Residential (units)	3,971	2,410	715	963	8,059
Retail / Service (sf)	610,000	120,000	0	0	837,000
Office (sf)	850,000	0	0	0	850,000
Industrial (sf)	1,400,000	0	0	0	1,400,000

	Job Generation		Economic Impact
	Direct	Direct & Indirect	
Retail	1,400	1,800	$195,000,000
Office	2,400	3,700	$550,000,000
Industrial	1,400	1,900	$300,000,000
Total	**5,200**	**7,400**	**$1,045,000,000**

The North Hancock Road project is the key component to initiating the activities needed to help this area become a vital and economically competitive regional activity center for Lake County. Without the North Hancock Road project, the regional interchange will not move forward. With an estimated annual economic benefit of $1 billion and over 7,000 new jobs generated for Lake County residents, the proposed developments in the project area will have a significantly positive economic impact on Lake County and its residents.

North Hancock Road will serve to reduce the overwhelming traffic burden on SR 50 by creating jobs in Minneola that are currently only available in Orlando. Additionally, this site is located directly between the Port of Tampa and Port Canaveral. Proximity to these ports will allow companies that manufacture products in Minneola to export their products around the world at a much lower cost and in a far more efficient manner. Without these road improvements, these sites will continue to sit fallow and place a public safety burden on the entire community.

North Hancock Road is also located directly between Orlando International Airport and Leesburg International Airport. Additionally, this site is also the center of the Florida Highway system. North Hancock Road will have direct access to Florida's Turnpike and it is less than 30 miles to I-75 and less than 25 miles to I-4. Therefore, this is the ideal location for the warehouse and distribution of goods throughout the southeastern United States and the international ports in Florida. Figure 1 shows the location of approved development within the project area.

FIGURE 1 – PLANNED DEVELOPMENT IN THE PROJECT AREA

3. Livability

The Minneola Area Economic Development Facility/North Hancock Road project supports the six livability principles identified by the US Department of Transportation (USDOT) in collaboration with the US Department of Housing and Urban Development and the US Environmental Protection Agency in their partnership to create awareness and promote sustainable communities throughout all parts of America. The following sections identify and demonstrate how the North Hancock Road project addresses the six livability principles:

(i) Provide More Transportation Choices

The North Hancock Road project will improve access to the surface transportation system and advance the connectivity to existing pedestrian, bicycle, and rideshare facilities that do not currently connect. This project will be constructed with bicycle lanes and sidewalks on both sides of the roadway providing those children who live within a two-mile radius of their school but are currently bused to school with the option to walk or bicycle to school instead. Providing this option will help to mitigate the growing childhood obesity epidemic that has become prevalent in society by providing these children with the option to walk or bicycle rather than ride in a car or bus to school.

(ii) Promote Equitable, Affordable Housing

The North Hancock Road project contributes to the promotion of equitable and affordable housing in the project area. This portion of Lake County has been devastated by home foreclosures, making the need for equitable and affordable housing an important priority. This project helps preserve the affordability of existing homes, increases private investment opportunities to create new energy-efficient, affordable housing units, encourages the removal of blighted areas for safer neighborhoods, enhances access to a variety of affordable transportation options, and reduces fuel costs to help residents that are currently employed, seeking employment, or must have access to medical care, and helps protect the environment.

(iii) Enhance Economic Competitiveness

The North Hancock Road project will provide safer and more convenient access to Florida's Turnpike, SR 50, and US 27 which are major avenues for residents to access jobs, medical care, educational institutions, and retail businesses. Additionally, current industrial and commercial zones surrounding the project will provide companies, workers, vendors, and visitors direct access to Florida's Turnpike which will become a major factor in the facilitation of recruiting domestic and foreign companies to invest in the project area as a future employment center, thus providing jobs for the area's unemployed and underemployed workers. In addition, this project will expand opportunities for minority and women-owned business startups and expansions.

(iv) Support Existing Communities

This project is located inside of a Community Redevelopment Area and supports existing communities by encouraging community revitalization, eliminating blight, and providing a more environmentally friendly transit design which supports walkability between work, home, school, and recreation. This project will also provide safer routes to the area's existing schools through construction of properly designed A.D.A. accessible sidewalks and improved connectivity to walking and bicycling trails which will connect schools to the South Lake Trail and many area neighborhoods. It will also attract private investment into the area which will create jobs, allow opportunities for mixed-use development, and drive development of the ten proposed, approved, and vested projects that are eagerly anticipating this transportation project to be funded.

(v) Coordinate Policies and Leverage Investment

This project includes planning and investment through an uncommon level of intergovernmental public and private partnership. The public level partners include the City of Minneola, Minneola Mountain CRA, City of Clermont, South Lake County Chamber of Commerce, Lake County, Lake~Sumter Metropolitan Planning Organization, Florida's Turnpike Enterprise, and the Florida Department of Transportation. The private partners include a multitude of community organizers, residents, land owners, and potential domestic and foreign investors. This project is the result of the collaborative efforts of every stakeholder spanning over twelve (12) years. Every detail of this project has been scrutinized by the partners and general public and has been received with overwhelming support. Involving everyone in the process has resulted in a level of regional support and ownership that is not commonly seen in a project of this magnitude. Public partners have already devoted and set aside substantial resources in funding for engineering and construction, while private partners have already invested or have committed to invest substantial resources for planning and land resources.

(vi) Value Communities and Neighborhoods

The North Hancock Road project enhances the characteristics that are unique to the community and region by preserving the region's health and wellness initiatives, and creating a more diversified community in terms of economy and people. This project creates an avenue that improves connectivity to the South Lake Trail which is a portion of a larger trial system that comes within approximately seventy-two (72) miles from spanning coast-to-coast across Central Florida. Additionally, this project will allow Lake County School (LCS) to stop busing children within a two mile radius of the schools to instead encourage students to walk or ride their bicycles to school. The project provides an opportunity to become a regional leader in encouraging an LEED Certified commercial building initiative in the business sector, allow the area to be built with reclaimed wastewater lines for irrigation of common areas, encourage drought tolerant landscaping for residential, commercial, and industrial areas, provide jobs for the unemployed, reduce miles driven to work, reduce green house gasses emitted from automobiles, encourage walkable neighborhoods, and incorporate mixed use planning initiatives.

Table 6 shows this project meets the six USDOT livability principles. The following summarizes the most important livability aspects of this project:

- Provides more transportation choices, expands current mobility opportunities through added connectivity, and reduces green house gases which will improve the health and wellness of the community.
- Allows more opportunities for affordable energy efficient housing, reduces transportation costs, and reduces blight to make our communities safer.
- Creates safer more convenient access to Florida's Turnpike, SR 50, and US 27 which will enhance the economic competitiveness of the region and expand opportunities for minority and women owned businesses.
- Dramatically increases community investment by private organizations.

- Provides safe routes to schools and mitigates childhood obesity.
- Creates livable, affordable, and sustainable neighborhoods.
- Expands transportation alternative choices for walking, bicycling, driving, and public transportation.
- Encourages multi-use developments and LEED Certified construction.
- Helps reduce carbon emissions and promotes cleaner air.
- Provides faster emergency response by first responders.

TABLE 6 – LIVABILITY PRINCIPLES

Objectives	Objective Achieved by Project
Providing More Transportation Choices	YES
Promoting Equitable Affordable Housing	YES
Enhancing Economic Competitiveness	YES
Supporting Existing Communities	YES
Coordinating Policies and Leveraging Investment	YES
Valuing Communities and Neighborhoods	YES

4. Environmental Sustainability

The North Hancock Road project embodies the regional desire to minimize adverse impacts to the environment that could result from transportation investments. The current commuter trend sends 25,000 workers each day on a twenty to thirty mile drive from south Lake County to jobs in Orange County. A reversal of that trend will begin through the development of an employment center catalyzed in part by the interchange and connecting roadway network. An analysis conducted to support this application found this project will reduce VMT by 4% and VHT by 5% by 2035 in this region. This is significant given that this part of the Central Florida region is on the verge of being designated an air quality non-attainment area by the US Environmental Protection Agency (EPA).

The overall project supports local and regional plans for a multi-modal network that will lead to a decrease in greenhouse gas emissions and automobile dependence. Traditional Neighborhood Development (TND) within the confines of the Hills of Minneola Development of Regional Impact (DRI) as well as the other large, entitled, currently undeveloped properties surrounding the interchange is planned to achieve a functional synthesis of land uses that encourage mixed-use, compact design that is sensitive to environmental characteristics of the land, and provides for diversification and integration of land uses. The inclusion of residential, commercial, office, and

recreation offer an efficient land use pattern that will contribute to a decrease in VMT and VHT.

Future transit plans play a role in the successful implementation of an environmentally sustainable project. Strategies are in place for investments in transit for the future that will optimally manage the new roadway capacity this project brings. The Lake County Transit Development Plan is undergoing a major update in 2013 and this area is being fully scrutinized for the implementation of transit. As transit develops and becomes a significant component of the transportation network, overall vehicle emissions will be reduced, air quality will improve, fuel consumption will decrease and energy will be saved.

Finally, as part of the roadway improvement, there will be storm water detention improvements along the corridor. And, within the corridor, there will be drought-tolerant landscape planted and water reuse utilized as part of the implementation of the Hills of Minneola DRI development.

The benefits related to environmental sustainability this project brings to Central Florida will enhance development that provides the desired quality of life elements sought out by residents and businesses.

5. Safety

The condition of the existing portion of North Hancock Road is unsatisfactory and does not meet current design standards. Crashes have been recorded within the corridor, as well as outside of the corridor, due to the overcapacity of the roadway network. The additional capacity created with the extension of North Hancock Road will alleviate the external network and will help to enhance safety on those roadways.

The existing alignment includes portions of paved and unpaved roadways. There are also numerous vertical and horizontal curves that produce safety concerns for those vehicles using the roadway.

The implementation of North Hancock Road will provide a safe roadway, designed and constructed to State standards. Specifically, with such construction standards in place, North Hancock Road will be able to accommodate the anticipated traffic volumes, including heavy truck traffic (18 kip loads), that the current local two-lane substandard roadway network (20 foot width asphalt roads with no shoulders and no pavement striping, or unpaved clay roads) would not be able to sustain. Therefore, the extension of North Hancock Road would not only provide safe passage, but also would avoid the probable unsafe conditions on the local road network if the project was not in place.

The North Hancock Road project will implement the following important safety features: access management with joint-use driveways, when applicable; and synchronization of traffic signals. In addition, this project creates a roadway that meets the standards for a 40 mile per hour speed.

The location of the proposed North Hancock Road provides a much-needed north/south arterial in Minneola, providing relief to many other facilities. Most

notably are US 27 to the west and SR 50 to the south, which with the addition of North Hancock Road will exhibit a reduction in traffic. Of particular note, are the benefits to lower traffic volumes at the SR 50 and Turnpike interchange in Orange County, which maintains heavy volumes of traffic through its intersection. A significant number of vehicle trips will be attracted to the new Turnpike interchange at Milepost 279 which will improve operating conditions on SR 50 through Orange County. Lower traffic volumes provide less congestion, and inherently, fewer traffic crashes.

Lastly, while North Hancock Road would provide relief to the area arterials, it would prove vital in the accommodation of traffic in its proposed location. As previously stated, the immediate area is serviced only by local facilities, which will not be able to accommodate the anticipated traffic volumes. Therefore, a primary north/south arterial will provide safe movement of traffic and not allow unsafe conditions on the other local network facilities.

6. Project Readiness

In the selection of projects to receive TIGER V Grant funding, USDOT is giving priority to those projects that can obligate the federal funds by September 30, 2013. To help aid in the process of evaluating project readiness, USDOT has requested information regarding the project's Technical Feasibility, Financial Feasibility, and a Detailed Project Schedule. The North Hancock Road project meets USDOT's requirements for project readiness as explained below.

a. Technical Feasibility

The North Hancock Road project is located in the Cities of Clermont and Minneola, in Lake County, Florida. The project begins at CR 50 and extends north for 3.1 miles to CR 561A. The project will extend North Hancock Road from its current terminus at CR 50 in Clermont. The project crosses Florida's Turnpike at Milepost 279, where a new regional interchange is funded to be constructed by the Florida Department of Transportation, Florida's Turnpike Enterprise. The project consists of a new four-lane urban-designed roadway with a grassed median which includes bicycle lanes, a multi-use facility, sidewalks, and closed drainage for storm water treatment. This project consists of four segments.

(1) Segment #1: from CR 50 to Fosgate Road.

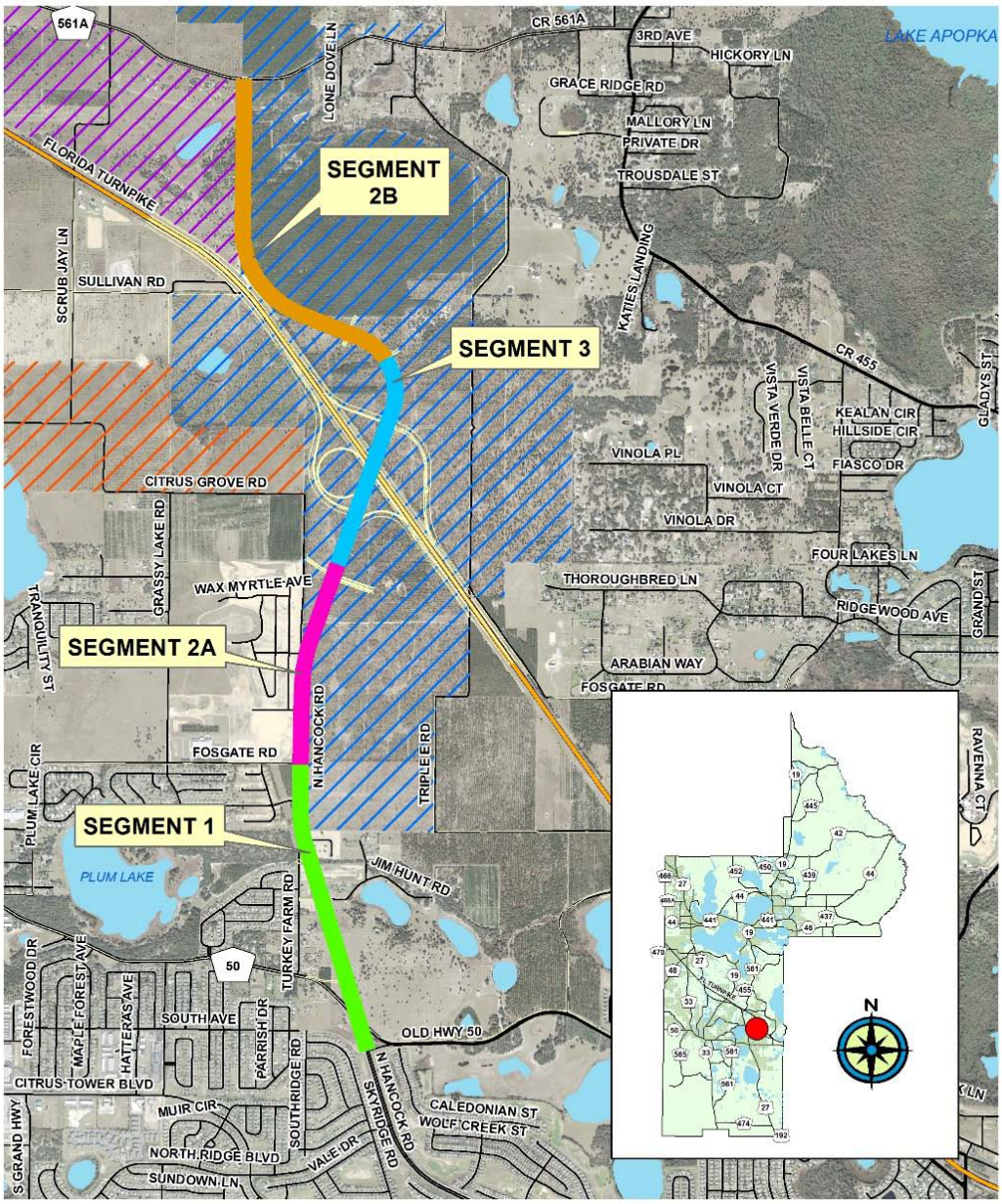
(2) Segment #2A: from Fosgate Road to the southwest end of the Turnpike interchange at Milepost 279.

(3) Segment #2B: from the northeast end of the Turnpike interchange at Milepost 279 to CR 561A.

(4) Segment #3: This project is the regional interchange at Milepost 279 on the Florida's Turnpike in Minneola, and is fully funded.

The overall project, with segments identified, is shown in Figure 2.

FIGURE 2 – MINNEOLA ECONOMIC DEVELOPMENT FACILITY TOTAL PROJECT



The project, once completed, will provide an arterial link from CR 50 which directly connects SR 50 north to the Turnpike's interchange at Milepost 279, and to CR 561A which provides Turnpike access to central areas of Lake County. The North Hancock Road alignment directly accesses Lake-Sumter State College and Minneola High School. It also provides immediate access to the Orlando Health Hospital, the National Training Center (where many Olympics athletes train), and two Minneola-Area elementary schools.

North Hancock Road also currently extends south of SR 50 to Hartwood Marsh Road, and is planned to continue south to a new road, the Lake-Orange Parkway, planned between US 27 and the SR 429 Expressway in Orange County. The Lake-Orange Parkway is currently being planned with an ongoing study for a Master Sector Plan in Lake County adjacent to the Horizons West Sector Plan located in Orange County.

Numerous studies have been completed on the North Hancock Road project to date. These include the North Hancock Road PD&E Study (also known as the Minneola Collector Road PD&E Study), completed in December 2008. The CR 561A Corridor Conceptual Analysis Study, which includes the link north of the Turnpike interchange, was completed in August 2009. Further, Florida's Turnpike Enterprise is finalizing an Interchange Justification Report (IJR) for the new planned and funded interchange at Milepost 279 which is anticipated to be complete by the end of August 2013.

The project area has also been the subject of numerous traffic study evaluations which have been included in the above studies. The following design criteria was evaluated with the PD&E Study for North Hancock Road, and approved through a public hearing process.

TABLE 7 – NORTH HANCOCK ROAD DESIGN CRITERIA

Design Element	Minneola Collector Recommended Design
Design Speed	40 mph
Posted Speed	40 mph
Thru Lane widths	12 feet
Bike Lanes	4 feet
Horizontal Clearance (with curb and gutter)	4 feet
Median Width (Typical/Minimum)	22/15.5 feet
Cross Slope	0.02
Outside Curb and Gutter	Type F
Sidewalk When adjacent to curb and gutter	5 feet 6 feet
Border width	10 feet
Vertical Grade	0.3% minimum 8.0 % maximum 0.80 change without curve
Base Clearance	1 foot
Minimum Length of Vertical Curve	K = 70 crest of 120 feet K = 64 sag or 120 feet
References: 1. 2008 FDOT Plans Preparation manual, Volume 1 2. 2008 FDOT Design Standard for Design, Construction, maintenance and Utility Operations 3. 2004 AASHTO Green Book	

North Hancock Road Segments

This section provides further details, the current status and project schedules of each of the four North Hancock Road segments (Segments 1, 2A, 2B and 3). The USDOT will only select projects that can demonstrate by June 30, 2014 that they are ready for

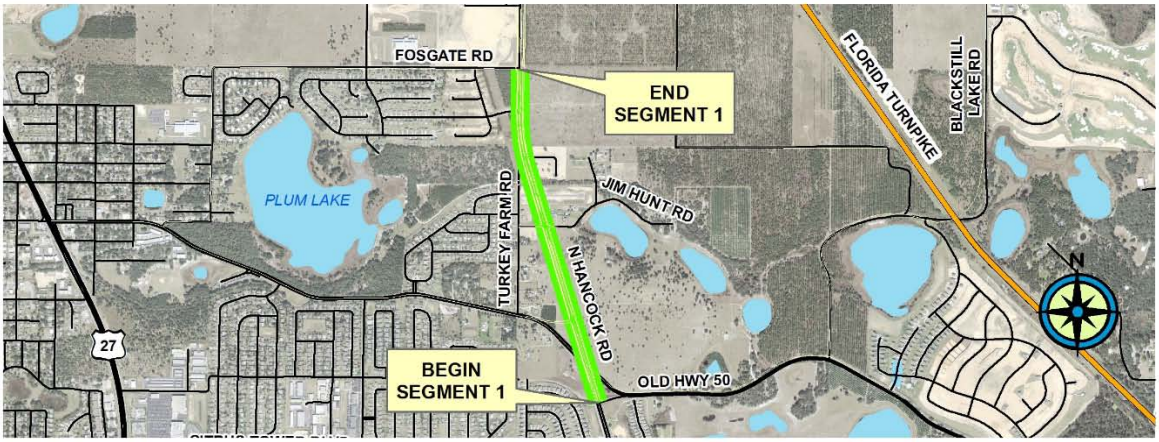
construction and can obligate the federal funding award no later than September 30, 2014. North Hancock Road meets the USDOT definition for project ready for TIGER V funding.

All North Hancock Road project segments will begin construction in September 2014. Construction of Segment 1 may be completed sooner, but all segments to be completed by February 2016 when the project will be opened to traffic.

A detailed project status by segment is provided below. In addition, Figures 3 through 6 show each segment and its limits.

Segment #1 – North Hancock Road from CR 50 to Fosgate Road.

FIGURE 3 – SEGMENT 1



Segment 1 of the project has completed the PD&E process and the design and construction plans are currently being finalized. The current status and project information is outlined below:

PD&E/NEPA: Completed in December 2008 with the Minneola Collector Road PD&E Study at a cost of $400,000.

Design: Near completion and fully funded by Lake County for $660,000. All permits are complete. Final plans and permits will be completed in August 2013.

Permitting: All permits are in hand for the project including storm water and Sand Skink. Gopher Tortoise permits will not be requested until 60 days prior to construction which is the typical time frame as the animals must be captured and relocated.

Right of Way: Acquisition is in process and fully funded by Lake County for $1,800,000. Additional right of way has been provided by the City of Minneola and Lake County Schools, with a combined value of $92,500.

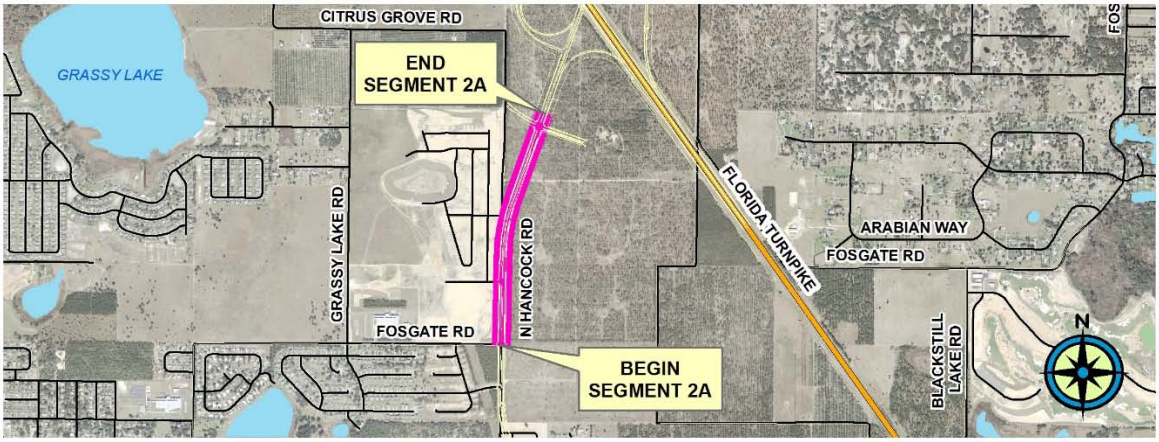
Construction: Funding by Lake County is not fully realized. The estimated construction cost for this segment is $6,475,325. The CEI of 10% and Contingency of 10% increases the total remaining to construct this project at $7,770,390. Lake

County has funds in the amount of $3,100,000 from Transportation Impact Fees and Sales Taxes in the adopted Five Year Construction Program. The Contingency includes up to $250,000 for the relocation of the City of Minneola Water line made necessary by the project construction. However, a portion of the TIGER V Grant in the amount of $4,670,391 is necessary to fully fund the construction of this segment.

Bid Letting: The project will be advertised in July 2014 for construction to begin in September 2014.

Segment #2A – North Hancock Road from Fosgate Road to the southwest end of the Turnpike Interchange at Milepost 279.

FIGURE 4 – SEGMENT 2A



Segment #2A from Fosgate Road to the southwest end of the Turnpike interchange at Milepost 279 has completed a PD&E process. Lake County has begun a preliminary engineering layout for line and grade of the project. Design and permitting remain to be completed.

PD&E/NEPA: Completed in December 2008 with the Minneola Collector Road PD&E Study. The PD&E NEPA will be updated at a cost of $250,000.

Design: The estimated design cost is $400,000. Lake County has a conceptual plan ready to move into final design. Final design will begin in September 2013 with approval of the full TIGER V grant award and be completed in May 2014.

Permitting: Permitting generally begins as soon as the environmental field work is completed. This typically occurs near the start of design. In this case, Lake County will begin the environmental study early in the process to eliminate risk of delay. The County will begin in June 2013 to discuss the project with environmental permitting agencies.

Right of Way: The estimated right of way cost is zero as the land will be donated. All deeds will be acquired by June 2014 with the completion of final plans.

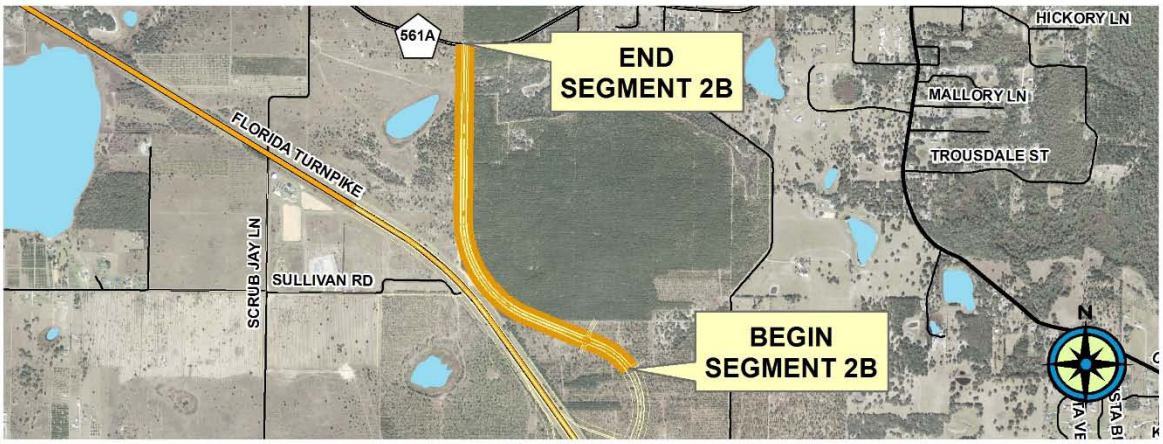
Construction: The estimated construction cost for this segment is $4,322,000. With CEI of $432,200 (10%) and contingencies of $432,200 (10%), the total construction

cost estimate is $5,186,400. A portion of the TIGER V Grant in the amount of $4,928,900 is necessary to fully fund the construction of this segment.

Bid Letting: The project will be advertised in July 2014 for construction to begin in September 2014.

Segment #2B – North Hancock Road from the northeast end of the Turnpike Interchange at Milepost 279 to CR 561A.

FIGURE 5 – SEGMENT 2B



Segment #2B from the northeast end of the Turnpike interchange at Milepost 279 to CR 561A has completed a Corridor Analysis Study and evaluation. In addition, the Turnpike interchange PD&E also included this segment of North Hancock Road. Environmental issues were documented. This segment will have an updated NEPA evaluation performed. Design and permitting must also be completed.

PD&E/NEPA: The preliminary environmental work was performed with the CR 561A Corridor Conceptual Analysis Study in August 2008, as well as in the Turnpike PD&E Study completed in 2011. The NEPA requirements are to be updated beginning in June 2013. The cost associated with Segment 2B's PD&E study was accounted for under the Turnpike's PD&E study for the interchange.

Design: The estimated design cost is $835,000. Lake County has a conceptual plan ready to move into final design. Final design will begin in September 2013 with approval of the full TIGER V grant award and be completed in May 2014.

Permitting: Permitting typically begins as soon as the environmental field work is completed. This typically occurs near the start of design. In this case, Lake County will begin the environmental study early in the process to eliminate risk of delay. The County will begin in June 2013 to discuss the project with environmental permitting agencies.

Right of Way: The estimated right of way cost is zero as the land will be donated. All deeds will be acquired by June 2014 with the completion of final plans.

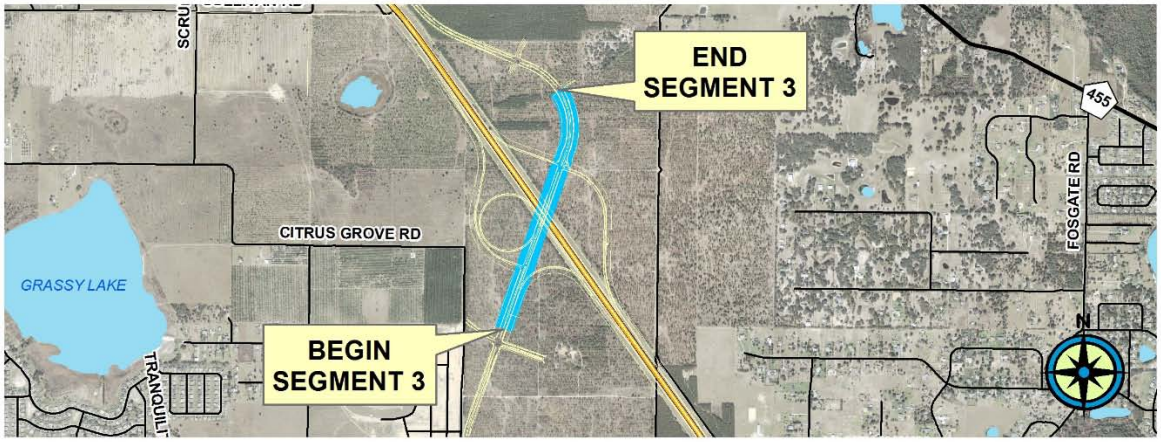
Construction: The estimated construction cost for this segment is $8,028,002. With CEI of $802,800 (10%) and contingencies of $802,800 (10%), the total construction cost estimate is $9,633,602. A portion of the TIGER V Grant in the amount of $9,376,102 is necessary to fully fund the construction of this segment.

Bid Letting: The project will be advertised in July 2014 for construction to begin in September 2014.

In summary, the North Hancock Road project is project ready with the total award of $18,975,393 (rounded to the nearest thousand, $18,975,000), of TIGER funds requested for project Segments 1, 2A and 2B.

Segment #3 – Florida's Turnpike Interchange at Milepost 279 on the Turnpike in Minneola.

FIGURE 6 – SEGMENT 3



The Florida Department of Transportation, through Florida's Turnpike Enterprise, has completed a PD&E study of the proposed new Turnpike interchange at Milepost 279. Segments 1, 2A, 2B, and 3 comprise the total project. However, the interchange is fully funded and TIGER V grant funds are only requested for construction of the connecting roadway.

b. Financial Feasibility

If the TIGER grant is received, this project is a financially feasible, fully funded project that can be implemented within the USDOT guidelines for obligating funding by the end of September 2014. The project budget includes committed funds or property from Lake County, the Florida Department of Transportation – Florida's Turnpike Enterprise, and a private property owner.

Table 8 on the following page summarizes project costs by segment and funding source.

TABLE 8 – DETAILED PROJECT BUDGET

Project Phase	Cost	Available Funds	Funding Source(*)	Shortfall TIGER Request
Segment 1: C.R. 50 to Fosgate Road				
PD&E	$400,000	$400,000	Lake Co.	$0
Design	$660,000	$660,000	Lake Co.	$0
Right of Way	$1,892,500	$1,892,500	(**)	$0
Construction	$6,475,325	$3,100,000	Lake Co.	$3,375,325
Const. Eng. & Insp.	$647,533	$0	n/a	$647,533
Contingency	$647,533	$0	n/a	$647,533
Subtotal	**$10,722,891**	**$6,052,500**		**$4,670,391**
Segment 2A: Fosgate Road to S. of Interchange				
PD&E	$250,000	$250,000	Lake Co.	$0
Design	$400,000	$400,000	Lake Co.	$0
Right of Way	$0	$0	Donated	$0
Construction	$4,322,000	$257,500	Lake Co.	$4,064,500
Const. Eng. & Insp.	$432,200		n/a	$432,200
Contingency	$432,200		n/a	$432,200
Subtotal	**$5,836,400**	**$907,500**		**$4,928,900**
Segment 2B: N. of Interchange to C.R. 561A				
PD&E	$0	$0	(***)	$0
Design	$835,000	$835,000	Lake Co.	$0
Right of Way	$0	$0	Donated	$0
Construction	$8,028,002	$257,500	Lake Co.	$7,770,502
Const. Eng. & Insp.	$802,800		n/a	$802,800
Contingency	$802,800		n/a	$802,800
Subtotal	**$10,468,602**	**$1,092,500**		**$9,376,102**
Segment 3: New Interchange with Florida's Turnpike				
PD&E	$1,000,000	$1,000,000	P.P. Owner	$0
Design	$1,875,000	$1,875,000	FTE	$0
Right of Way	$7,250,000	$7,250,000	P.P. Owner	$0
Construction	$23,437,500	$23,437,500	FTE	$0
Const. Eng. & Insp.	$2,343,750	$2,343,750	FTE	$0
Contingency	$2,343,750	$2,343,750	FTE	$0
Subtotal	**$38,250,000**	**$38,250,000**		**$0**
PROJECT TOTAL	**$65,277,893**	**$46,302,500**		**$18,975,393**

(*) The funding sources are as follows:
- Lake Co. - Funded by Lake County
- Donated - Portions of right of way donated to the project
- FTE - Funded by Florida's Turnpike Enterprise
- P.P. Owner - Funded by private property owners
- n/a - No funding source available

(**) Right of way provided by Lake County, County School Board, and City of Minneola
(***) The PD&E required for Segment 2B was included in the Interchange PD&E

c. Detailed Project Schedule

The USDOT prefers to select projects that can demonstrate by June 30, 2014 that they are ready for construction and can obligate the federal funding award no later than September 30, 2014. North Hancock Road meets the USDOT definition for project ready for TIGER V funding.

All North Hancock Road project segments will begin construction in September 2014. Construction of Segment 1 may be completed sooner, but all segments to be completed by February 2016 when the project will be opened to traffic.

A detail project schedule by project phase and project segment is provided on Table 9.

TABLE 9 – DETAILED PROJECT SCHEDULE

Date	9/14 - 12/14				1/15 - 12/15												1/16 - 2/16	
PREPARATION																		
Mobilization																		
NPDES Permit																		
Maintenance of Traffic																		
Survey/Layout																		
EARTHWORK																		
Clear and Grub																		
Sediment Barrier																		
Soil Tracking Prevention Device																		
Excavation Cut																		
Excavation Fill																		
Embankment																		
Grading/Final Dressing																		
UTILITIES																		
Utility Relocation																		
Utility Construction																		
STORM PIPE AND STRUCTURES																		
Storm Inlets																		
Curb Inlets																		
Storm Pipe																		
Inlet Protection System																		
Paved Swale																		
ROAD CONSTRUCTION																		
6" Type B Stabilization (40 LBR)																		
12" Type B Stabilization (40 LBR)																		
Limerock Base																		
CURB INSTALLATION																		
PAVING																		
1" Milling																		
Prime & Sand																		
Superpave Asphaltic Conc, Traffic																		
SIDEWALK AND CONCRETE																		
Conc Class NS, Gravity Wall																		
Asphalt Driveway Construction																		
Concrete Driveway Construction																		
Sidewalk construction																		
Detectable Warning																		
FINAL																		
Fencing, Type B, 5.1-6.0',																		
Ped/Bike Railing, Steel, 54" Picket Rail																		
Guardrail - Roadway																		
STRIPING & SIGNAGE																		
Thermoplastic Striping																		
Sign Installation																		
SOD																		
FINAL DOCUMENTATION																		
Redline As Builts																		
Permit Certifications																		

d. Assessment of Project Risks and Mitigation Strategies

In accordance with the TIGER V Grant requirements, projects must demonstrate their readiness to obligate federal funding by June 30, 2014 in order to receive priority in consideration for funding. This means that all preconstruction activities must be complete and federal funds obligated by September 30, 2014.

The following is an assessment of the current, outstanding project activities that could impact project readiness and the proactive strategies proposed by Lake County to fully mitigate the risk to project readiness potentially posed by these project activities.

1. Outstanding Project Activity – Plant and Animal Protected Species Evaluation Update: The project has been evaluated for plant and animal protected species; however, this evaluation must have a National Environmental Policy Act (NEPA) update.

   Mitigation Strategy – If the NEPA update is not started prior to September 2013, it is likely that a delay will result. Therefore, Lake County is initiating the process in June 2013, in order to ensure completion by the due date. This area of Lake County is subject to a number of plant and animal species which must be field reviewed and updated for permit compliance. These include the Clasping Waria Plant and animal species such as the Florida Gopher Tortoise, the Scrub Jay, and the Sand Skink. Scrub Jay and Sand Skink can only be determined during their mating seasons which occur during the months of March and April. This would be too late to complete permitting for these species, if discovered on the project alignment. Lake County will involve an environmental consultant beginning in June 2013 to contact the US Fish and Wildlife Service and begin discussions on a blanket permit which could be issued prior to the formal field survey in March 2014. The field survey will formally identify and categorize these species, if found. The additional time frame will allow the permitting to take place prior to the June 2014 deadline.

2. Outstanding Project Activity – Right of Way Acquisition: The southern end of the project in Segment 1 includes private properties which must be acquired for the project. Lake County began the right of way acquisition process in 2013 for this project area. The right of way process is following the Florida Department of Transportation (FDOT) Right of Way acquisition policies and rules, as well as the Federal Highway Administration (FHWA) processes and rules.

   Mitigation Strategy – Additional properties in the south end of the project fall within non-homestead land development. For Segments 2A and 2B of the project, Lake County has commitments with the land developers and final right of way acquisition is expected by December 2013.

3. Outstanding Project Activity – Design and Engineering: Lake County is near completion on design of Segment 1 of the project from CR 50 north to Fosgate Road. The plans are expected to be completed by August of 2013. All permits are in hand including the St. Johns River Water Management District storm water permit and also a small patch of Sand Skink habitat which has been

permitted through the US Fish and Wildlife Service. The conceptual line and grade design for Segments 2A and 2B is underway, with Final Design Plans to be completed in March 2014. Final Design of the Turnpike interchange has not begun, but will be accomplished through an expedited design-build process. Please see Appendix D for the detailed project schedule for the Turnpike interchange. However, these segments are through virgin land and the Hills of Minneola DRI project, and no significant delays are expected.

Mitigation Strategy – It is not expected that this design segment will delay the project as this portion of the project only impacts one land owner. The project design will begin immediately upon receipt of notice of the TIGER V grant award in September 2013. The County will follow appropriate FDOT and FHWA procedures for professional services contracting. This contract will be negotiated and prepared to be awarded immediately upon notification of the award. The design should take no more than three to four months with final permitting to take place in April of 2014. This is not expected to delay the readiness of the project.

4. Outstanding Project Activity – Budget: The FDOT and Lake County have committed to funding the project. Lake County has currently completed the design of the southern segment (Segment 1) and has available funds for right of way acquisition. Lake County also has available funds to complete the remaining project design and permitting. However, North Hancock Road cannot move forward and the Turnpike interchange will be adversely impacted without the TIGER V Grant award in the full requested amount of $18,975,000.

   Mitigation Strategy – Receive TIGER V grant funding award for the project funding shortfall of $18,975,000

B. Secondary Selection Criteria

1. Innovation

The North Hancock Road project will complete a road segment link from CR 50 in Clermont north to CR 561A in Minneola. A new interchange at Milepost 279 along Florida's Turnpike is planned for this area and will be served by North Hancock Road.

This road segment link will provide improved movement of transportation goods and services for this region. The Clermont and Minneola Areas have historically been considered bedroom communities to the Orlando Urban Area. Commuters must travel SR 50 through Lake and Orange Counties in order to access the SR 429 Expressway and the Turnpike System. North Hancock Road and the new Turnpike interchange will reduce traffic congestion on SR 50 through Lake and Orange Counties. The new interchange will provide additional opportunities for transit connections and Park & Ride lots.

The Sugarloaf Mountain Region in Lake County is a major attraction for both athletes and recreational bikers. Pedestrians and bicycles are being accommodated by the proposed North Hancock Road construction with sidewalks and bike lanes. The existing segment of North Hancock Road south of the project provides multi-modal opportunities for person trips and accesses directly to the Lake Sumter State College/University of Central Florida campus. Multi-use trails are planned with the development approvals. The Hills of Minneola DRI development will be required to dedicate 500 acres of open space per their approved plan. This open space includes wetlands and uplands for conservation as well as neighborhood parks and trails.

Traffic signals will be planned to utilize an Advance Traffic Control System (ATCS) which provides for efficient travel from intersection to intersection and reduced delays using specialized controller software. Access locations along North Hancock Road will follow recognized access management techniques to reduce the number of intersection and conflict points, thereby reducing overall crashes on the roadway.

The City of Minneola has invested $20 million on a new water reuse treatment plant which will provide irrigation water for the area. Ground water will be saved for potable use only. Street lights will be required to utilize LED lighting. This will save up to 75% of energy use over existing street light technology. Duke Energy has recently upgraded its nearby Electrical Transformer station in anticipation of the increased energy demand.

2. Partnership

The partnership established to implement this project represents a strong collaboration of a broad range of project partners which integrates the Florida Department of Transportation (FDOT) with local governments, private property owners, a school board, and a redevelopment agency.

The North Hancock Road project is the results of years of planning and coordination among the project parties to establish the project area as a regional economic activity center. Planning and coordination efforts have focused on identifying public infrastructure needs and funding.

V. ADDITIONAL PROJECT INFORMATION REQUESTED

A. Results of Benefit-Cost Analysis (BCA)

An independent, comprehensive benefit-cost analysis (BCA) was performed by the Central Office of the Florida Department of Transportation (FDOT) for Florida's Turnpike Enterprise for the Minneola Area Economic Development Facility. This

benefit-cost analysis includes a detailed method of comparison for the benefits and costs related to the project. Project benefits and costs are quantified in present day dollars to allow a direct comparison and evaluation of the project benefit. A summary of the benefit-cost analysis is shown in Table 10. A breakout of the specific inputs and outputs of the benefit-cost analysis is included in the BCA documentation in Appendix C.

It is important to note that the Minneola Area Economic Development Facility is critical to the long term viability of the southeastern area of Lake County. In that regard, the addition of both North Hancock Road and its interchange with Florida's Turnpike provides economic development activity and congestion relief that otherwise would not occur. As a result, the benefits of the facility are wide-ranging and not limited to the local area immediately adjacent to North Hancock Road. This overwhelming beneficial impact is evident in the results of the benefit-cost analysis.

TABLE 10 – SUMMARY OF BENEFIT COST ANALYSIS

Financial Indicators	3%	7%
Total Costs	$67,100,000	$58,900,000
Total Benefits	$575,400,000	$300,400,000
NPV	$508,300,000	$241,500,000
ROI	758%	410%
B/C Ratio	8.6	5.1

B. Planning Approvals

1. National Environmental Policy Act (NEPA) and Other Environmental Reviews/Approvals

The North Hancock Road project is a categorical exclusion project according to the National Environmental Policy Act (NEPA). This project does not have a significant negative impact on the environment as determined in the Project Development and Environment (PD&E) reports for the study area which are summarized as follows:

- No Significant Environmental Impacts;
- No Substantial Controversy on Environmental Grounds;
- No Significant Impact on Properties Protected by Section 4f (Historical);
- No Inconsistencies with Any Federal or State Law; and Documented Public Support.

A link to the Lake County FTP site is provided which includes documentation for Segments 1, 2A, 2B, and 3 of the total project:

ftp://ftp.co.lake.fl.us/Public_Works/Lake County FL TIGER V APP/

i. Information about NEPA Status: The North Hancock Road project has substantially completed the NEPA documentation. Three previous studies have

been completed on this road corridor. This includes the Lake County Minneola Collector Road PD&E Study completed in December of 2008 which covers segments 1 and 2A of the project. The Florida's Turnpike Enterprise has substantially completed its PD&E Study on October 26, 2011 for Segment 3, the interchange at Milepost 279, with final details near completion. The Turnpike PD&E study includes segment 2B of North Hancock Road, which was also studied in August of 2009 as part of the CR 561A Corridor Conceptual Analysis study. The County will move forward to tie all of these studies together in one report for NEPA purposes.

ii. Information on Reviews by Other Agencies: The PD&E Study for the interchange includes documentation of FDOT approval. The St. Johns River Water Management District (SJRWMD) storm water permit has been received for Phase 1 of the project corridor. The permit for Phases 2A and 2B will be submitted with the design phase. Protected plant and animal species, if found, will be permitted through the normal process with Florida Fish and Game, and the US Fish and Wildlife Service. These species were documented in the PD&E reports. An updated field study will be completed in September of 2013. A final study will be performed in March and April of 2014 if it is determined that federal species habitat, including those of the Sand Skink and Florida Scrub Jay, are going to be impacted. Mitigation will be the responsibility of Lake County and consists of the purchase of credits from an approved Mitigation Bank which conserves land for these animals. The NEPA process will be finalized by Lake County and Florida's Turnpike Enterprise. Because the corridor environmental evaluations have been completed, including public comment period, it is not anticipated that there will be any environmental delay to the project. The link to the Study Reports follows:

ftp://ftp.co.lake.fl.us/Public_Works/Lake County FL TIGER V APP/

iii. Environmental Studies or Other Documents: In June 2013, the Lake County Environmental Consultant will initiate contact with the resources agencies for the surveys of the four protected natural wildlife species identified along the project corridor alignment (Scrub Jay, Florida Gopher Tortoise, Osprey and Sand Skink). This effort is to start and develop a mitigation strategy acceptable to the resources agencies' permit guidelines.

Upon the notification of grant approval by the USDOT, Lake County will submit permit applications to the resources agencies as required before project construction.

iv. Description of Discussions with DOT Modal Administration: Lake County has coordinated with the Florida Department of Transportation, Florida's Turnpike Enterprise and other resources agencies during the PD&E studies for their review and comments. The NEPA process project update will be coordinated with all resources agencies. It is not likely that there will be significant delays in this process as the entire corridor has already been studied

by both Lake County and the Florida Department of Transportation, Florida's Turnpike Enterprise. The overall project corridor will have an updated NEPA report performed. The NEPA update will begin in June 2013 and be completed by May 2014.

2. Legislative Approvals

If TIGER V funding is awarded to the North Hancock Road project, there are no legislative barriers to timely completion of the project. In fact, the project is supported by both the State and US legislative delegation representing the project area.

3. State and Local Planning

The North Hancock Road project is included in all relevant State and Local Plans. This includes the Year 2035 Lake-Sumter MPO Long Range Transportation Plan, the Lake County Comprehensive Plan, the City of Minneola Comprehensive Plan, and the City of Clermont Comprehensive Plan.

Following proper State procedure, once the TIGER V funding is award to the North Hancock Road project, an administrative amendment to the Florida Department of Transportation Five Year Work Program and the MPO's Transportation Improvement Program (TIP) will be made to add the federal funds for the project. This process will not pose any barrier to timely completion of the project.

C. Link to All Project Information Files.

ftp://ftp.co.lake.fl.us/Public_Works/Lake County FL TIGER V APP/

VI. FEDERAL WAGE RATE CERTIFICATION

The application for TIGER V funding includes a Federal Wage Rate Certification provided by Lake County, a co-applicant and the agency to receive the federal funds applied for. This certification states that the County will comply with the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code, as required by the FY 2013 Continuing Appropriations Act. This document is included as an attachment in Appendix A.

VII. APPLICATION ATTACHMENTS

APPENDICES

Appendix A: Federal Wage Rate Certification
Appendix B: Project Support
Appendix C: Detailed Benefit Cost Analysis (BCA)
Appendix D: Detailed Project Schedule
Appendix E: Detailed Project Cost