



2050 LRTP

Preliminary Planning

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Lake-Sumter MPO Long Range Transportation Plan Introduction

This section establishes the basis of how the transportation network and systems of Lake and Sumter Counties will be maintained, enhanced, and grown. In compliance with federal and state regulations, the Lake-Sumter MPO establishes a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment currently and for the future. The Lake-Sumter MPO established these goals, objectives, and performance measures consistent with the guidance and requirements of the Infrastructure Investment and Jobs Act (current federal transportation planning requirements) and the Florida Transportation Plan (FTP).

Lake-Sumter MPO Transportation Goals, Objectives, and Performance Measures

The 2050 Lake-Sumter MPO LRTP Goals, Objectives, and Performance Measures were updated based on the 2045 Goals, Objectives, and Performance Measures as well as established federal, state, and local guidance. This section highlights the requirements and guidance used to develop the Goals, Objectives, and Performance Measures for the 2050 Long Range Transportation Plan, with updates reflecting the latest federal legislation.

Goals and objectives that reflect the counties' visions were developed early in the planning process. The goals are shown in the figure below.

- | | | |
|---|-----------------------|--|
| 1 | Economy | Support economic development and tourism. |
| 2 | Safety | Increase safety of the counties' transportation system. |
| 3 | Mobility | Provide for mobility needs of the community. |
| 4 | Intermodal | Maintain existing transportation system. |
| 5 | Livability | Preserve, and where possible, enhance social, cultural, physical and natural environmental values. |
| 6 | Preservation | Preserve and maintain a resilient transportation infrastructure and transit assets. |
| 7 | Implementation | Effectively execute strategies and actions to achieve the county's transportation system goals, ensuring measurable progress and adaptability. |

A matrix showing consistency between the LRTP Goals and the ten planning factors from the IJJA Act is shown in Table 1. Additionally, a matrix showing consistency between the LRTP Goals and the eight planning factors from the FTP is shown in Table 2.

Table 1: Lake-Sumter2050 LRTP Goals and IJA Planning Factors Comparison

Lake-Sumter 2050 LRTP Goals	FAST Act Goals									
	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration / Connectivity	System Management & Operation	System Preservation	Resiliency	Tourism
	Economy Support economic development and tourism	•		•	•	•	•		•	•
	Safety Increase safety of the counties' transportation system	•	•	•	•		•		•	•
	Mobility Provide for mobility needs of the community	•	•	•		•	•			
	Intermodal Maintain existing transportation system	•	•	•	•	•	•	•	•	•
	Livability Preserve, and where possible, enhance social, cultural, physical and natural environmental values.	•	•	•	•	•	•		•	•
	System Preservation Preserve and maintain a resilient transportation infrastructure and transit assets	•	•	•	•	•	•	•	•	
	Implementation Effectively execute strategies and actions to achieve the county's transportation system goals, ensuring measurable progress and adaptability.	•	•	•	•	•	•	•		

Table 2: Lake-Sumter 2050 LRTP Goals and Florida Transportation Plan Goals Comparison

		Florida Transportation Plan Goals						
		Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Lake-Sumter 2050 LRTP Goals	Economy Support economic development and tourism			●	●	●	●	
	Safety Increase safety of the counties' transportation system	●	●	●	●	●	●	
	Mobility Provide for mobility needs of the community	●		●	●	●	●	
	Intermodal Maintain existing transportation system	●	●	●	●		●	●
	Livability Preserve, and where possible, enhance social, cultural, physical and natural environmental values.	●		●	●	●	●	●
	System Preservation Preserve and maintain a resilient transportation infrastructure and transit assets	●	●	●	●	●	●	●
	Implementation Effectively execute strategies and actions to achieve the county's transportation system goals, ensuring measurable progress and adaptability.	●		●	●	●		

Federal Guidance

Infrastructure Investment and Jobs Act (IIJA)

Signed into law November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), replaced the Fixing America's Surface Transportation (FAST) Act. The IIJA provides long-term funding for infrastructure planning and investment in surface transportation, building upon and expanding the policies established in previous legislation such as MAP-21 and SAFETEA-LU.

The IIJA continues to support a streamlined, performance-based surface transportation program while introducing new priorities and funding opportunities. It emphasizes creating a more resilient, equitable, and innovative transportation system that addresses climate change, improves safety, and enhances economic competitiveness. The 2050 LRTP has been developed to ensure compliance with the requirements of the IIJA and includes an enhanced performance-based approach to the transportation decision-making process.

The IIJA maintains and expands upon the planning factors established in previous legislation. These factors, which form the cornerstone of the 2050 LRTP, now include:

1. Support the economic vitality of the metropolitan area, emphasizing global competitiveness, productivity, efficiency, and supply chain resilience.
2. Increase the safety of the transportation system for all users, with particular attention to vulnerable road users.
3. Increase the security and resilience of the transportation system for all users.
4. Increase accessibility, mobility, and connectivity of people and freight across all modes of transportation.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and ensure consistency between transportation improvements and state and local growth and economic development patterns, with a focus on reducing transportation-related emissions.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight, including emerging mobility options.
7. Promote efficient system management and operation, incorporating innovative technologies and smart city solutions.
8. Emphasize the preservation and modernization of the existing transportation system.

9. Improve the resiliency and reliability of the transportation system, reduce or mitigate stormwater impacts, and enhance the system's ability to withstand extreme weather events and other disruptions.
10. Enhance travel and tourism while considering environmental and community impacts.

The IIJA reinforces and expands upon the performance-based planning requirements established in previous legislation. As such, the Lake-Sumter MPO is required to:

- Describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the Long Range Transportation Plan (LRTP).
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements.
- Regularly review and update goals, objectives, and performance measures to ensure ongoing compliance with evolving federal requirements and local needs.
- Coordinate with state and public transportation providers to establish targets and continue to develop and assess a focused, performance-based multimodal transportation system that addresses new priorities such as climate resilience, equity, and technological innovation.

These requirements ensure that the Lake-Sumter MPO's planning process remains aligned with national transportation goals while addressing the specific needs of our community.

Performance-Based Planning – Federal Highway Administration

The U.S. Secretary of Transportation established criteria for the evaluation of the new performance-based planning processes. This included the identification of specific performance measures that all states and each MPO must evaluate. The process required the Florida Department of Transportation (FDOT) to develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. This also requires MPOs in the State of Florida to either accept and support FDOT's performance targets or establish, formally adopt, and monitor their own performance targets. FDOT will provide performance data to MPOs if they adopt the state targets. MPOs who adopt other targets will be responsible for the associated performance evaluation for those targets.

State Guidance

Florida Department of Transportation (FDOT) Performance Targets

Listed below are the performance measures and statewide targets that FDOT has established. FDOT worked in collaboration with the MPOs and providers of public transportation to establish these statewide targets.

Safety. Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is our target for all the safety performance measures.

Pavement Condition. The pavement condition performance measures assess pavement conditions based on international roughness index (IRI), cracking, rutting (for asphalt pavements) and faulting (for jointed concrete pavements). For asphalt and jointed concrete pavements, a 0.1-mile segment is considered in good condition if all three metrics are rated Good; if two or more metrics are considered poor, the condition is Poor. The federal rule requires a new methodology be used to measure rut depth and cracking that has not been historically used by FDOT. In consideration of the differences in the data collection requirements used by FDOT and those mandated by the rule, as well as other unknowns associated with the new required processes, the following initial 2 and 4-year targets were established.

Bridge Condition. The bridge condition performance measures for the percent of deck area classified as Good and Poor is determined using National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by the lowest rating of these items using a scale of 1 to 9. If the NBI rating is 4 to 1, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified Fair; however, there is no related FHWA performance measure associated with that rating. Considering the differences in criteria, the following initial 2 and 4-year targets were established.

System Performance. The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data are collected in 15-minute segments during four total time periods and is reported as the “percent of reliable person-miles traveled.” The segment is considered reliable if the reliability ratio is below 1.50 during all time periods. Freight movement is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment.

As required by the federal rules, once the targets have been established, FDOT includes a narrative in the Florida Transportation Plan (FTP) and State Transportation Improvement Program (STIP) describing the measures and targets as well as explaining how the program of projects in the STIP contribute to the achievement of those targets. Similarly, the MPO must do the same thing in their Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. The plan was created by, and provides direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. This includes the Lake-Sumter MPO. The FTP Policy Element is Florida's long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change.

MPOs are required to address the goals included in the FTP. These goals include the following:

- **Safety and security** for residents, visitors, and businesses
- Agile, **resilient**, and quality infrastructure
- **Efficient and reliable** mobility for people and freight
- More **transportation choices** for people and freight
- Transportation solutions that support Florida's global **economic competitiveness**
- Transportation solutions that support **quality places** to live, learn, work, and play
- Transportation solutions that enhance Florida's **environment and conserve energy**

MPOs must also incorporate any performance targets which may be included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans.

This Lake-Sumter 2050 LRTP addresses the goals as published in the 2045 FTP. At the time of this 2050 LRTP update, the 2055 FTP is being developed. Therefore, the goals included in Envision 2050 include the following from the 2045 FTP Policy Element (December 2020). The Lake-Sumter MPO will continue to monitor the development of the 2055 FTP.

Local Plans

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be consistent:

- The Florida Transportation Plan
- FDOT Strategic Highway Safety Plan
- Comprehensive Plans for Lake and Sumter counties
- Lake-Sumter MPO Public Involvement Plan (PIP)
- Lake-Sumter MPO Transportation Improvement Program (TIP)
- Lake-Sumter MPO Congestion Management Process (CMP)
- Lake-Sumter MPO Transit Development Plan (TDP)

Lake-Sumter MPO Performance Targets

The FDOT is required to establish statewide targets for the required performance measures and MPOs have the option to support the statewide targets or adopt their own. Based on this information the Lake-Sumter MPO has adopted the following transportation performance measure targets. Local Transit Agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the MPO must consider including the TAM targets in the LRTP and TIP updates.

Safety Performance Targets (PM1)

In October 2023, the MPO agreed to support FDOT's statewide safety performance targets for calendar year 2024.

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. The MPO acknowledges FDOT statewide HSIP interim safety performance measures and FDOT's safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. The 2024 targets are documented in the MPO Resolution 2023-15 and summarized in Table 3 below:

Table 3: Lake-Sumter MPO Safety Performance Targets and Measures (PM1)

Performance Measure	FDOT 2024 Statewide Targets	Lake-Sumter MPO 2024 Statewide Targets	Lake~Sumter MPO Baseline Performance (Five Year Rolling Average 2019-2023)
Fatalities	0	0	93.2
Serious Injuries	0	0	548.8
Nonmotorized Fatalities and Serious Injuries	0	0	56.8
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	0	1.606
Rate of Serious Injuries per 100 Million VMT	0	0	9.485

Bridge and Pavement Condition Performance Targets (System Preservation) (PM2)

On September 26, 2018, the Lake-Sumter MPO agreed to support FDOT's statewide pavement and bridge performance targets for 2023 targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the statewide targets. LSMPO has continued to support the FDOT's 2-year and 4-year targets for their performance measures. These performance measures and targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The statewide and MPO Bridge and Pavement Condition targets and measures are in Table 4.

Table 4: Lake-Sumter MPO Bridge and Pavement Condition Targets and Measures (PM2)

Performance Measure	2-Year Statewide Target (Jan 1, 2022 to Dec 31, 2023)	4-Year Statewide Target (Jan 1, 2022 to Dec 31, 2025)	2-Year LSMPO Target (Jan 1, 2022 to Dec 31, 2023)	4-Year LSMPO Target (Jan 1, 2022 to Dec 31, 2023)	Lake~Sumter MPO Baseline Performance 2023
Percent of Interstate pavements in good condition	60%	60%	Not required	60%	77.3%
Percent of Interstate pavements in poor condition	5%	5%	Not required	5%	0.0%
Percent of non-Interstate NHS pavements in good condition	40%	40%	40%	40%	62.6%
Percent of non-Interstate NHS pavements in poor condition	5%	5%	5%	5%	0.4%
Percent of NHS bridges by deck area in good condition	50%	50%	50%	50%	38.4%
Percent of NHS bridges by deck area in poor condition	10%	10%	10%	10%	0.0%

Federal rules require state DOTs and MPOs to set bridge and pavement performance targets and monitor progress towards achieving the targets. States must set four-year statewide targets for the percent of interstate pavements in good and poor condition; two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and two-year and four-year targets for the percent of NHS bridges by deck area in good and poor condition. MPOs must set four-year targets for all six measures.

System Performance Target (Travel Time Reliability) (PM3)

Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures.

On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025.

On September 26, 2018, the Lake-Sumter MPO agreed to support FDOT's statewide system performance and freight targets. The measurement of these performance measures is summarized in Table 5.

LOTTR Measures

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

Table 5: Lake-Sumter MPO System Performance Targets and Measures (PM3)

Performance Measure	2-Year Statewide Target (Jan 1, 2022 to Dec 31, 2023)	4-Year Statewide Target (Jan 1, 2022 to Dec 31, 2025)	2-Year LSMPO Target (Jan 1, 2022 to Dec 31, 2023)	4-Year LSMPO Target (Jan 1, 2022 to Dec 31, 2023)	Lake~Sumter MPO Baseline Performance 2023
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	75%	70%	75%	70%	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	50%	50%	Not Required	50%	97.5%
Truck travel time reliability (TTTR)	1.75	2.00	1.75	2.00	1.42

Transit Asset Management Targets (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements:

1. State of Good Repair (SGR) performance measures and targets
2. National Transit Database (NTD) reporting requirements
3. Transit Asset Management (TAM) Plan

MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT.

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Its lifecycle investments have been met or recovered.

Two transit service providers, LakeXpress and SCT, serve the MPO's planning area and are considered Tier II providers. On September 26, 2018, LakeXpress established TAM targets for each of the applicable asset categories. The transit asset management performance targets and measures for all Lake-Sumter MPO are listed in Table 6. Table 7 presents the targets for Tier II providers that are not part of the Group TAM Plan.

Table 6: Transit Asset Management Performance Measures

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions (There is currently no rail operating in Lake County)
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

Table 7: Transit Asset Management Targets for Tier II Providers

Asset Category	Asset Class	2-Year Performance Target
Revenue Vehicles Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	19%
	Cutaway Bus	53%
	Mini-Van	50%
	Van	50%
Equipment Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue Automobile	0%
Facilities Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration / Maintenance Facilities	0%

SCT is part of the Group TAM Plan for Fiscal Years 2019/20-2022/23 developed by FDOT for Tier II providers in Florida.

The FY 2021 asset conditions and FY 2022 targets for the Tier II providers are shown in Table 20. Only LakeXpress is federally required to develop a TAM.

The transit provider's TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the current targets.

Tables 8 through 14 on the following pages show the specific goals associated with each of the Lake-Sumter MPO 2050 LRTP Goals.

Table 8: Goal 1 – ECONOMY—Support economic development and tourism in the two counties

Objective	Performance Measure	Target
Improved access and connections to port, rail, and airport facilities.	Lane miles of projects that improve access and connections to the port, rail, and airport facilities.	Maintain / Increase
Support economic development in specific geographic areas. (The Villages, Clermont, Mount Dora, Tavares, and Leesburg Central Business Districts (CBDs), Leesburg International Airport, I-75, Florida's Turnpike, US27, and SR-50 corridors)	Maintain LOS on corridors providing access to these areas.	Maintain / Increase
	Projects identified and funded to improve access to targeted growth areas.	Maintain / Increase
Ensure that regional and local markets are adequately served by the transportation system.	Number of regional transit routes.	Maintain / Increase
	Are regional and local markets served by the identified projects?	Yes / No
Identify transportation issues regarding Lake and Sumter Counties' Activity Centers and targeted multimodal corridors within the community and identify measures for preserving and enhancing the commercial and social integrity of these areas.	Are transportation issues in Lake and Sumter County Activity Centers and Activity Corridors identified?	Yes / No
	Are methods to preserve and enhance Activity Centers and Multimodal Corridors identified in the plan?	Yes / No

Highlighted cells refer to Performance Measures that are identified by the FAST Act.

Table 9: Goal 2 – SAFETY—Increase safety of the counties’ transportation system

Objective	Performance Measure	Target
Consistency with FDOT Strategic Highway Safety Plan (SHSP).	Is the plan consistent with the Strategic Highway Safety Plan and Safety Emphasis Areas?	Yes / No
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Number of fatalities	Meet SHSP Standards
	Rate of fatalities	Yes / No
	Number of serious injuries	Meet SHSP Standards
	Rate of serious injuries	Increase
	Number of non-motorized fatalities and non-motorized serious injuries	Yes / No
	Does the plan use crash data to prioritize projects in CMP and LRTP?	Yes / No
Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists and users of transit.	Are security plans considered for intermodal facilities, including for seaport, airport, rail?	Yes / No

Highlighted cells refer to Performance Measures that are identified by the FAST Act.

Table 10: Goal 3 – MOBILITY—Provide for mobility needs of the community.

Objective	Performance Measure	Target
Provide for the transportation needs of older adults, persons with disabilities, and low-income population of Lake and Sumter counties and ensure the facilities are designed in such a manner as to not impair their use by these populations.	% of low-income population and older adults within ¼ mile of bus stops	Maintain / Increase
	% service area coverage	Maintain / Increase
Use other forms of transportation to reduce the demand for highway usage on congested facilities.	% of congested roads with transit	Maintain / Increase
	Miles of bicycle/sidewalk facilities on congested facilities	Maintain / Increase
Address and promote alternative forms of transportation such as mass transit, high occupancy toll (HOT), ridesharing, and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rate.	Are alternative modes of transportation considered when developing operational management strategies?	Yes / No
Ensure that existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.	% of major road network with bicycle facilities	Maintain / Increase
	% of major road network with sidewalk facilities	Maintain / Increase
Identify projects in corridors that allow high density and intensity land uses to be served by public transit.	Include map identifying potential high transit ridership areas?	Yes / No
Fund provision of mobility services to transportation disadvantaged where fixed route public transportation is not available.	% of major road network serviced by transit	Maintain / Increase
Include provisions for non-motorized modes in new projects and in reconstructions.	Do roadway projects include bicycle/pedestrian facilities consistent with local policies?	Yes / No

Objective	Performance Measure	Target
	Are operations and maintenance costs included in the identified projects?	Yes / No
Where effective, consider transportation demand and systems management strategies to reduce the demand for or delay the need for major improvements to the transportation system.	Does the plan include TDM strategies?	Yes / No
Identify corridors that provide for the interconnection of urbanized areas through a well-developed network of roadways.	Does the plan identify corridors that connect the urbanized areas?	Yes / No
	LOS/Centerline miles of uncongested corridors providing access to activity centers.	Maintain / Increase
	%VMT on roadways connecting major activity centers.	Maintain
Provide travel time reliability on the National Highway System.	Percent of person-miles on the Interstate system that are reliable— Level of Travel Time Reliability (Interstate LOTTR)	Maintain / Increase
	Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Maintain / Increase
Review and document emergency evacuation routes.	Does the plan identify evacuation routes?	Yes / No
	Does the plan consider projects that maintain or enhance evacuation routes?	Yes / No
	Total lane miles of evacuation routes	Maintain / Increase
	Is an evacuation plan in place?	Yes / No

Highlighted cells refer to Performance Measures that are identified by the FAST Act.

Table 11: Goal 4 – SUSTAINABILITY—Maintain the existing transportation system.

Objective	Performance Measure	Target
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	% of roadway miles of projects on existing corridors vs. new corridors.	Maintain / Increase
	% VMT below adopted standard on roads designated as truck routes	Maintain / Reduce
	Average weighted volume-to-capacity ratio on roads designated as truck routes	Maintain / Reduce
	% VMT below adopted standard on roads designated as access routes to intermodal facilities	Maintain / Reduce
	Average weighted volume-to-capacity ratio on roads designated as access routes to intermodal facilities	Maintain / Reduce
	Does the plan consider freight specific infrastructure improvements/programs?	Yes / No
	Does the plan identify and improve high crash truck route corridors?	Yes / No
	Freight travel time reliability	Maintain / Increase
	Truck miles traveled	Maintain
	% truck miles severely congested (V/C > 1.2)*	Decrease

* Not available at the county level

Table 12: Goal 5 – LIVABILITY—Preserve, and where possible, enhance social, cultural, physical and natural environmental values.

Objective	Performance Measure	Target
Sensitivity to preserving the quality of the environment and in responding to air quality and energy conservation consistent with required federal regulations.	% miles severely congested	Maintain / Reduce
Constrain the development of highway facilities within corridors that are scenic in nature and, when appropriate, apply "parkway" treatments that enhance the overall social and aesthetic values to the community.	Scenic highway facility miles of roadway network	Maintain
Minimize disruption to established communities, activity centers, redevelopment areas, and infill areas.	Does the plan minimize impacts on established neighborhoods?	Yes / No
Identify routes that avoid or minimize impacts to the community.	Miles of designated evacuation routes	Maintain / Increase
	Has an analysis been done to determine if planned projects disproportionately impact low-income, minority, and older-adult populations?	Yes / No
	Does the plan include mitigation strategies on projects that impact the environment and the low-income, minority, and older-adult populations?	Yes / No
Consider Context Classification in the design and operation of major transportation facilities.	Does the plan preserve the character of surrounding areas and corridors?	Yes / No

Highlighted cells refer to Performance Measures that are identified by the FAST Act.

Table 13: Goal 6—SYSTEM PRESERVATION—Preserve and maintain a resilient transportation infrastructure and transit assets.

Objective	Performance Measure	Target
Maintain pavement conditions.	Percent of Interstate pavements in good condition	Maintain / Increase
	Percent of Interstate pavements in poor condition	Maintain / Decrease
	Percent of non-Interstate NHS pavements in good condition	Maintain / Increase
	Percent of non-Interstate NHS pavements in poor condition	Maintain / Decrease
Maintain Bridge Condition.	Percent of NHS bridges by deck area in good condition	Maintain / Increase
	Percent of NHS bridges by deck area in poor condition	Maintain / Decrease
Maintain Transit Infrastructure and Rolling Stock.	Does the plan minimize impacts on established neighborhoods?	Yes / No

Table 14: Goal 7—IMPLEMENTATION— Effectively execute strategies and actions to achieve the county's transportation system goals, ensuring measurable progress and adaptability.

Objective	Performance Measure	Target
Identify projects that may be funded within the first ten years of the LRTP horizon year.	Number of projects identified for funding by 2040	N/A
Identify studies and other non-construction projects for funding and implementation.	Number of non-construction projects identified for funding.	N/A

Other Goals and Objectives

Florida Department of Transportation: Initial Transportation Asset Management Plan

The Florida Department of Transportation (FDOT) published the Initial Transportation Asset Management Plan (TAMP) on April 30, 2018. This plan summarizes the current state of asset management planning process, goals and objectives, performance measures, and FDOT performance targets. The FDOT will update Transportation Asset Management Plan by June 30, 2019 to fully address the FHWA performance measures and targets.

At the time of preparing this section of the Lake-Sumter MPO 2050 LRTP, the FDOT Initial TAMP is the latest version. As such, the Lake-Sumter MPO supports the FDOT asset management process and adopts by reference this plan into the 2050 Long Range Transportation Plan. The MPO will continue to monitor the development of the update of the Transportation Asset Management Plan and will work with the FDOT to set performance targets for the following asset management performance measures only:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges classified as in Good condition by deck area
- % of NHS bridges classified as in Poor condition by deck area

The MPO will not be responsible for setting performance targets for other asset management performance measures contained within the Transportation Asset Management Plan.

Florida Department of Transportation: Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum

The Florida Department of Transportation (FDOT) published the Florida Freight Mobility and Trade Plan (FMTP) Investment Element FAST Act Addendum in January 2018. This plan summarizes the current state of the Freight Mobility planning process, goals and objectives, and performance measures. FDOT is developing an update to the FMTP, anticipating the adoption for 2025. Should this LRTP still be in development at the time of the FMTP publication, it will be updated as applicable.

The Lake-Sumter MPO supports the FDOT freight planning process and adopts by reference the FDOT Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum published January 2018 into the 2050 Long Range Transportation Plan. The MPO will continue to monitor the development of the Florida Freight Mobility and Trade Plan and will work with the FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck travel time reliability ratio (TTR) on the Interstate system).

Preliminary Revenue Forecast

An important element of long range transportation planning is the forecasting of revenues reasonably expected for use in prioritizing the Needs Plan and in developing a Cost Feasible Plan for Lake-Sumter MPO's 2050 Long Range Transportation Plan (LRTP). The LRTP will be funded using a combination of federal, state and local revenue sources as documented in the attached memorandum. These projected revenues reflect a snapshot in time and anticipated trends.

Table 15 below summarizes combined funding sources anticipated to be reasonably available through the 2031-2050 planning period.

Table 15: Summary of Total Transportation Revenues (2031-2050) (Year of Expenditure)

Revenue Source	Total Projected Revenues 2031-2050
Projected Federal and State Revenues	
Other Roads (Non-SIS, Non-SHS) "Off-System"	\$41,420,000
Other Roads (Non-SIS, Non-SHS) Product Support	\$9,112,000
State Highway System (Non-SIS) – Non-TMA**	\$166,210,000
SHS (non-SIS) Product Support*	\$36,566,000
Surface Transportation Block Grant – Any Area (SA)**	\$156,300,000
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)***	\$222,030,000
Transportation Alternatives – Any Area (TALT)**	\$19,030,000
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)***	\$32,870,000
Carbon Reduction Program – Non-TMA (CARN, CARM, CARL)***	\$28,420,000
Strategic Intermodal System (SIS) Projects	
Projected SIS Expenditures	\$188,490,000
Projected Local Government Revenues	
Lake County Revenues	\$704,393,000
Sumter County Revenues	\$435,075,000
Projected Transit Revenues (Federal, State, and local)	
Lake County Transit Revenues	\$324,710,000
Sumter County Transit Revenues	\$50,720,000

2050 Socioeconomic Data Forecast

Developing the 2050 LRTP involves identifying future transportation needs and balancing them against available funding to create a Cost Feasible Plan. A key step is preparing a forecast of population and employment distribution to project travel demand for 2050.

The 2050 LRTP reflects updated socioeconomic forecasts and planning assumptions to account for evolving trends in travel behavior, employment patterns, and commuting demands. These updates incorporate potential long-term impacts of the COVID-19 pandemic on transportation systems and demographic changes. The MPO will closely monitor these factors to ensure accurate and responsive planning.

The socioeconomic forecast aligns with local government Comprehensive Plans, including Future Land Use Elements, which guide growth and set development standards. The LRTP process integrates these policies with transportation planning for Lake and Sumter counties and their municipalities.

Population and Employment Growth

Significant growth is projected in Lake and Sumter counties through 2050, driven by national and local trends. Tables 16 and 17 summarize forecasted permanent population and employment growth by county. These projections use Future Land Use maps, development activity, and input from local planners, with population growth rates derived from BEBR and Woods & Poole data.

Figure 1 through **Figure 4** show expected growth areas by Transportation Analysis Zone (TAZ), highlighting population and employment concentrations used to forecast future travel patterns. Increased population and employment will demand expanded mobility options and transportation network capacity. The MPO remains committed to addressing these needs while supporting economic growth and sustainability in Lake and Sumter counties.

Considering changes in growth trends due to technology and COVID-19, the forecasted 2050 data uses 2015 base year data as a foundation, incorporating considerations from the Department of Transportation (DOT) 2022 Model currently in development.

More information and details are available in Appendix B.

Table 16: Permanent Population Forecast Summary

County	2025 Permanent Population	2050 Permanent Population	Population Growth	Percent Population Growth
Lake	450,100	668,750	218,650	48.58%
Sumter	173,150	295,100	121,950	70.43%

Table 17: Employment Forecast Summary

County	2025 Employment	2050 Employment	Employment Growth	Percent Employment Growth
Lake	190,842	283,550	92,708	48.58%
Sumter	48,152	82,065	33,913	70.43%

Figure 1: Total Lake County Employment (2025-2050)

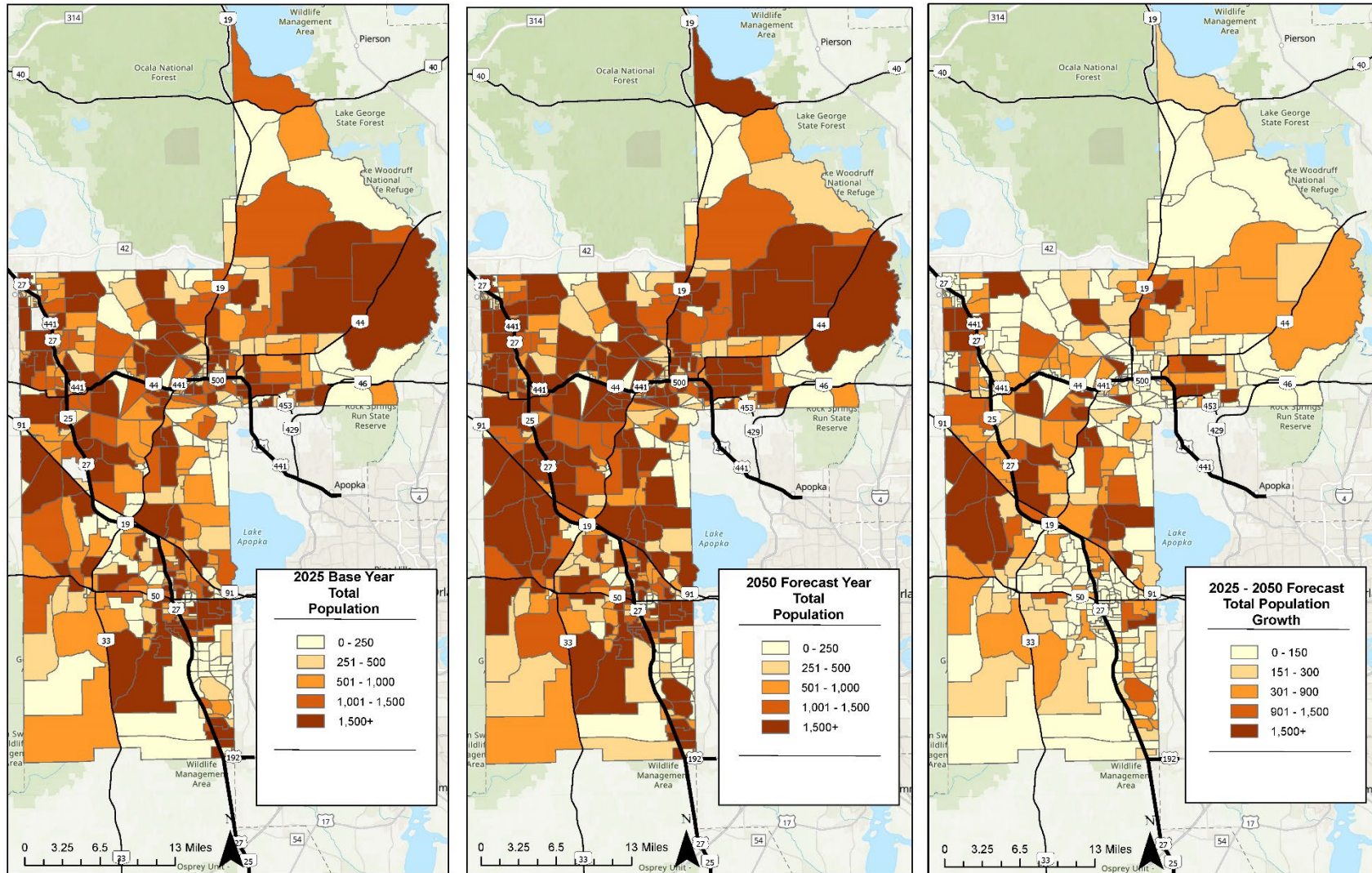


Figure 2: Total Sumter County Employment (2025-2050)

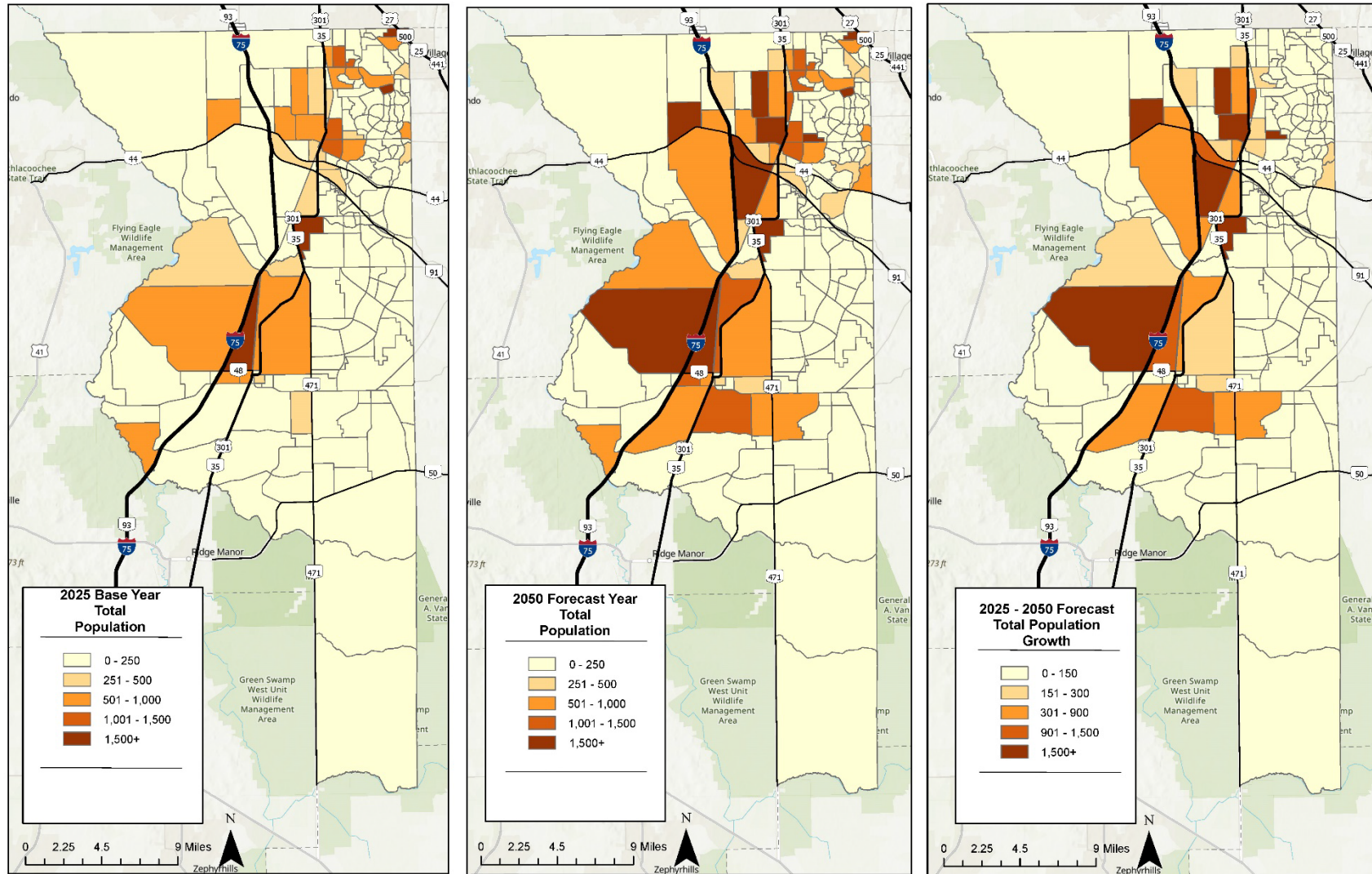


Figure 3: Total Lake County Employment (2025-2050)

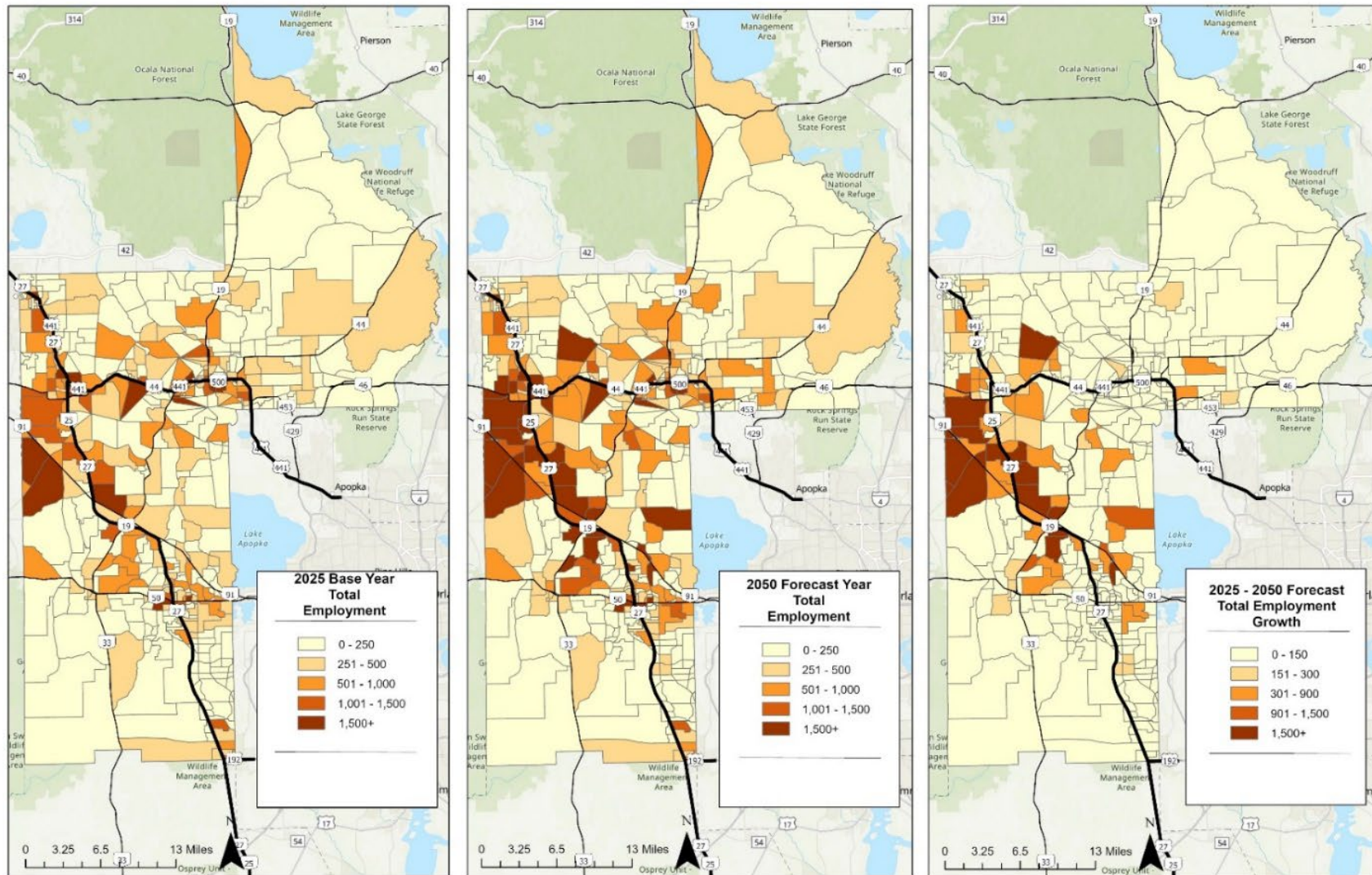


Figure 4: Total Sumter County Employment (2025-2050)

