

How to Contact the MPO

The Lake-Sumter Metropolitan Planning Organization conducts transportation planning for metropolitan planning areas of Lake and Sumter Counties on an ongoing basis. If you are interested in the activities of the MPO or would like to provide input to the transportation planning process, please contact the MPO.

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Representatives of the public learn about the Transportation Plan during the development of the 2025 Long Range Transportation Plan.



Lake-Sumter Metropolitan Planning Organization 2025 Long Range Transportation Plan Summary Report December 2005

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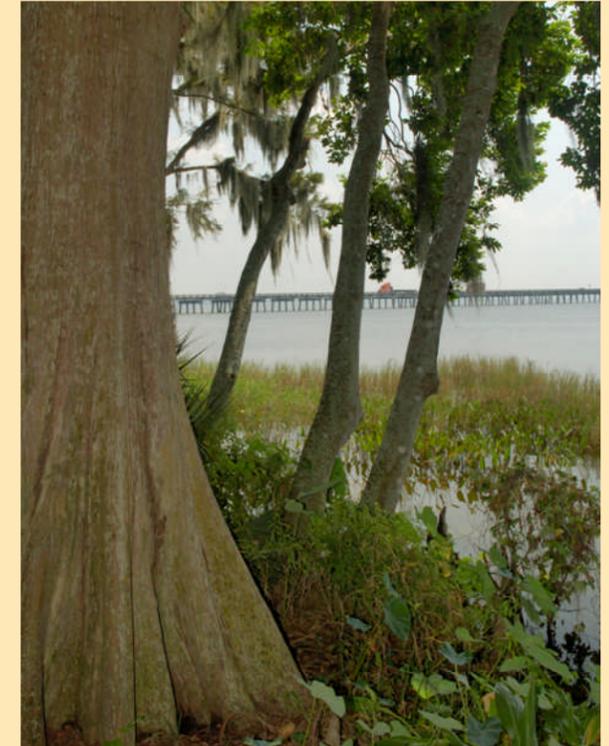
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Introduction

The Lake-Sumter Metropolitan Planning Organization (MPO) is responsible for developing the 2030 Long Range Transportation Plan for the metropolitan planning areas of Lake and Sumter Counties. This is the first long range transportation plan completed by the Lake-Sumter MPO and this plan will guide the transportation system improvements in metropolitan planning areas through the year 2025. The improvements identified in the plan are intended to provide mobility and enhance the safety and economic development potential of the counties.

Not only must the plan address a number of federal and state requirements, but the plan must also be cost affordable; must include all modes of transportation, including public transportation, sidewalks, and bicycle facilities; and must be developed with opportunities for input from the community.



Balancing important issues such as protecting the environment and addressing transportation needs were key considerations of the 2025 Long Range Transportation Plan.

Lake-Sumter MPO
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Leesburg, Florida 34748

Address Correction Requested



Highlights of the Plan

324,417 Growth in Population
109,326 Growth in Employment

\$700 Million of Funding

496 Lane Miles of Roads Added
132 Miles of Sidewalks Added
118 Miles of Bicycle Facilities Added

Over 500 Public Participants

Public Comment Period/Plan Adoption

The 2025 Cost Affordable Long Range Transportation Plan was presented at the Lake-Sumter MPO's October 26, 2005 Board meeting. The Plan is currently open for public comments for over 45 days until the plan is adopted at the MPO's December 14, 2005 Board Meeting. Changes to the plan can be made during this review period to address public comments or to reflect updated information.

Building a path to efficient transportation

Plan Development Process

Long Range Transportation Plan Development Process



The Plan Development Process starts with an estimate of future transportation demand and leads to the adoption of the "Cost Affordable Plan" that will guide the funding and implementation of future transportation projects in Lake and Sumter Counties. Throughout process, the public is afforded numerous opportunities to participate in the development of the plan.



Providing for a safe transportation system was an important part of the plan that also plays a role in reducing congestion on major roadways.



Regional coordination was on-going during the development of the plan and included important partners such as the Florida Department of Transportation.



Rapid growth makes planning for transportation improvements important to both counties.

Lake-Sumter MPO 2025 Long Range Transportation Plan 2010 to 2015 Costs and 2016 to 2025 Costs

Phase 1: (2010-2015)				
	Project Name	Base Road Type	Future Road Type	Total Cost
SIS	SR 91 (SULLIVAN RD -to- ORANGE CO. LINE)	4F	6F	\$50,345,139
State	SR 44 (CR 44 -to- CR 44B)	2U	4D	\$4,300,051
	SR 50 (SR 25 (US 27) -to- HANCOCK RD)	4D	6D	\$8,900,295
	SR 500 (US 441) (CR 44A -to- SR 44)	4D	6D	\$9,070,034
	CITRUS TOWER BLVD (SR 25 (US 27) -to- MOHAWK RD)	2D	4D	\$1,380,047
County	CR 33 (CR 48 -to- CR 470)	2U	4D	\$1,405,806
	CR 44 (SR 500 (US 441) -to- CR 452)	2U	4D	\$27,178,415
	CR 44 (CR 44A (LEG) -to- CR 44A (LEG))	2U	4D	\$10,770,068
	CR 460 (CR 468 -to- US 27/US 441)	00/2U	4D	\$3,819,912
	CR 466A (SUMTER CO. LINE -to- US 27/US 441)	2U	4D	\$34,572,474
	CR 468 (SR 44 -to- CR 460)	2U	4D	\$3,799,155
	CR 470 (SR 91 -to- SR 25 (US 27))	2U	4D	\$10,442,618
	CR 561 (SR 25 (US 27) -to- CR 561A)	2U	4D	\$1,307,727
	CRITTEDEN RD (SR 50 -to- SR 33)	00	2U	\$525,776
	HANCOCK RD (LAKE LOUISA RD -to- SR 50)	2U	4D	\$10,183,666
	HARTLE RD (HARTWOOD MARSH RD -to- SR 50)	2U	4D	\$6,328,465
	HOOKS ST (HANCOCK RD -to- HARTLE RD)	00	4D	\$3,985,454
	LAKE LOUISA RD (HANCOCK RD -to- SR 25 (US 27))	2U	4D	\$1,820,958
	N. GRASSY LAKE RD (SR 25 (US 27) -to- TURKEY FARMS RD)	00	4D	\$2,928,894
	SHELL POND RD (SR 25 (US 27) -to- ORANGE CO. LINE)	00	4D	\$10,733,743
	TURKEY FARMS RD (CR 50 -to- SULLIVAN RD)	00	4D	\$7,470,651
	Totals			State SIS (State Intra-State Highway System)
			Other State Roads	\$22,270,380
			County Roads	\$138,653,829
			Grand Total for Phase 1 Costing	\$211,269,348

Phase 2 - (2016-2025)				
	Project Name	Base Road Type	Future Road Type	Total Costs
SIS	SR 25 (US 27) (CR 561A -to- O'BRIEN RD)	4D	6D	\$78,750,807
	SR 46 BYPASS (SR 46 -to- ORANGE COUNTY LINE)	00	4F	\$27,442,277
	WEKIVA PKWY (ORANGE COUNTY LINE -to- SEMINOLE COUNTY)	00	4F	\$45,100,800
State	SR 19 (SR 25 (US 27) -to- O)	2U	4D	\$47,510,597
	SR 19 (CR 561 -to- CR 441 (OLD))	4D	6D	\$11,870,579
	SR 19 / CR 561 CONNECTOR (CR 455 -to- CR 455)	00	2U	\$10,866,557
	SR 25 (US 27) (CR 25A (S) -to- MAIN ST)	4D/4U	6D	\$18,879,314
	SR 50 (CR 561 -to- SR 25 (US 27))	4D	6D	\$8,721,827
	SR 500 (US 441) (CR 44B -to- WOLF BRANCH RD)	4D	6D	\$13,139,851
	US 27/US 441 (WEST BOONE CT -to- POLK COUNTY)	4D	6D	\$4,263,353
	CR 439 (SR 44 -to- CR 44A)	2U	4D	\$4,149,958
	CR 448 (CR 561 -to- ORANGE COUNTY LN)	2U	4D	\$14,209,080
	CR 44A (ESTES RD -to- CR 439)	2U	4D	\$6,210,667
County Roads	CR 44A (LEG) (CR 44 -to- CR 44A)	2U	4D	\$2,403,727
	CR 455B (FOSGATE RD -to- CR 581)	00	4D	\$4,242,849
	CR 466 (CHULA VISTA AVE -to- US 27/US 441)	4D	6D	\$10,641,230
	CR 468 (CR 460 -to- CR 466A)	2U	4D	\$5,517,364
	SUMTER CO. LINE (SR 91 -to- CR 470)	2U	4D	\$2,539,690
	CR 473 (SR 500 (US 441) -to- CR 44)	2U	4D	\$10,394,875
	CR 48 (SR 25 (US 27) -to- SR 19)	2U	4D	\$18,319,599
	CR 48 (N. AUSTIN MERRITT -to- CR 33)	2U	4D	\$11,764,356
	CR 50 (LAKESHORE DR -to- SR 25 (US 27))	00	2U	\$391,930
	CR 561 (CR 561A -to- SR 19)	2U	4D	\$32,282,181
	CR 561A (CR 561 -to- FOFGATE RD)	2U	4D	\$8,342,028
	EICHELBERGER (SR 19 -to- CR 561)	2U	4D	\$3,049,288
	FOFGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W))	00	4D	\$9,472,721
	GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD)	2U	4D	\$1,331,079
	HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD)	00	4D	\$12,118,273
	JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD)	00	2U	\$1,763,681
	KURT ST (SR 500 (US 441) -to- GOLF LINKS)	2U	2D	\$890,020
	LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD)	2U	4D	\$5,736,875
	LAKESHORE DR (CRESCENT LN -to- LAKE LOUISA RD)	2U	2D	\$2,118,070
	LEMON ST (US 27/US 441 -to- LAKE GRIFFIN RD)	2U	4D	\$422,935
N. FRONTAGE RD (START -to- CR 50)	00	2U	\$2,611,135	
RADIO RD (TREADWAY SCHOOL RD -to- CR 44)	2U	4D	\$4,710,931	
RANCH RD (WOLF BRANCH RD -to- SR 44)	00	4D	\$7,024,364	
NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441)	00/2U	4D	\$39,922,508	
ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD)	2U	4D	\$5,549,539	
SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD)	00	2U	\$1,483,907	
TURNPIKE INTERCHANGE RD (TURKEY FARM RD -to- FOFGATE R	00	6D	\$3,512,020	
Totals			State SIS (State Intra-State Highway System)	\$151,293,884
			Other State Roads	\$115,252,078
			County Roads	\$233,126,880
			Grand Total for Phase 2 Costing	\$499,672,842

**Lake-Sumter County MPO
2025 Long Range Transportation Plan
Needs Plan - Enhanced Revenues
Overall Summary
(2011 - 2015) All Modes**

CAPITAL

Mode of Travel	Revenue (X1000) ⁽¹⁾	Costs (X1000)	Percentage of Total Cost	Difference (X1000)
FIHS/SIS	\$50,345	\$50,345		\$0
State ⁽²⁾	\$19,846	\$22,270		(\$2,424)
County	\$131,984	\$138,654		(\$6,670)
Subtotal - Roads	\$202,175	\$211,269	97.3%	(\$9,094)
Public Transportation	\$1,877	\$1,533	0.7%	\$344
Bike / Pedestrian	\$4,292	\$4,292	2.0%	\$0
Total	\$208,344	\$217,094	100.0%	(\$8,751)

OPERATING AND MAINTENANCE

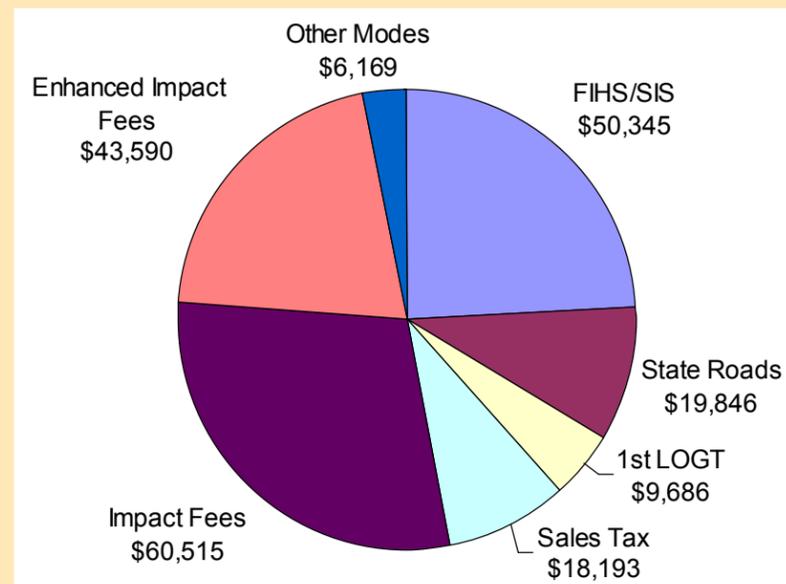
Mode of Travel	Revenue (X1000)	Costs (X1000)	Percentage of Total Cost	Difference (X1000)
Roads, Bike / Pedestrian (County Only) ⁽³⁾	\$0	\$0	0.0%	\$0
Public Transportation	\$17,336	\$20,903	100.0%	(\$3,567)
Total	\$17,336	\$20,903	100.0%	(\$3,567)

TOTAL \$ (12,317)

(1) Source: Table 4

(2) State road costs include total cost less the cost of design. Design costs are funded from other State revenue sources.

(3) Roads, bike, and pedestrian operating and maintenance costs are funded with gas tax revenues.



Plan Goals

Preliminary Goals

Goals and Objectives are required as a tool to plan, guide, and monitor the development of the future transportation system for Lake County and the eastern portion of Sumter County over the next 20 years. The Goals and Objectives are intended to represent the shared desires and values of the citizens within the MPO boundary. The desires and values of the community will then be reflected in the transportation system that is promoted in the long range plan. The Goals and Objectives are supported by policies, measures of effectiveness, and standards which support the monitoring of the transportation system. Sources consulted include:

- Transportation Equity Act for the 21st Century (TEA-21) Transportation Planning Factors,
- Florida Transportation Plan (Adopted and Proposed Update);
- Lake County 2020 Long Range Transportation Plan;
- Lake County Comprehensive Plan, Transportation Element;
- City Comprehensive Plan Transportation Elements

The goal development process was also guided by the TEA-21 Planning Factors that include:

TEA-21 Planning Factors

Factor 1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Factor 2: Increase the safety and security of the transportation system for motorized and non-motorized users.

Factor 3: Increase the accessibility and mobility options available to people and for freight.

Factor 4: Protect and enhance the environment, promote energy conservation, and improve quality of life.

Factor 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Factor 6: Promote efficient system management and operation.

Factor 7: Emphasize the preservation of the existing transportation system.

The guidance above resulted in the identification of the following goals for the 2025 Long Range Transportation Plan:

Preliminary Goals of the 2025 Long Range Transportation Plan

GOAL 1. Provide a multi-modal transportation system that serves the local and regional movement of and connections among people, jobs, goods, and services.

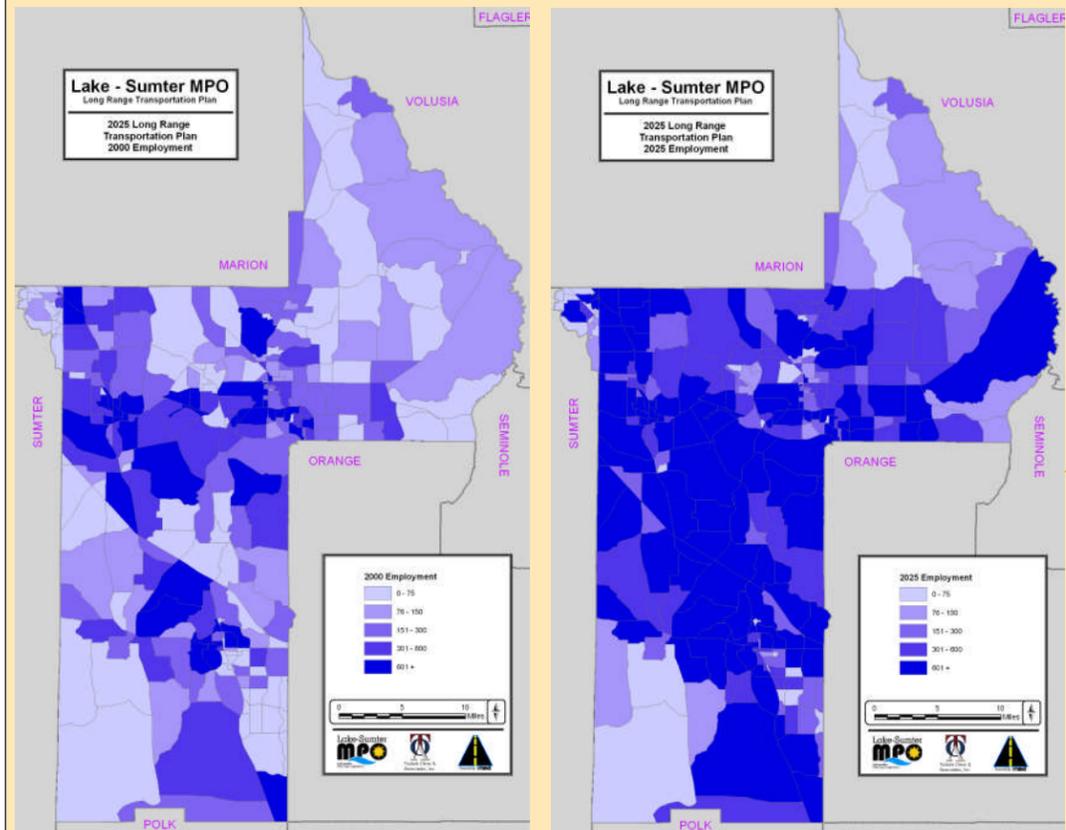
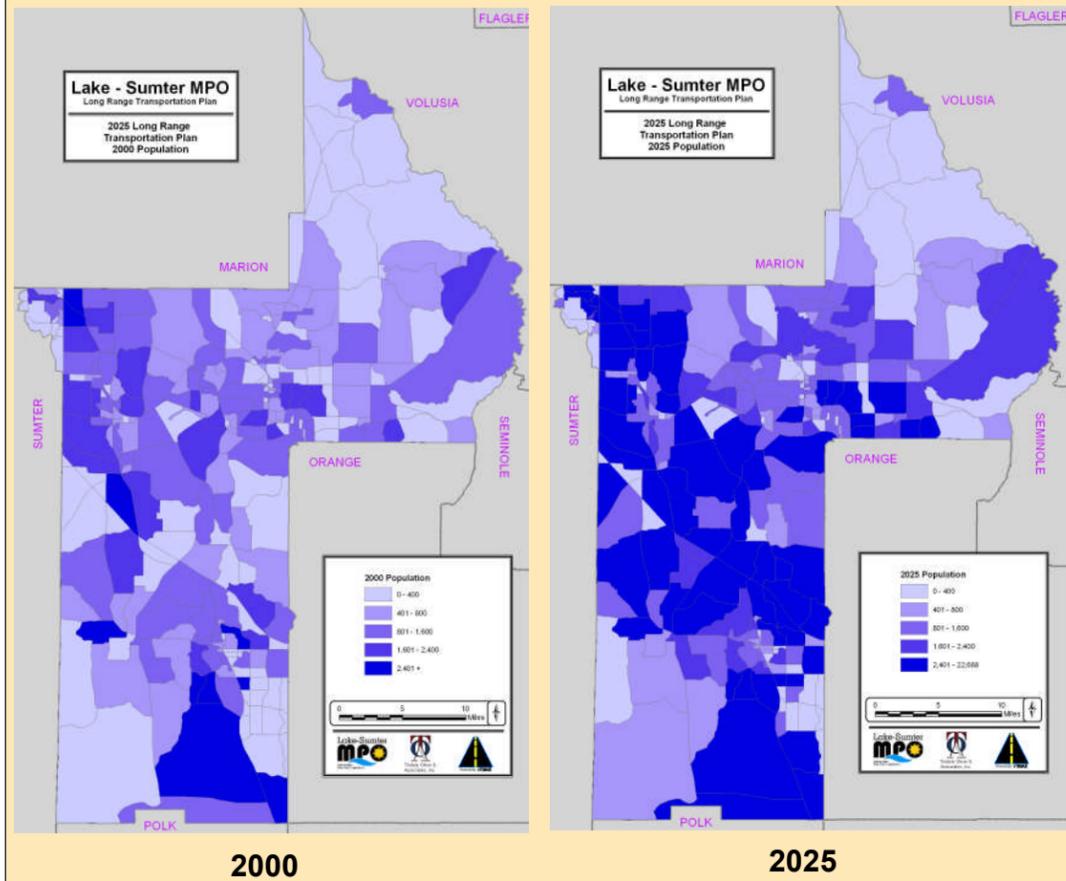
GOAL 2. Provide a transportation system that is safe for residents, visitors and businesses.

GOAL 3. Preservation of Lake and Sumter Counties' investment in transportation in a cost-feasible manner.

GOAL 4. A transportation system that is coordinated and consistent with current and future agency plans of Lake and Sumter Counties, its communities and neighbors.

GOAL 5. An aesthetically pleasing transportation system which minimizes impact on the social resources, communities, and the natural and built environment.

Land Use Forecast

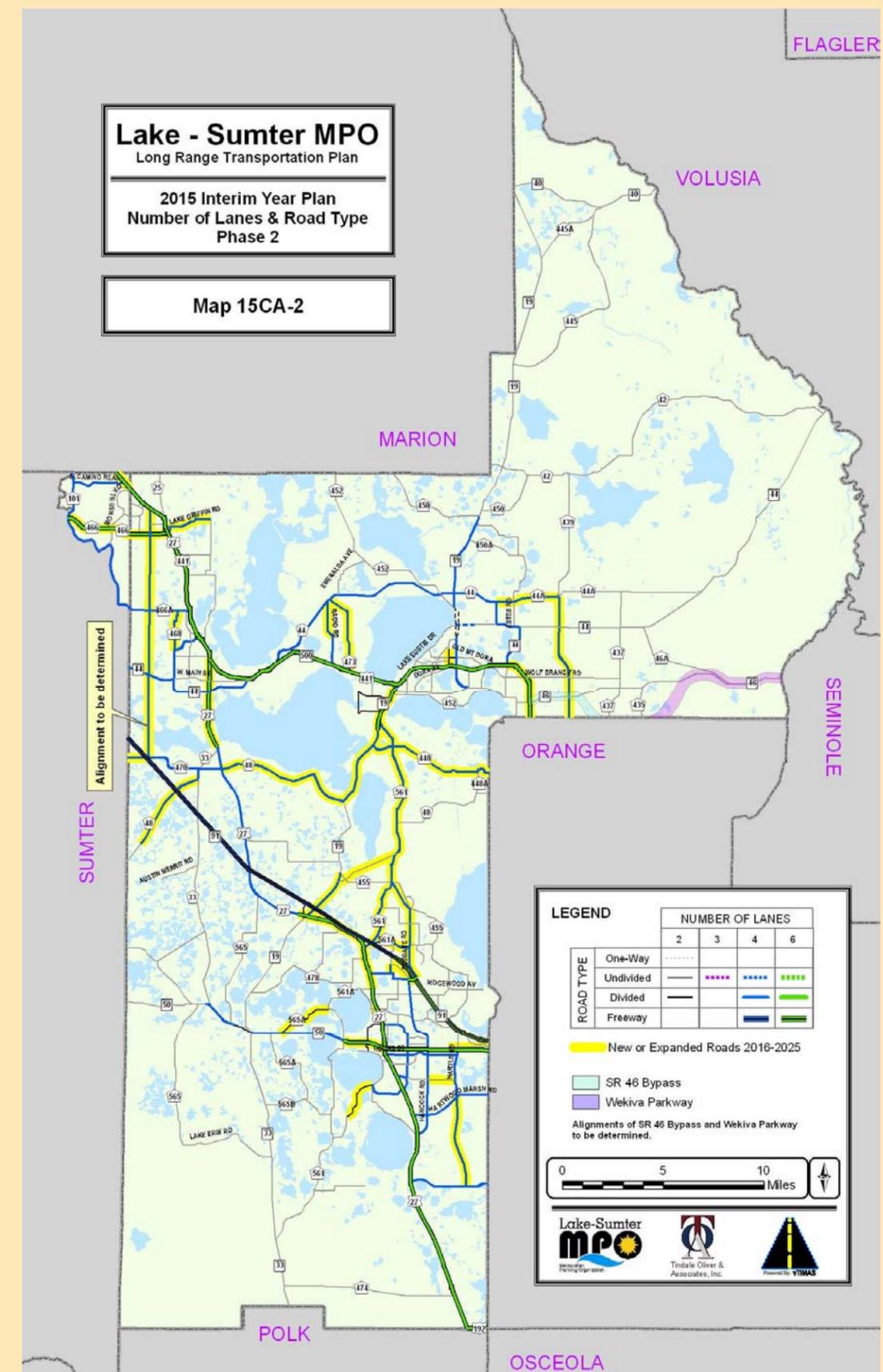


Population

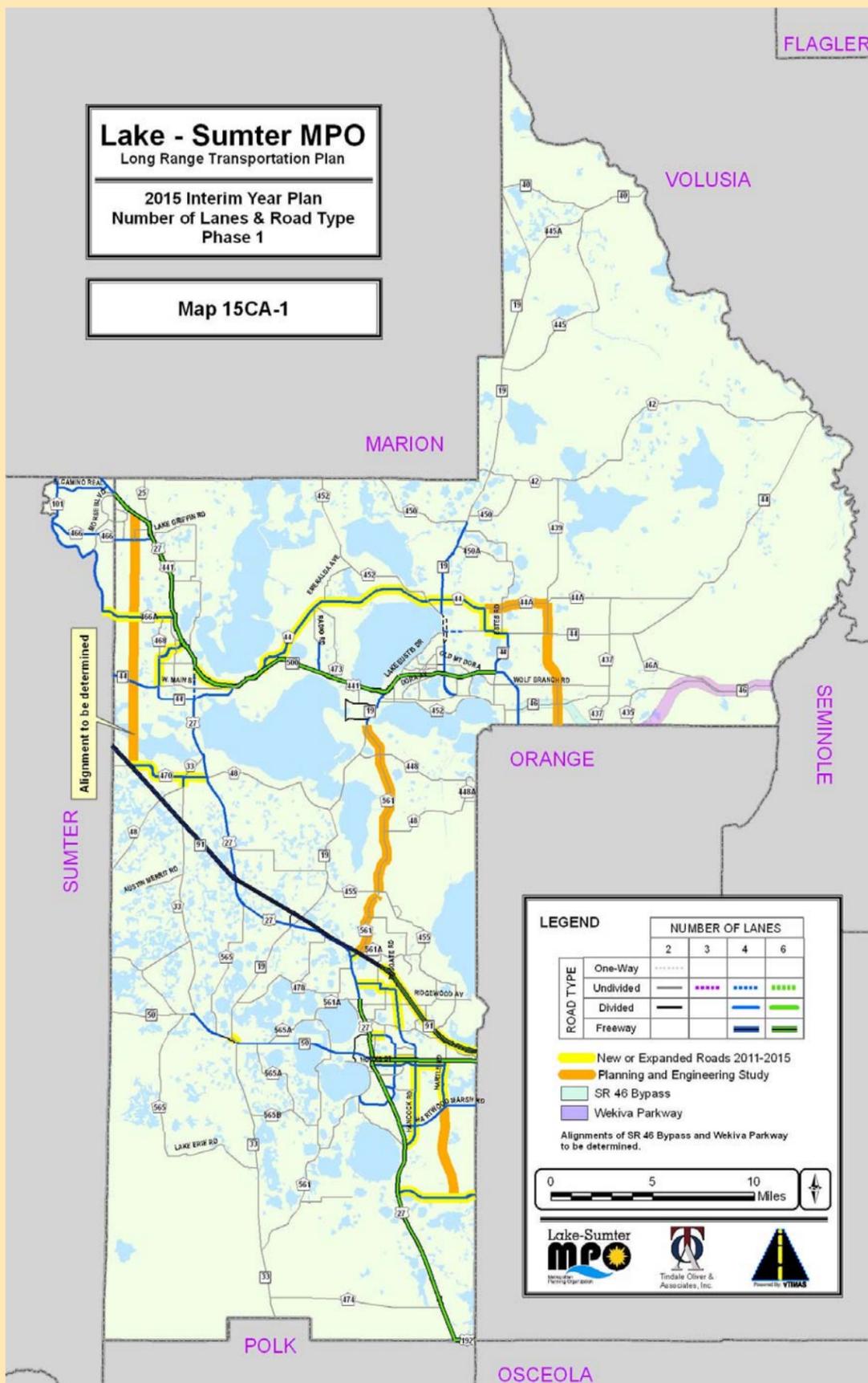
Land Use

The 2025 Long Range Transportation Plan development process included the development of future land use population and employment forecasts. This forecast of population and employment is used to forecast the anticipated travel demand that will exist in the year 2025. This data will also assist Lake County in other planning activities including the County's Comprehensive Plan.

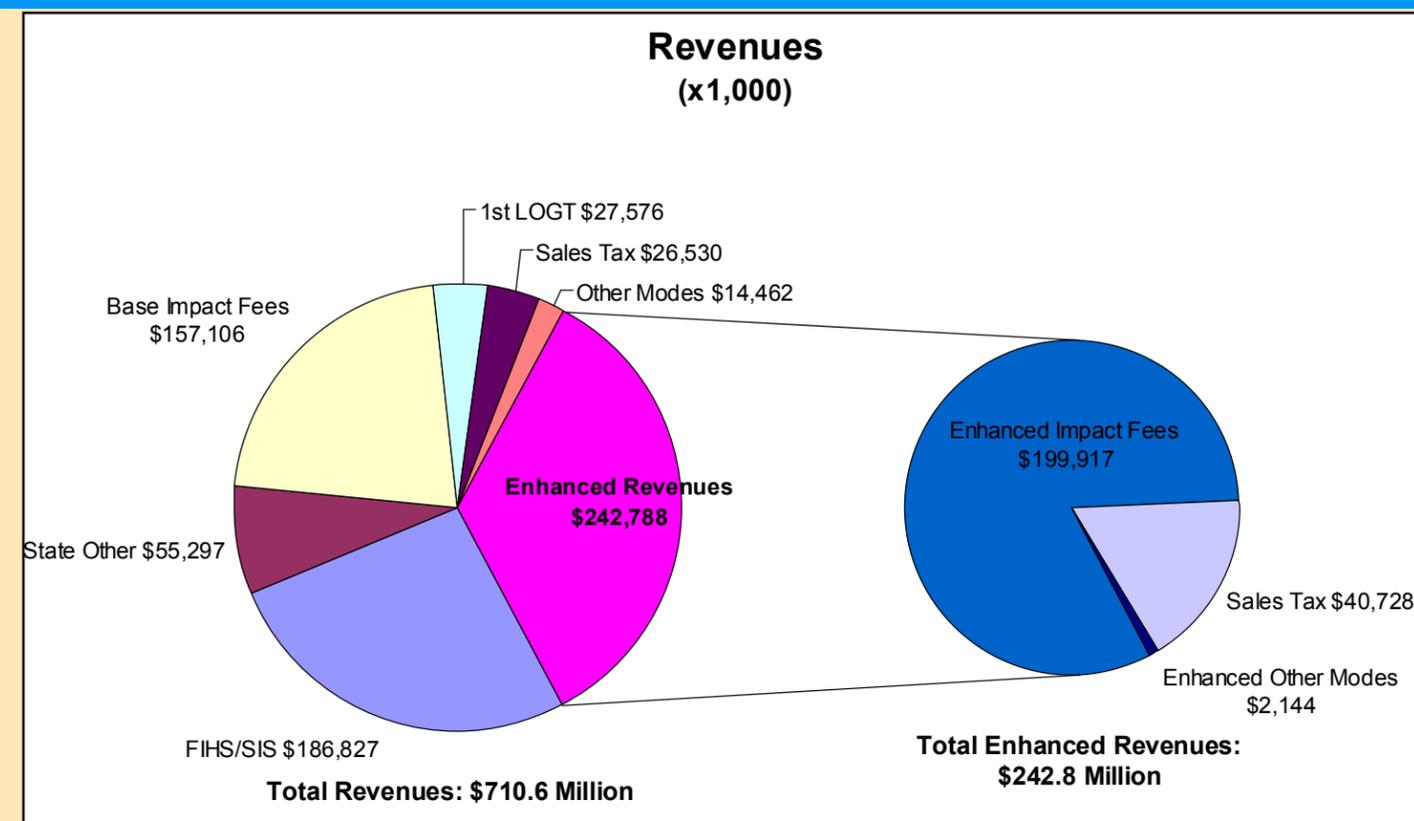
Employment



2015 Cost Affordable: Roadway Improvements



Plan Revenues



Base Revenues 2011 to 2025

Base federal and state revenues total \$255.2 million. This includes state roads (\$242.1 million), public transportation (\$4.5 million) and bicycle and pedestrian enhancement funds (\$8.5 million). Existing County funding sources include local option gas taxes (LOGT) (\$27.6 million), impact fees (\$157.1 million) and local option sales tax (LOST) (32.5 percent of receipts to transportation capital expansion, \$26.5 million). Of county gas tax revenues, \$11.6 million are used to fund public transportation (\$0.3 million for capital and \$11.3 million for operations and maintenance) and bicycle and pedestrian (\$1.3 million for capital). Existing county revenues to fund road projects total \$211.2 million. County capital funding for bicycle and pedestrian improvements is \$1.3 million.

Enhanced Revenues 2011 to 2025

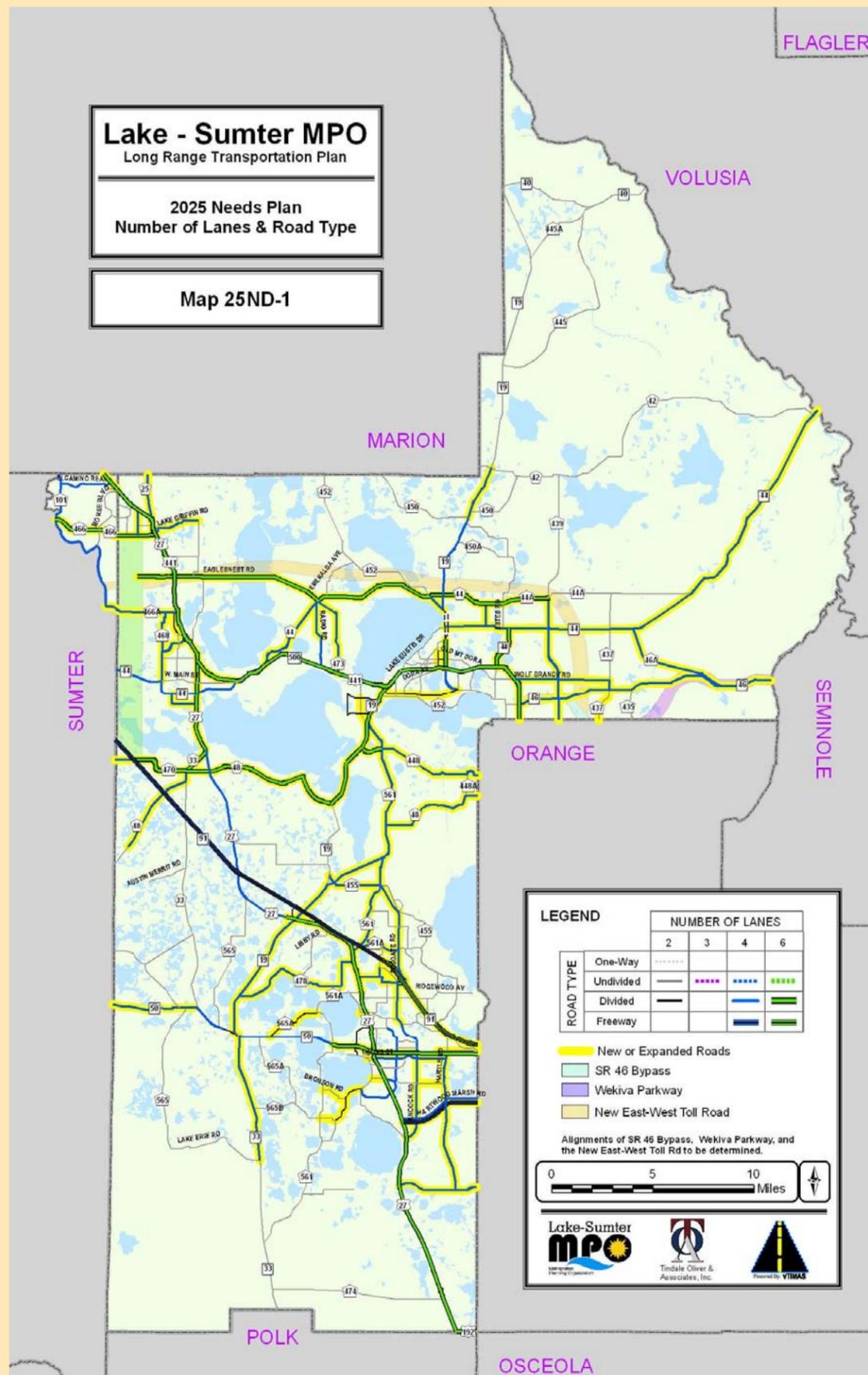
Because existing revenue sources would not fund all needed multi-modal improvements for the 2025 transportation system, several enhanced revenue sources were considered in developing the 2025 Cost Affordable plan. Transportation impact fees were assumed to be increased by 50% in 2005, 35% in 2008, 30% in 2012, 20% in 2017, and 20% in 2022. This is forecasted to generate approximately \$200 Million. The LOST was assumed to be extended from 2017 to 2025, generating \$40.7 million.

Enhanced county revenues from these sources total \$242.8 million. Given the county's track record in implementing impact fees and sales tax and with the MPO Board adoption of the 2025 Cost Affordable Plan as presented, it is reasonable to expect that these enhanced revenue sources will be implemented as presented.

Total Base and Enhanced Revenues 2011 to 2025

The total based and enhanced revenues for funding the 2025 Cost Affordable Plan are \$710.6 million. This includes the \$242.8 million in additional county funding as discussed above.

Needs Plan: Roadway Network



Cost Affordable Plan: Public Involvement Summary

Introduction

Public involvement in the planning process is a critical factor to the success of any plan. This is especially true of planning that has directly visible impacts the community as a whole and as individuals. The development of the Lake-Sumter MPO Long Range Transportation Plan included numerous opportunities for the public to actually guide the planning process and this resulted in changes that are now included in the adopted transportation plan. In addition to public involvement activities conducted directly for the Lake-Sumter MPO Long Range Transportation Plan other opportunities to address transportation issues were provided during the development of the plan through the update of Lake County's Comprehensive Plan Transportation Element and the development of the Minneola Ridge Areawide Transportation Plan.

The illustration below summarizes some of the more significant public involvement opportunities and highlights of the guidance provided by the public.



Cost Affordable Plan: Funding and Costs

Lake-Sumter County MPO 2025 Long Range Transportation Plan Cost Affordable Plan - Enhanced Revenues Overall Summary (2011 - 2025) All Modes

CAPITAL				
Mode of Travel	Revenue (X1000) ⁽¹⁾	Costs (X1000)		Difference (X1000)
FIHS/SIS	\$30,345	\$30,345		\$0
SIS	\$78,751	\$78,751		\$0
SIS - Toll Facility	\$77,731	\$77,731		\$0
State ⁽²⁾	\$55,297	\$137,523		(\$82,226)
County	\$430,382	\$371,781		\$58,601
Subtotal - Roads	\$672,507	\$696,131	89.2%	(\$23,625)
Public Transportation ⁽³⁾	\$4,792	\$4,792	0.6%	\$0
Bike / Pedestrian	\$22,070	\$22,070	2.8%	\$0
Total	\$699,369	\$722,994		(\$23,625)
OPERATING AND MAINTENANCE				
Mode of Travel	Revenue (X1000)	Costs (X1000)		Difference (X1000)
Roads, Bike / Pedestrian (County Only) ⁽⁵⁾	TBD	TBD		TBD
Public Transportation ⁽³⁾	\$57,451	\$57,451	7.4%	\$0
Total	\$57,451	\$57,451		\$0
Total Capital and Operating	\$756,820	\$780,444		(\$23,625)

(1) Revenue assumptions from LRTP Financial Analysis Chapter

(2) State road costs include total cost minus the cost of design. Design costs are funded from other State revenue sources.

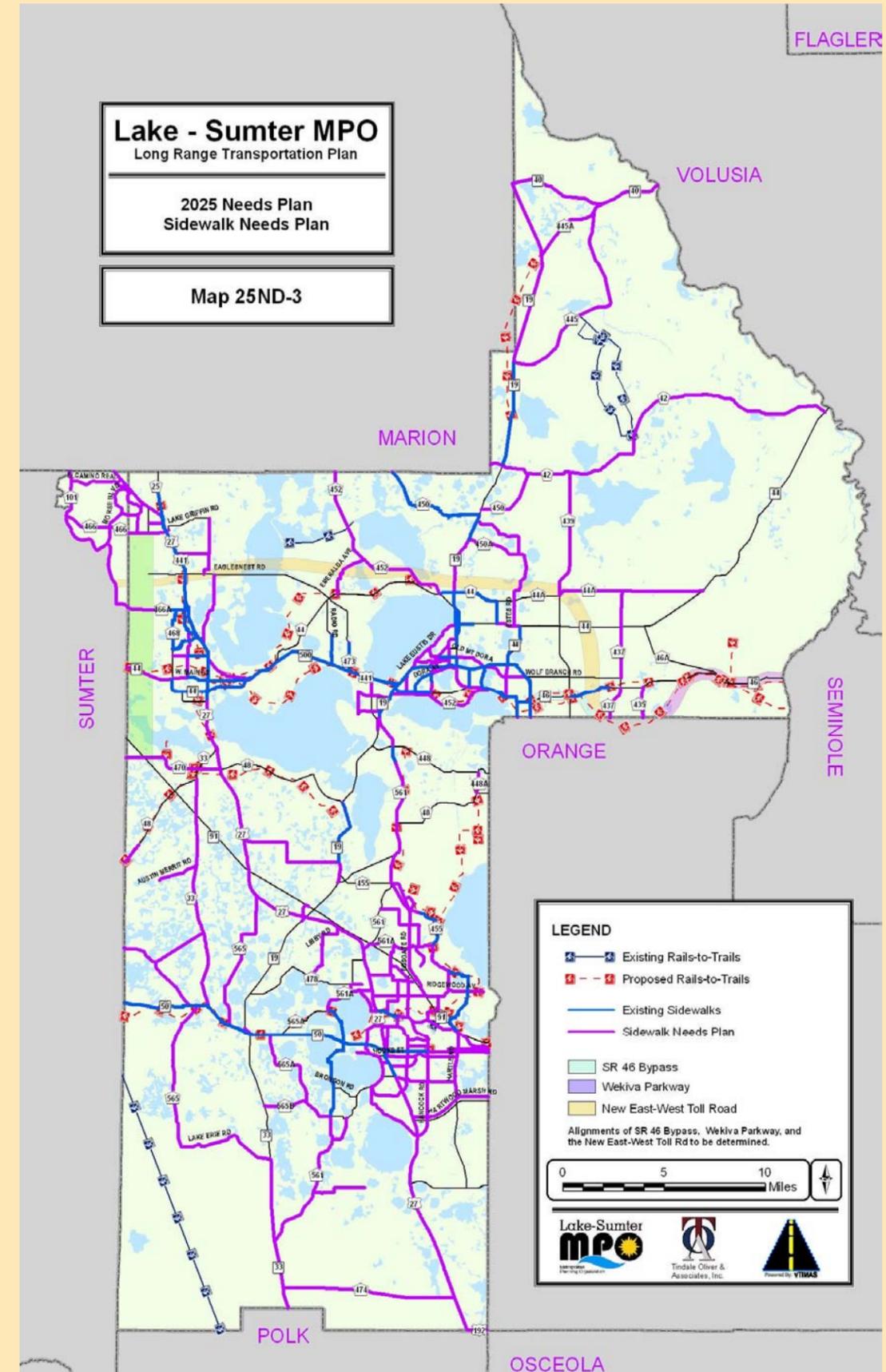
(3) Public Transportation shortfall of \$0.3 Million in capital is funded from gas tax revenues; and \$11.3 Million shortfall in operating costs is funded from gas tax.

(4) Bike / Pedestrian total revenues include an additional \$10.0 Million in sales tax over the current and extended sales tax allocation levels for bicycle and pedestrian capital.

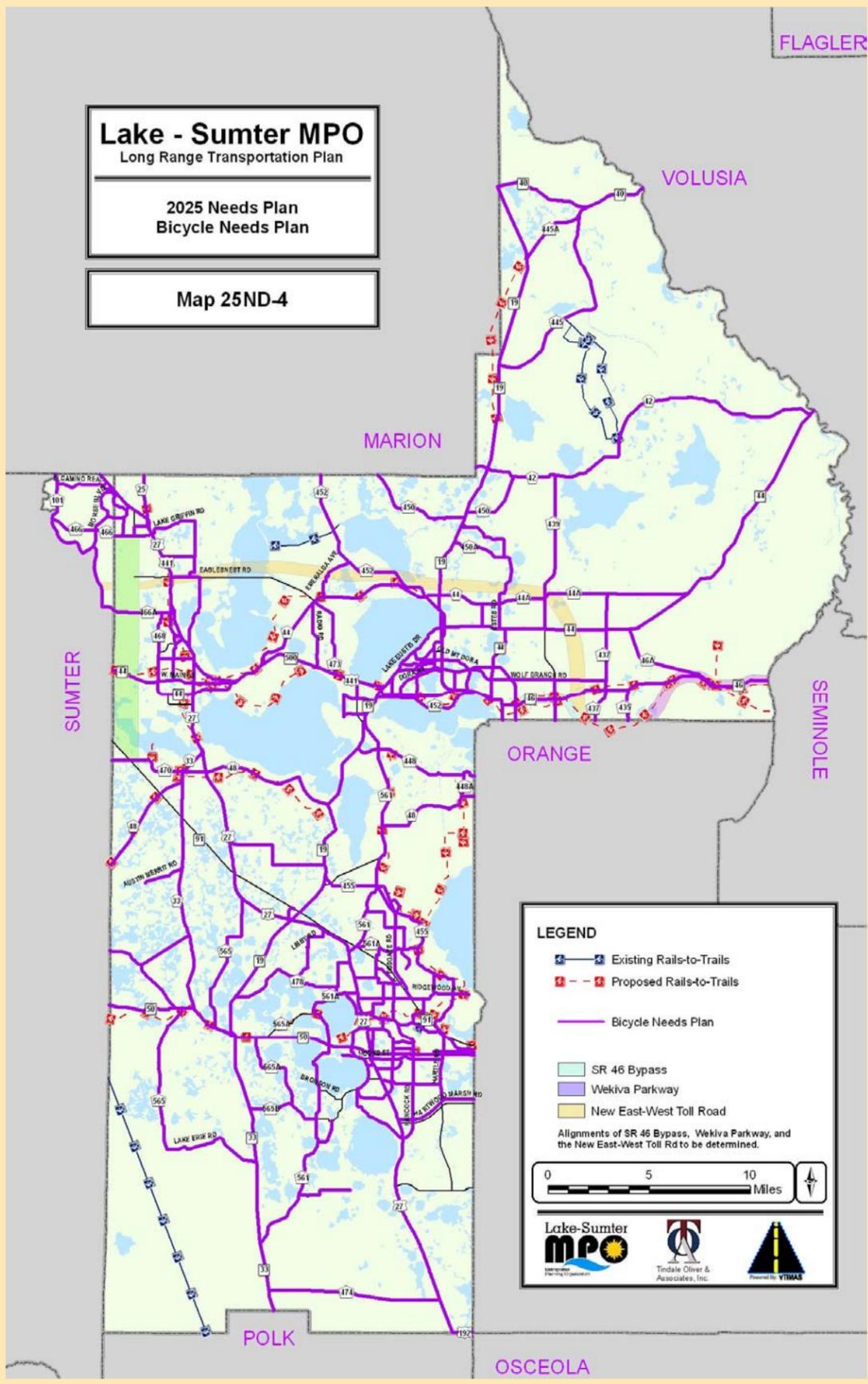
(5) Roads, bike, and pedestrian operating and maintenance costs are funded with gas tax revenues

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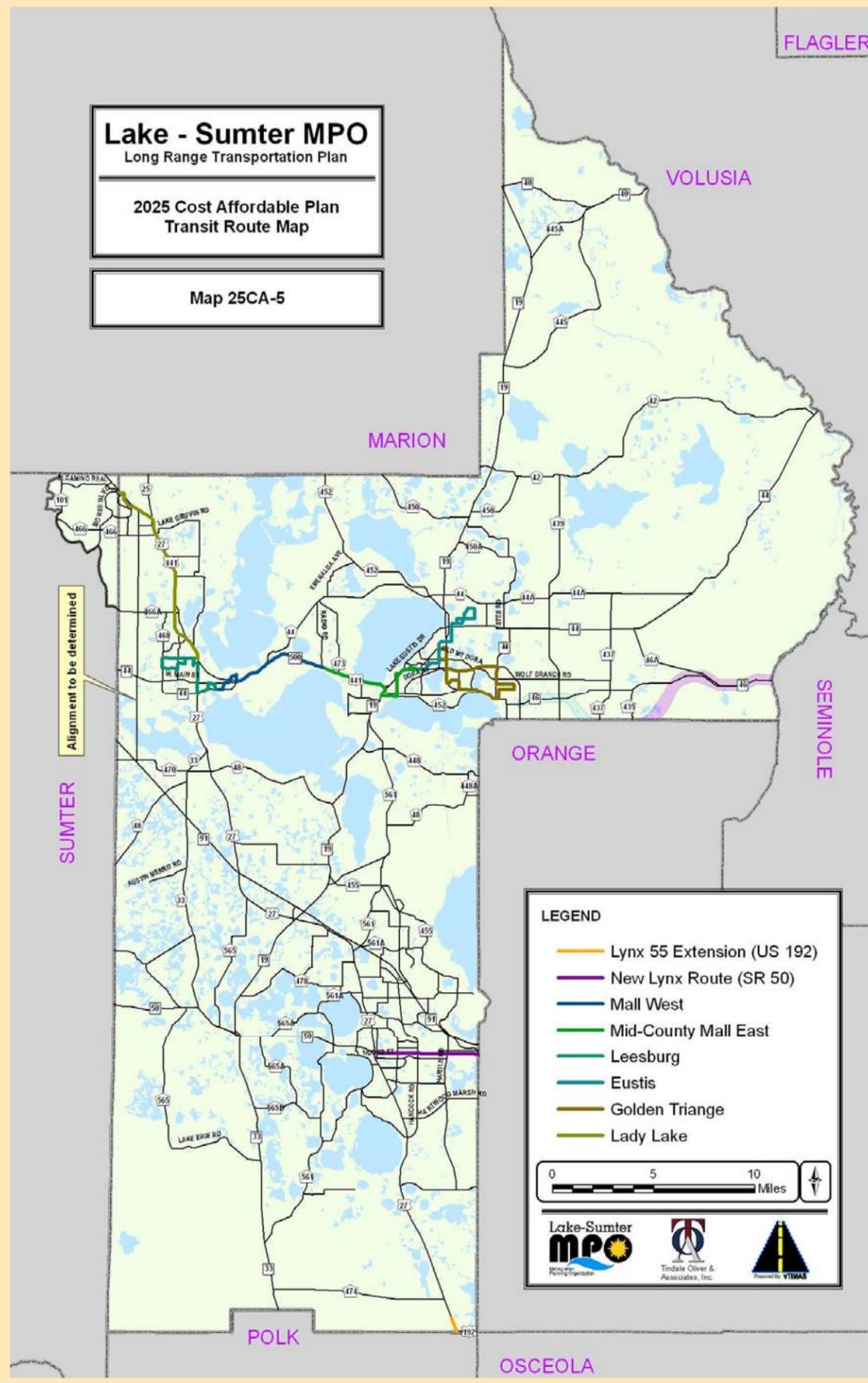
Needs Plan: Pedestrian Facilities



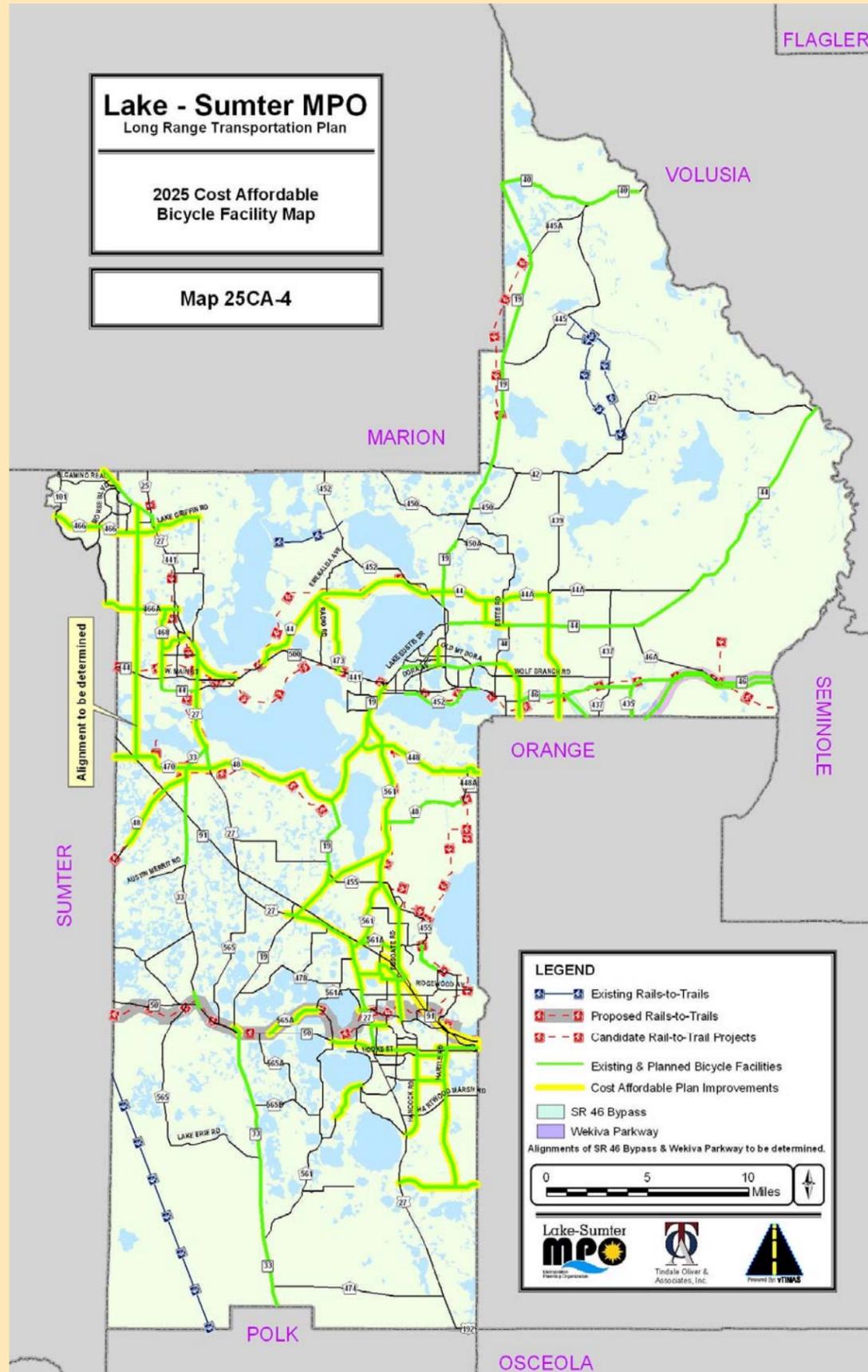
Needs Plan: Bicycle Facilities



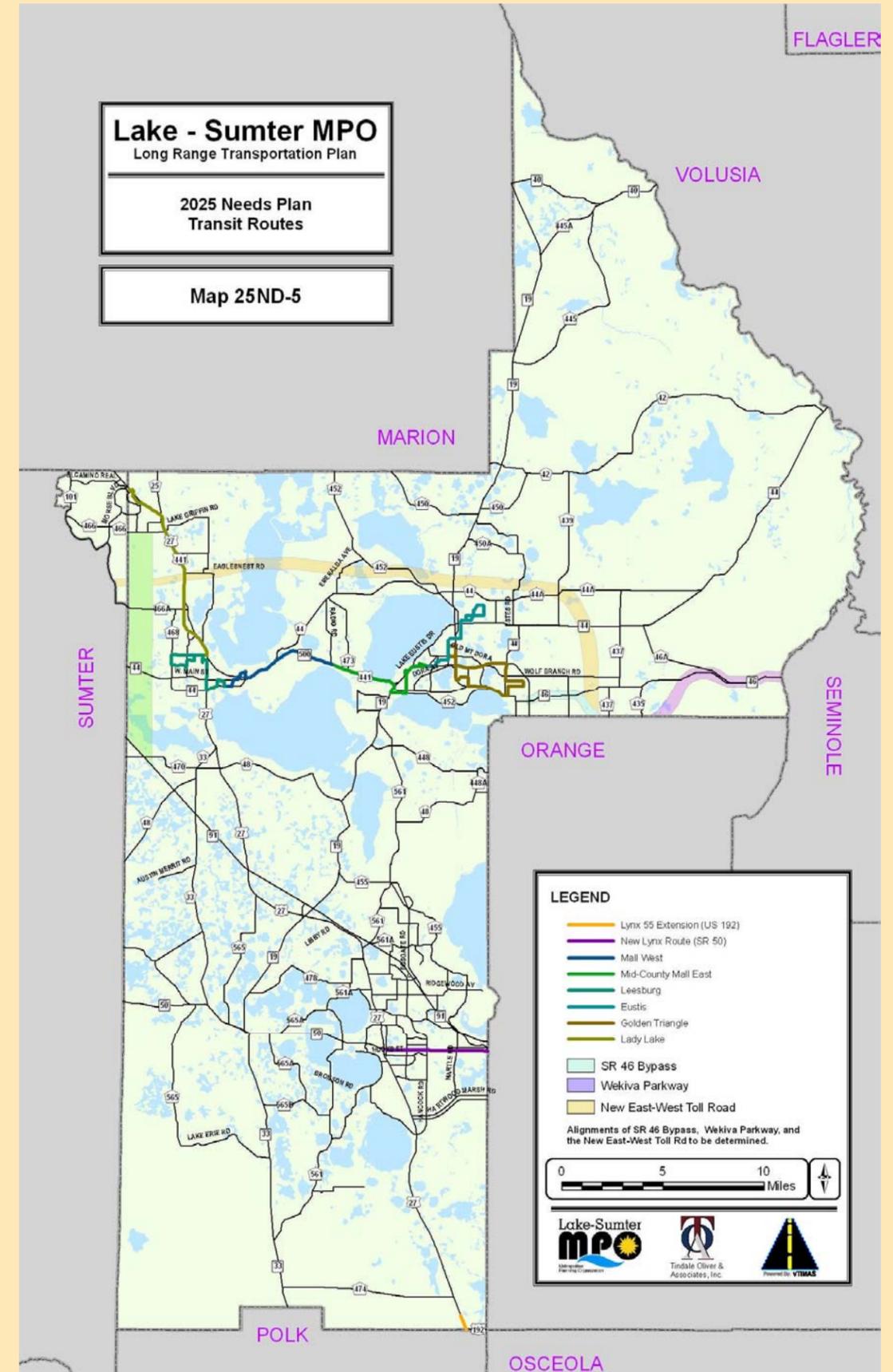
Cost Affordable Plan: Public Transportation



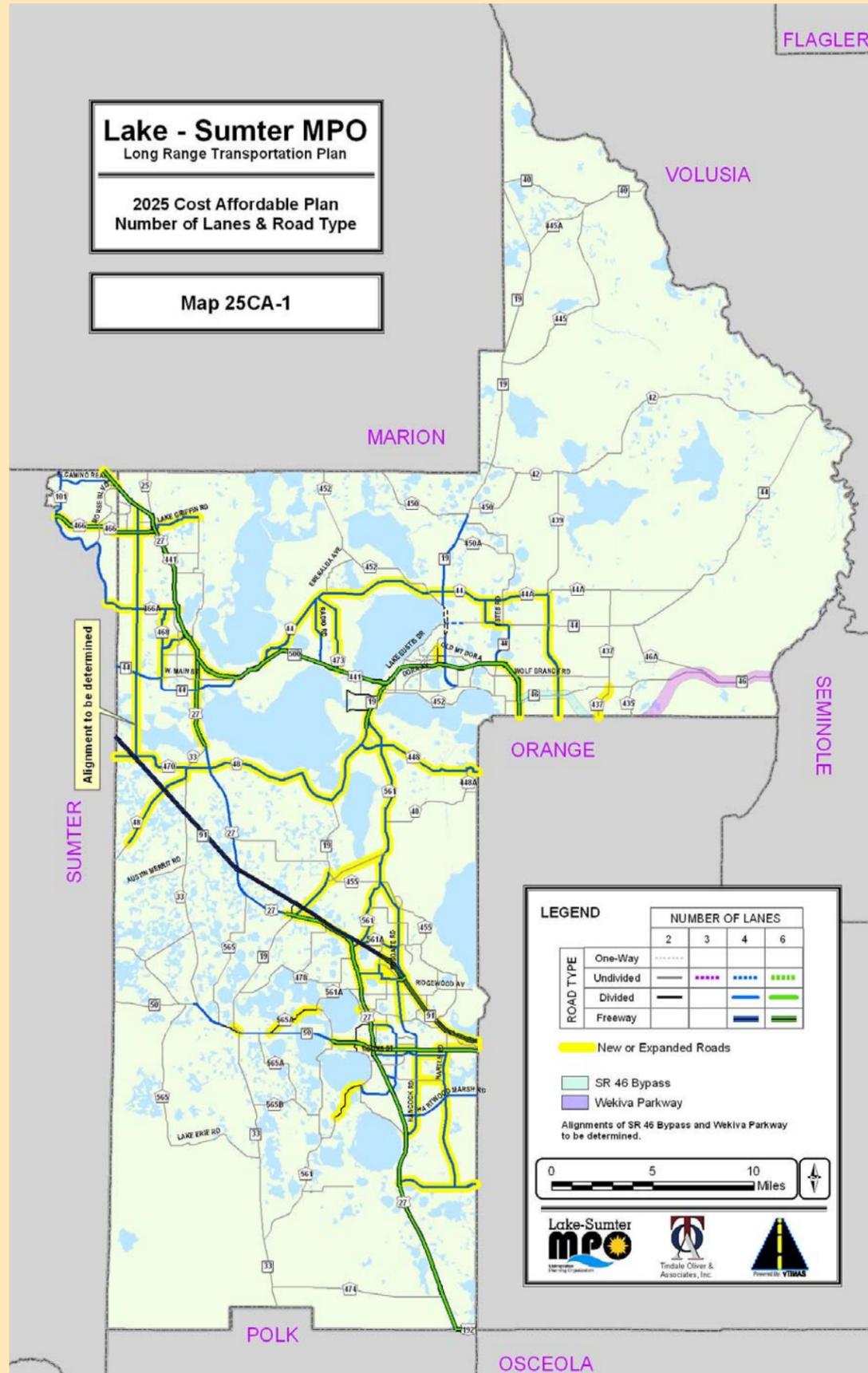
Cost Affordable Plan: Bicycle Facilities



Needs Plan: Public Transportation



Cost Affordable Plan: Roadway Network



Cost Affordable Plan: Pedestrian Facilities

