Lake-Sumter MPO

Metropolitan Planning Organization

2050 Long Range Transportation Plan

Lake~Sumter Metropolitan Planning Organization

March 2, 2026

Contents

List of Figures

List of Tables

1 Introduction

The Lake~Sumter Metropolitan Planning Organization (LSMPO) Long Range Transportation Plan (LRTP or 2050 Plan) outlines the next 20 years of Central Florida's transportation systems for Lake and Sumter Counties. The 2050 Plan assesses current and future needs and identifies federal and state funds available to program these improvements.

The development of the 2050 Plan was a coordinated effort, engaging local government and transportation operating partners throughout Lake and Sumter Counties. Through this coordination, the vision for 2050 is consistent across the region and provides benefits throughout both counties.

1-1 Purpose of the LRTP

The LRTP is a federally required planning document that addresses transportation needs within a Metropolitan Planning Organization's (MPO's) planning area, with short term and long-term programming for projects. The plan is required to be updated every five years and must encompass a 20-year planning horizon. Ultimately, the LRTP identifies cost feasible and illustrative unfunded transportation and infrastructure needs that could be funded through the following programs:

Local Initiatives	Local transportation needs (non-regional) Funded locally, by city, county, or privately funded
Major Projects	State roadways and regional connectivity Funded by Florida Department of Transportation (FDOT)
Transportation Alternatives	Pedestrian and bicycle facilities (Complete Streets) Funded by Federal Highway Administration (FHWA)

Overall, the purpose of the LRTP is to advance the planning area's transportation systems through a cost-feasible plan. Elements taken into consideration for effects on the transportation system are summarized in **Section 3 State of the System**.

1-2 Lake~Sumter MPO

Planning/Urbanized Area

The Lake~Sumter Metropolitan Planning Organization was established in February 2004, after the 2000 US Census determined the Leesburg-Eustis-Lady Lake area had exceeded a population of 50,000. The MPO is a designated transportation planning agency for the urbanized area, providing a forum of cooperative decision-making among Lake and Sumter Counties, municipalities, and state transportation partners. Established during a period of rapid growth, the MPO plays a critical role in guiding investments, as daily vehicle miles (DVM) traveled on the regional roadway network are projected to nearly double over the next 20 years. The Lake~Sumter MPO planning area is shown in **Figure 1**. The planning area is made up of Lake and Sumter County, however there is a shared urbanized area established by the 2020 Census that includes Lake, Orange, Osceola, and Seminole County. Lake~Sumter MPO coordinates regularly with MetroPlan Orlando on metropolitan planning activities.

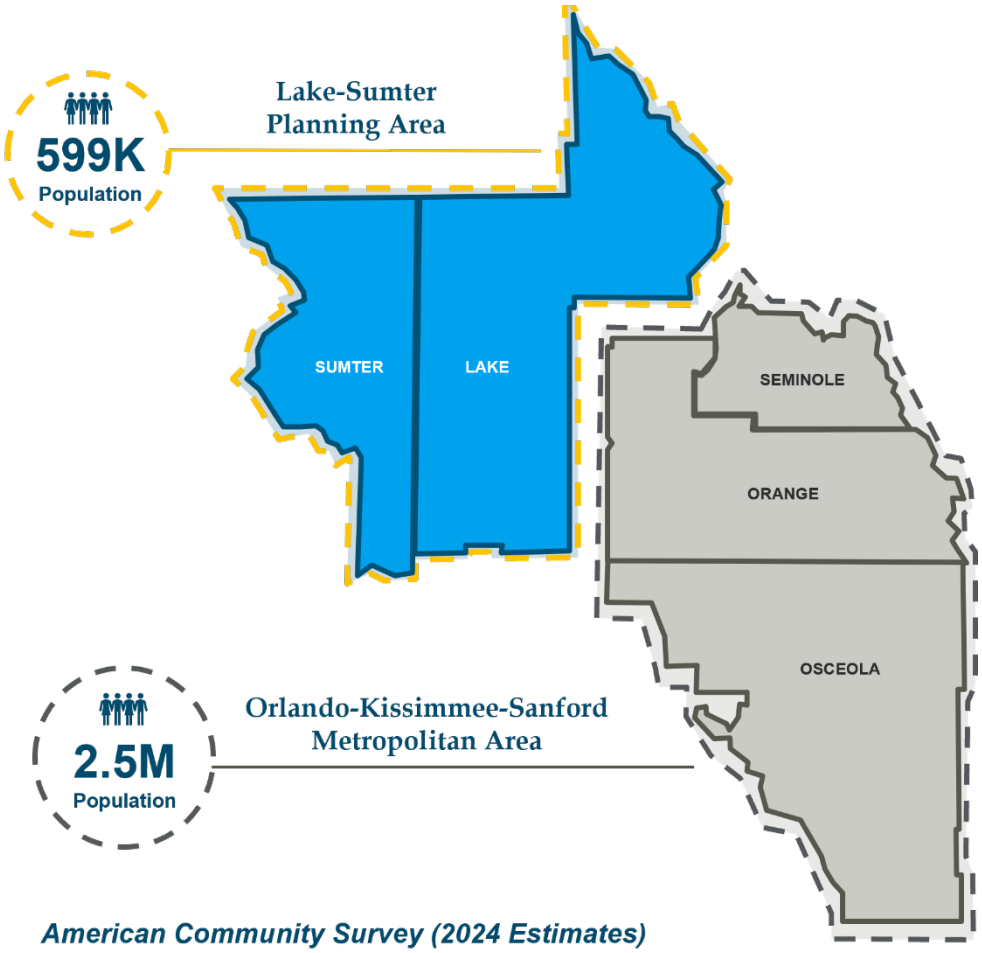
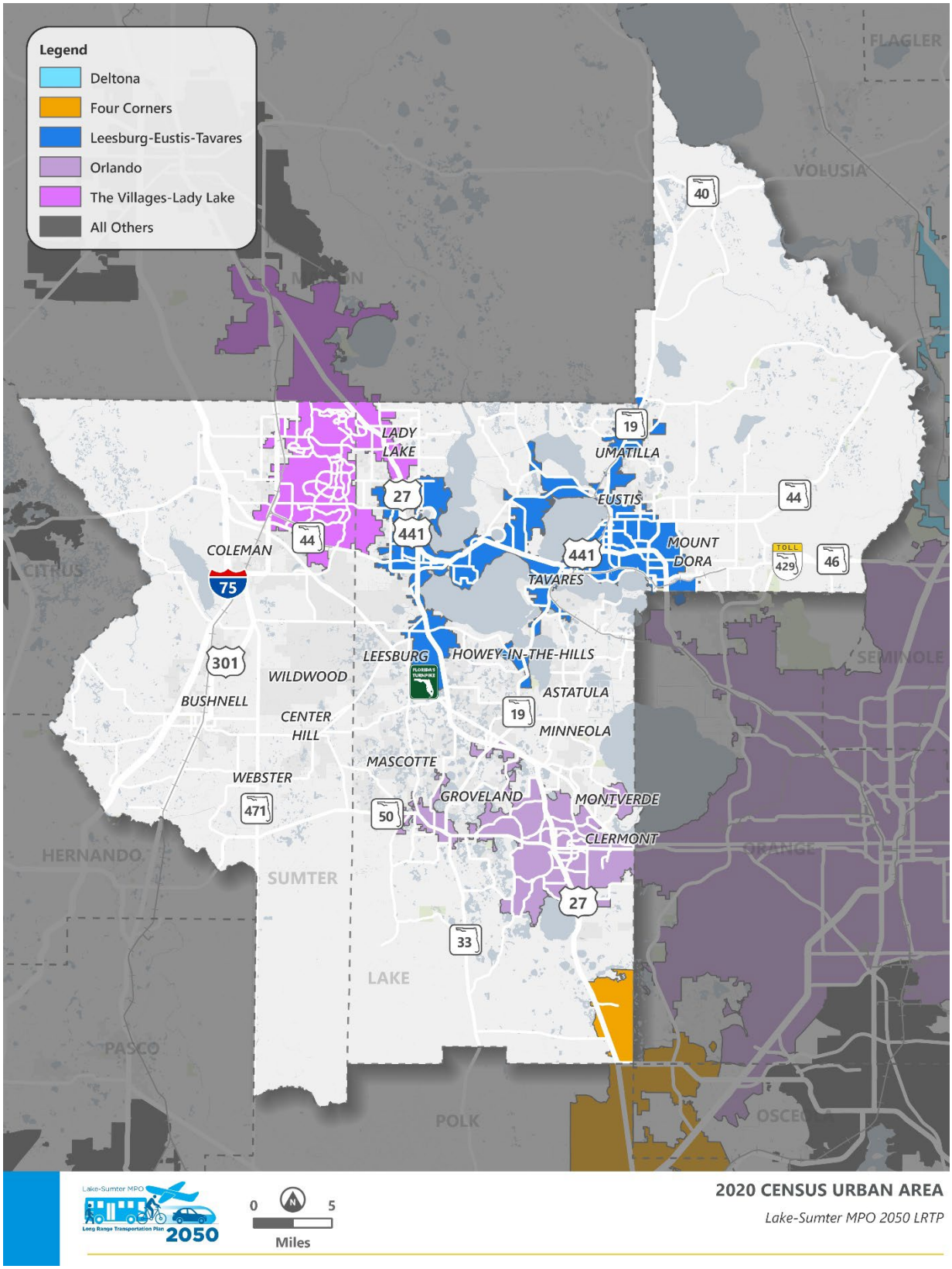


Figure 1. Lake~Sumter MPO Planning Area Map



Functionally Classified, SIS, Non-SIS, & Rail

Roadways must be functionally classified to receive federal funding. **Figure 2** illustrates roadway networks within the MPO area, including state roads, the Strategic Intermodal System (SIS), and non-SIS corridors. The SIS forms the core of the Lake~Sumter roadway network, linking the region to statewide and national markets. Within the MPO area, the SIS includes I-75, Florida's Turnpike, US 27, SR 50, and the SR 429 toll facility. These facilities carry high volumes of commuter and freight traffic, making them critical for both regional mobility and economic competitiveness. The remainder of the roadway system includes non-SIS facilities such as state roads and other major functionally classified roadways, which provide local and regional connections to communities, employment centers, and neighborhoods to the SIS facilities. Note, while toll roads are not included for federal transportation funds within this plan, toll roads are still highlighted to complement the regional transportation system.

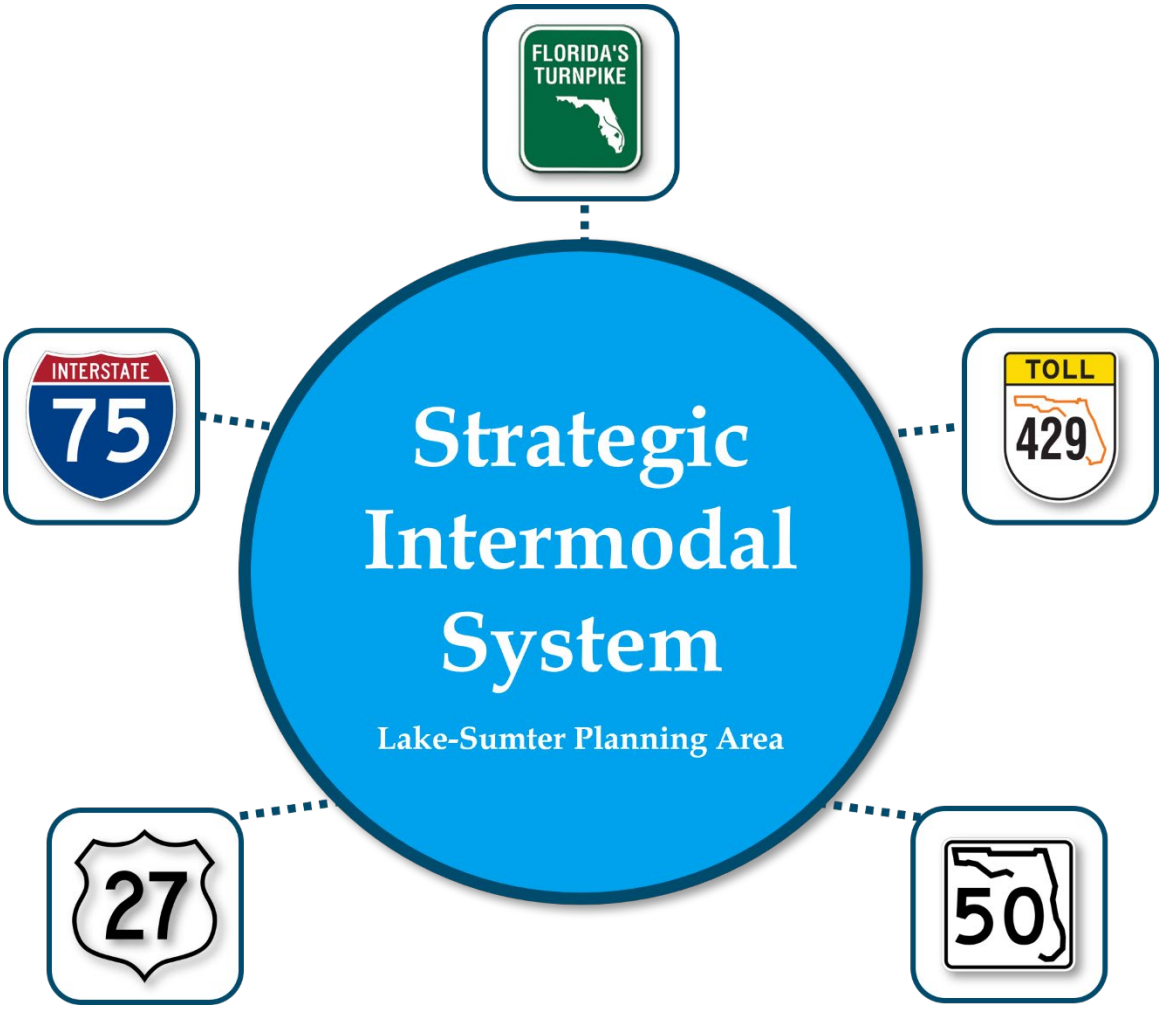
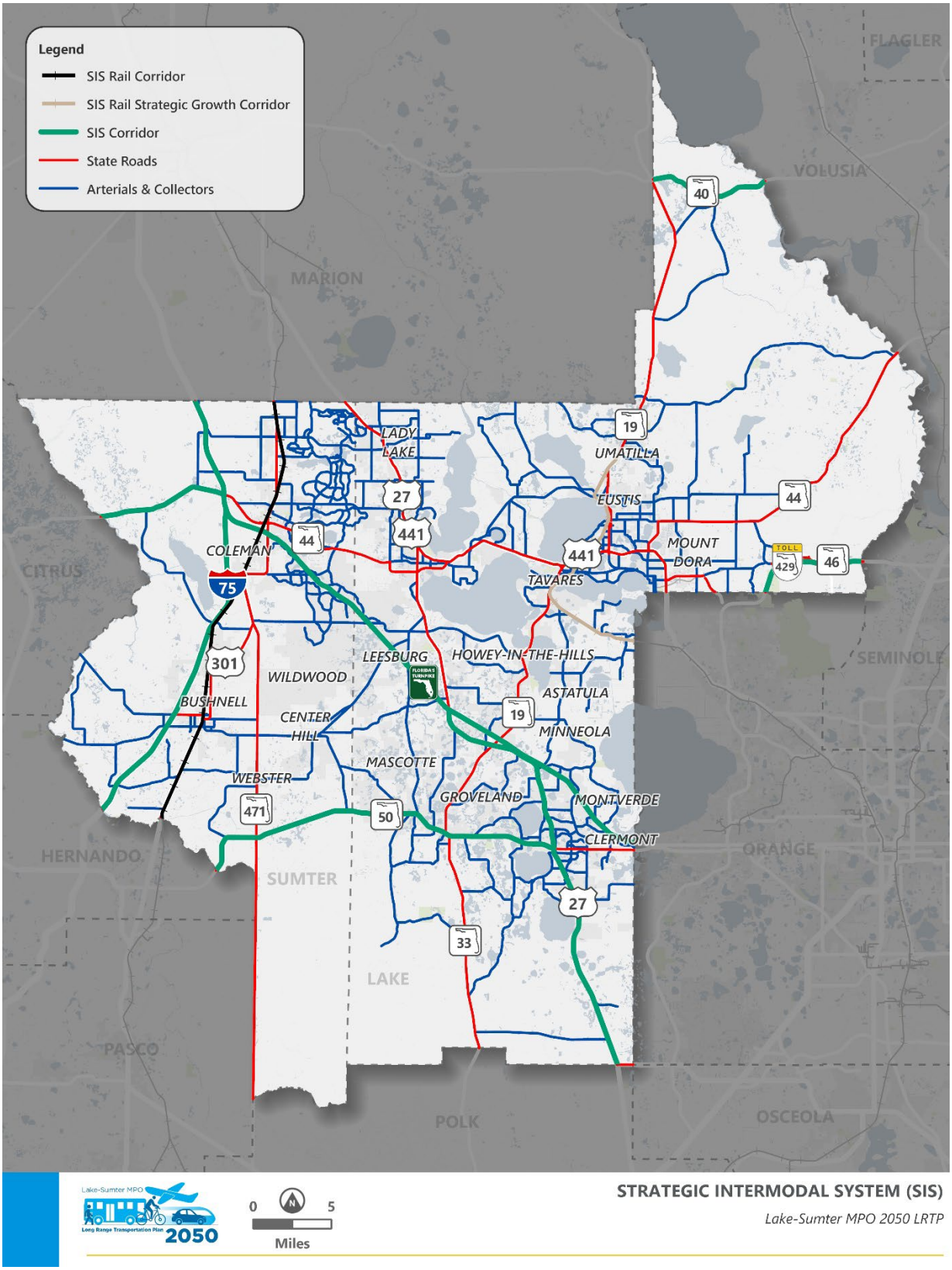


Figure 2. Strategic Intermodal System (SIS) Map



2 Planning Efforts

2-1 Previous Technical Reports

As designated by the Federal Aid Highway Act of 1962, Lake~Sumter MPO models its planning process after the "3 C's" of transportation planning:

> To provide **comprehensive, coordinated,** and **continuous** transportation planning for the safe and efficient movement of people and goods consistent with the region's overall growth and goals.

Based on this model, Lake~Sumter MPO has conducted detailed analysis and planning efforts over the past five years with stakeholders. These efforts are summarized in a series of Technical Reports that support the development of the larger 2050 Plan.

Technical Reports and previous planning efforts are listed in **Figure 3**.

Figure 3. Technical Report Series for 2050 Plan

Technical Reports are available for viewing at
www.lakesumtermpo.com/planning-documents/2050-lrtp

2-2 Goals and Objectives

The goals and objectives guiding the 2050 LRTP maintain the framework established in the 2045 LRTP. These goals remain consistent to provide continuity in addressing regional priorities such as safety, mobility, and economic success. **Table 1** summarizes the 2050 goals and objectives carried forward for this update.

Table 1. 2050 LRTP Goals

Goal	Goal Definition
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.
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.

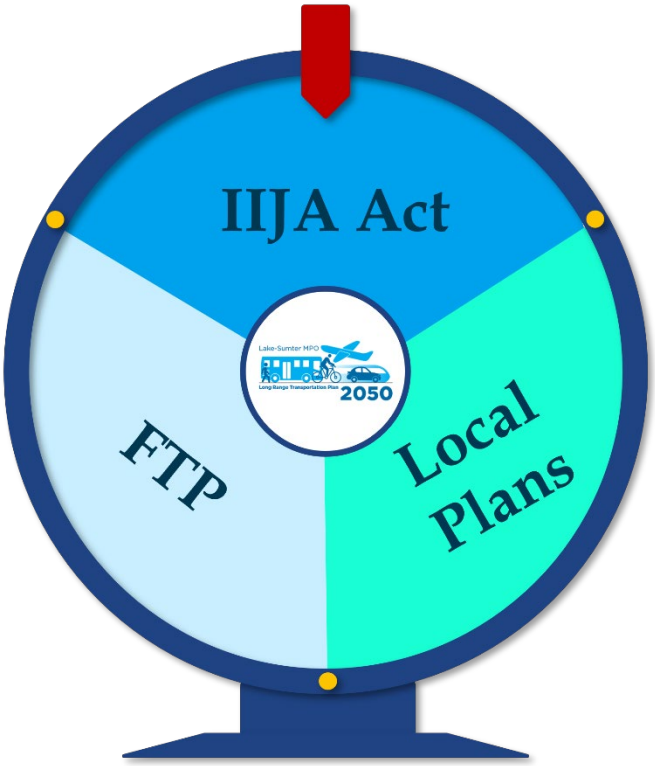
Objectives and performance measures are included in the 2050 LRTP Preliminary Planning Report at www.lakesumtermpo.com/planning-documents/2050-lrtp

2-3 Federal, State, and Local Plans

The 2050 LRTP goals and objectives remain consistent with area and statewide plans. This includes the alignment with the:

- **Infrastructure Investment and Jobs Act (IIJA)**
- **Florida Transportation Plan (FTP)**
- **Local Comprehensive Plans**

Alignment of the LRTP goals with regional and statewide plans is included in **Table 2**, **Table 3**, and the 2050 LRTP Preliminary Planning Report.[1] These frameworks help the LRTP to reflect local priorities, and state and federal requirements.



[1] Alignment of Goals – 2050 LRTP Preliminary Planning Report

Table 2. LRTP Goals & IIJA Planning Factors

	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 3. LRTP Goals & Florida Transportation Plan Goals

	Safety & Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
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.	●		●	●	●		

3 State of the System

3-1 Issues & Opportunities

Demographics

The Lake~Sumter Planning Area includes a population with a relatively high share of older adults (aged 65 or older) and residents with disabilities, which has important implications for long range planning. Specifically, there is a need for alternative transportation services and safer roadway facilities (more lighting, slower vehicular speeds, longer crosswalk times for pedestrians, etc.) to support those who cannot drive a personal motor vehicle, as well as accommodating employment and transportation needs from a population that is aging out of the workforce and transitioning to retirement.

Demographic characteristics vary notably depending on county. Sumter County has a high elderly population, **with 57% of residents age 65 or older**, only 7% under age 18, and 21% reporting a disability. In contrast, Lake County has a more balanced age distribution, with 19% under age 18, 27% age 65 or older, and 15% reporting a disability. These patterns highlight the need for accessible, safe, and multimodal transportation investments that support these groups across the planning area.

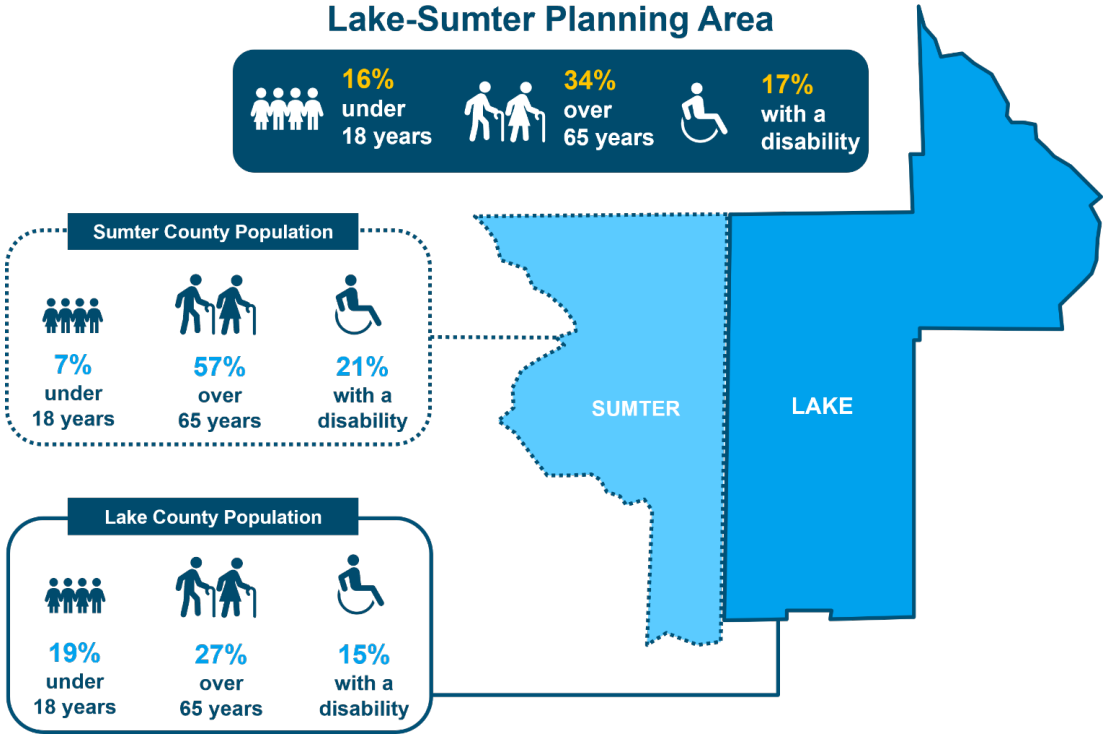


Table 4 presents the spread of jobs by industry within Lake and Sumter County. **Table 5** accounts for the total jobs across the Lake~Sumter Planning Area by combining job totals from Lake and Sumter County. For the Lake~Sumter Planning area, the top five industries by job share include Health Care and Social Assistance (17%), Retail Trade (15.7%), Accommodation and Food Services (11.5%), Construction (10.6%), and Educational Services (7.1%). Note, the jobs in these industries are largely in-person and place-based, generating consistent and predictable commute patterns. These trends present an opportunity to align long-term network investments with the ongoing workforce travel needs across the planning area.

Table 4. Lake County & Sumter County Job Counts by Industry Sector in 2023 (Source: Census OnTheMap)

Industry	Lake County Job Count	Lake County Job Share (%)	Sumter County Job Count	Sumter County Job Share (%)
Agriculture, Forestry, Fishing & Hunting	2,177	1.8%	574	1.5%
Mining, Quarrying, & Oil & Gas Extraction	158	0.1%	26	0.1%
Utilities	357	0.3%	645	1.7%
Construction	12,665	10.6%	4,053	10.8%
Manufacturing	5,222	4.4%	1,709	4.6%
Wholesale Trade	2,206	1.8%	358	1.0%
Retail Trade	19,744	16.4%	4,965	13.3%
Transportation & Warehousing	3,452	2.9%	505	1.4%
Information	1,288	1.1%	225	0.6%
Finance & Insurance	2,291	1.9%	1,392	3.7%
Real Estate & Rental and Leasing	2,410	2.0%	650	1.7%
Professional, Scientific, & Technical Services	4,700	3.9%	1,239	3.3%
Management of Companies & Enterprises	367	0.3%	569	1.5%
Administration & Support, Waste Management and Remediation	8,377	7.0%	1,831	4.9%
Educational Services	9,729	8.1%	1,464	3.9%
Health Care & Social Assistance	20,310	16.9%	6,435	17.2%
Arts, Entertainment, & Recreation	2,396	2.0%	1,643	4.4%
Accommodation & Food Services	13,042	10.9%	5,031	13.5%
Other Services (excluding Public Administration)	3,583	3.0%	728	1.90%
Public Administration	5,555	4.6%	3,343	8.90%
Total Jobs	120,029	100.0%	37,385	100.00%

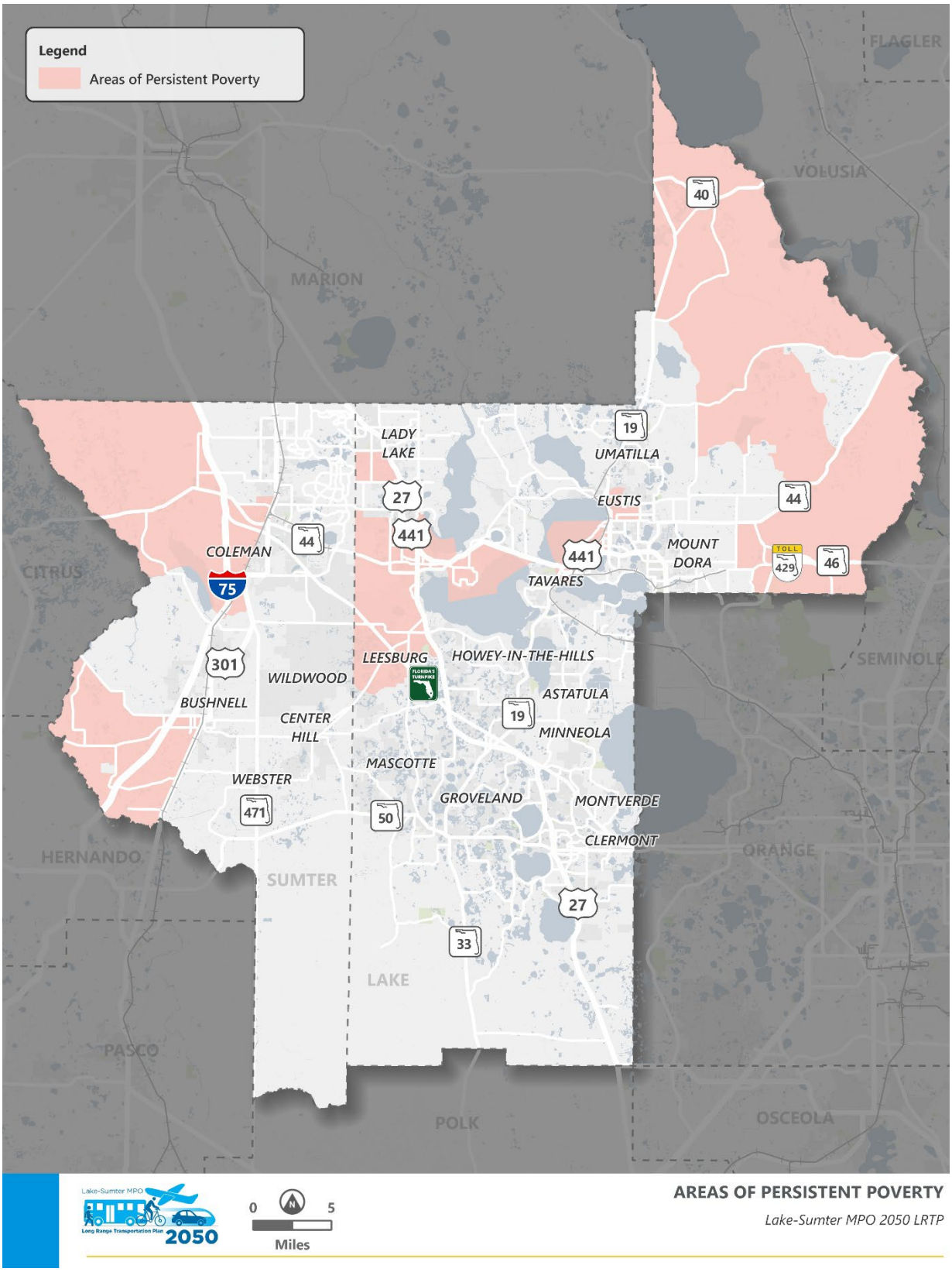
Table 5. Lake~Sumter Planning Area Total Job Count & Share by Industry Sector in 2023 (Source: Census OnTheMap)

Industry	Lake~Sumter Planning Area Total Job Count	Lake~Sumter Planning Area Total Job Share (%)
Agriculture, Forestry, Fishing & Hunting	2,751	1.7%
Mining, Quarrying, & Oil & Gas Extraction	184	0.1%
Utilities	1,002	0.6%
Construction	**16,718**	**10.6%**
Manufacturing	6,931	4.4%
Wholesale Trade	2,564	1.6%
Retail Trade	**24,709**	**15.7%**
Transportation & Warehousing	3,957	2.5%
Information	1,513	1.0%
Finance & Insurance	3,683	2.3%
Real Estate & Rental and Leasing	3,060	1.9%
Professional, Scientific, & Technical Services	5,939	3.8%
Management of Companies & Enterprises	936	0.6%
Administration & Support, Waste Management and Remediation	10,208	6.5%
Educational Services	**11,193**	**7.1%**
Health Care & Social Assistance	**26,745**	**17.0%**
Arts, Entertainment, & Recreation	4,039	2.6%
Accommodation & Food Services	**18,073**	**11.5%**
Other Services (excluding Public Administration)	4,311	2.7%
Public Administration	8,898	5.7%
Total Jobs	157,414	100.0%

Areas of Persistent Poverty

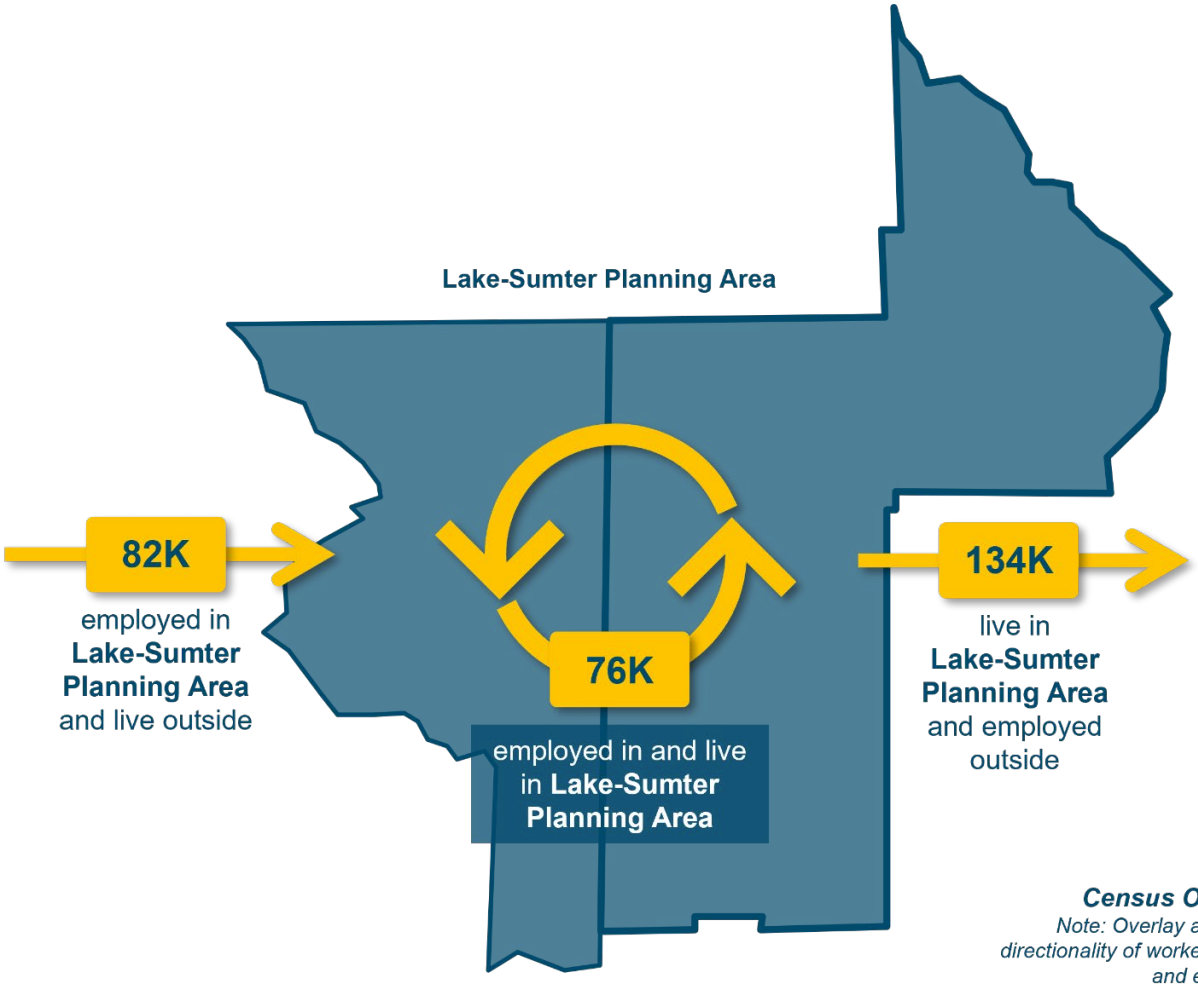
Areas of Persistent Poverty were identified using the federally established definition and data sets published in the Bipartisan Infrastructure Law. As shown in **Figure 4**, across most of the Lake~Sumter region, the percentage of population in poverty is below 30%, indicating that many communities experience relatively moderate levels of economic disadvantage. However, several pockets show higher rates of poverty, particularly in the cities of Leesburg, Coleman, and Bushnell, where 40.1% to 50% of residents live below the federal poverty level. These areas may highlight greater barriers to transportation access, job opportunities, and essential services. Identifying these concentrations creates an opportunity for the MPO to align transportation investments with community needs, strengthening connectivity and improving access to daily destinations for residents.

Figure 4. Areas of Persistent Poverty Map

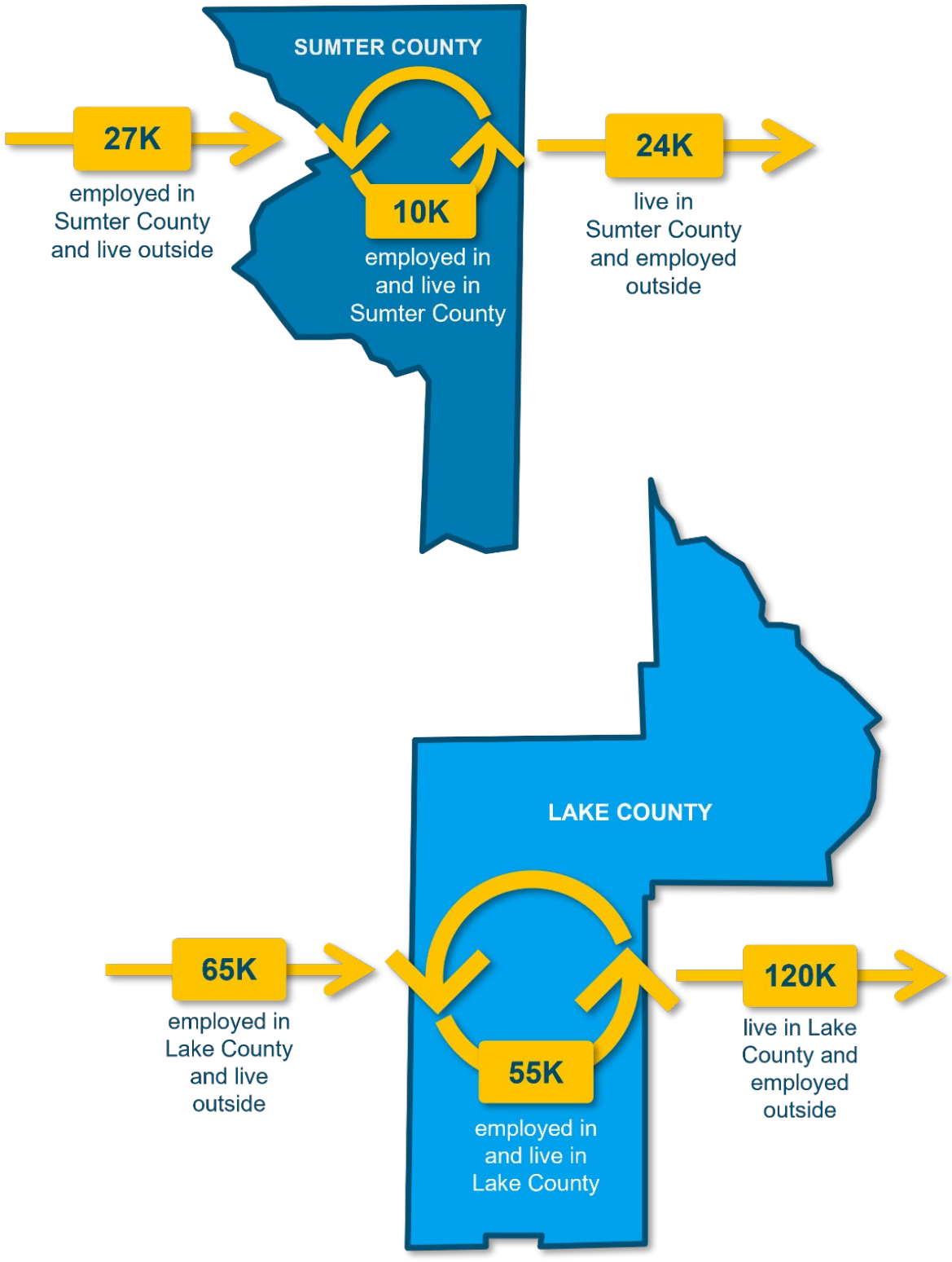


Travel Patterns

Census OnTheMap inflow/outflow data indicates that approximately 76,000 residents live and are employed within the Lake~Sumter Planning Area. 134,000 residents live within the Lake~Sumter Planning Area and are employed outside of the area, and 82,000 people are employed in the Lake~Sumter Planning Area and live outside. This data highlights strong inbound/outbound commuting patterns, and daily pressure placed on the region's corridors. These travel patterns present an opportunity for longe-range planning, specifically investing in and strengthening regional connectivity to support existing and future travel demands for the area's workforce.



Census OnTheMap (2023)
Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations

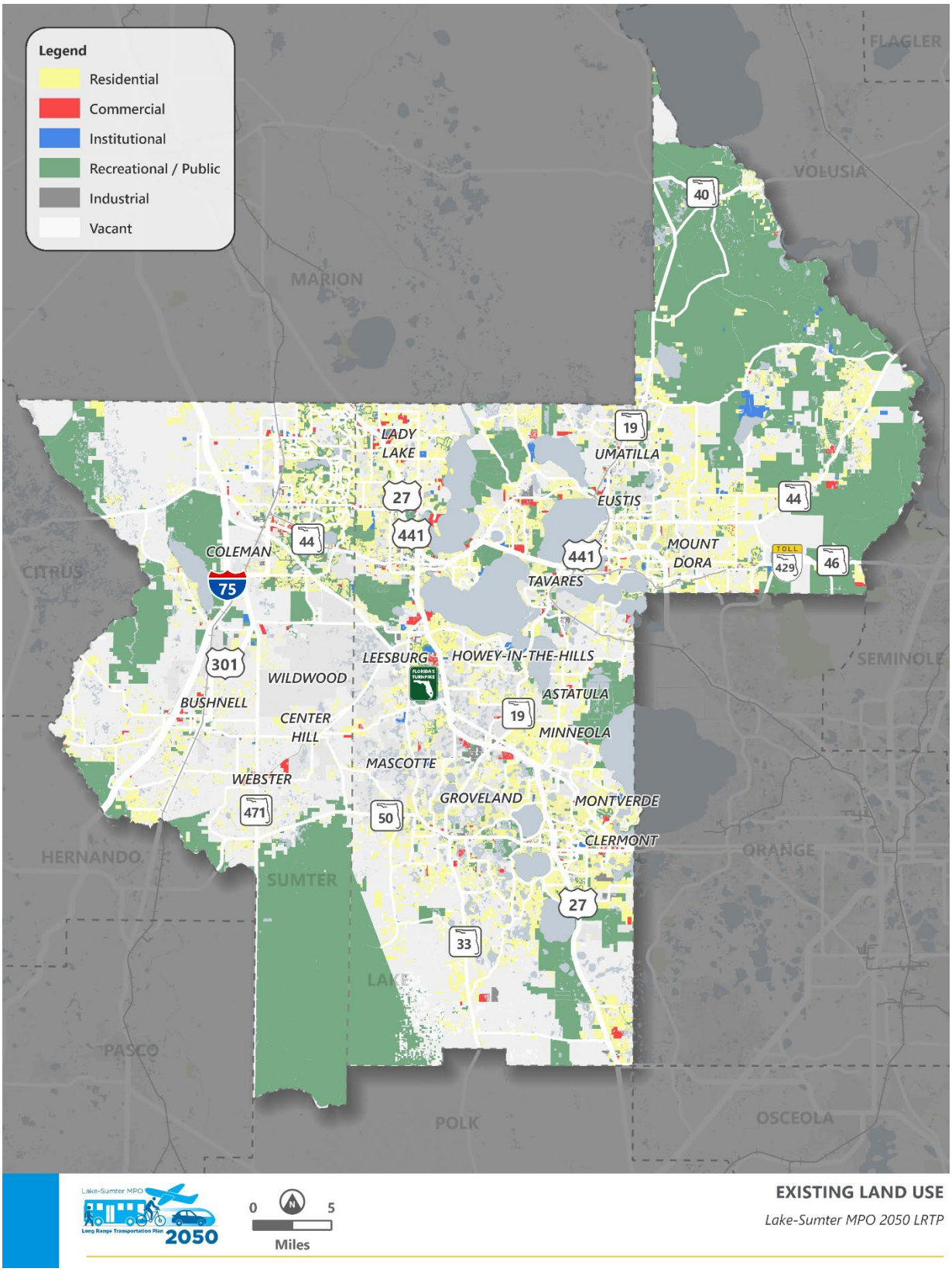


Census OnTheMap (2023)
Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations

Land Use

Existing land use patterns in the Lake~Sumter MPO area are dominated by recreational and public lands, which occupy the largest share of the region's area. Residential development is the second largest use, reflecting the growth of suburban communities along major corridors and the concentration of age-restricted housing in The Villages. Commercial uses, while smaller in total acreage, are spread along major arterials such as US 27, where they generate significant travel demand. **Figure 5** showcases these existing land uses.

Figure 5. Existing Land Use Map



Population & Employment Density

Existing population density within the Lake~Sumter Planning Area is concentrated in several key areas, as shown in **Figure 6.** The highest population densities occur in The Villages, the Leesburg-Eustis-Tavares area, the cities of Mount Dora, Bushnell, Clermont, Groveland, and the Four Corners area. These concentrations reflect established residential centers that generate higher levels of daily travel demand and place increased pressure on local and regional transportation networks.

Employment density patterns generally align with, but are more concentrated than, population concentrations. Employment density (**Figure 7**) is most concentrated in The Villages, Wildwood, Lady Lake, Tavares, Clermont, Groveland, and Bushnell, indicating several key job centers distributed across the planning area. These relationships present both issues and opportunities for future planning including: The need to accommodate commuting between residential and employment centers, and multimodal strategies in areas with overlapping population and employment activity.

Figure 6. Existing Population Density

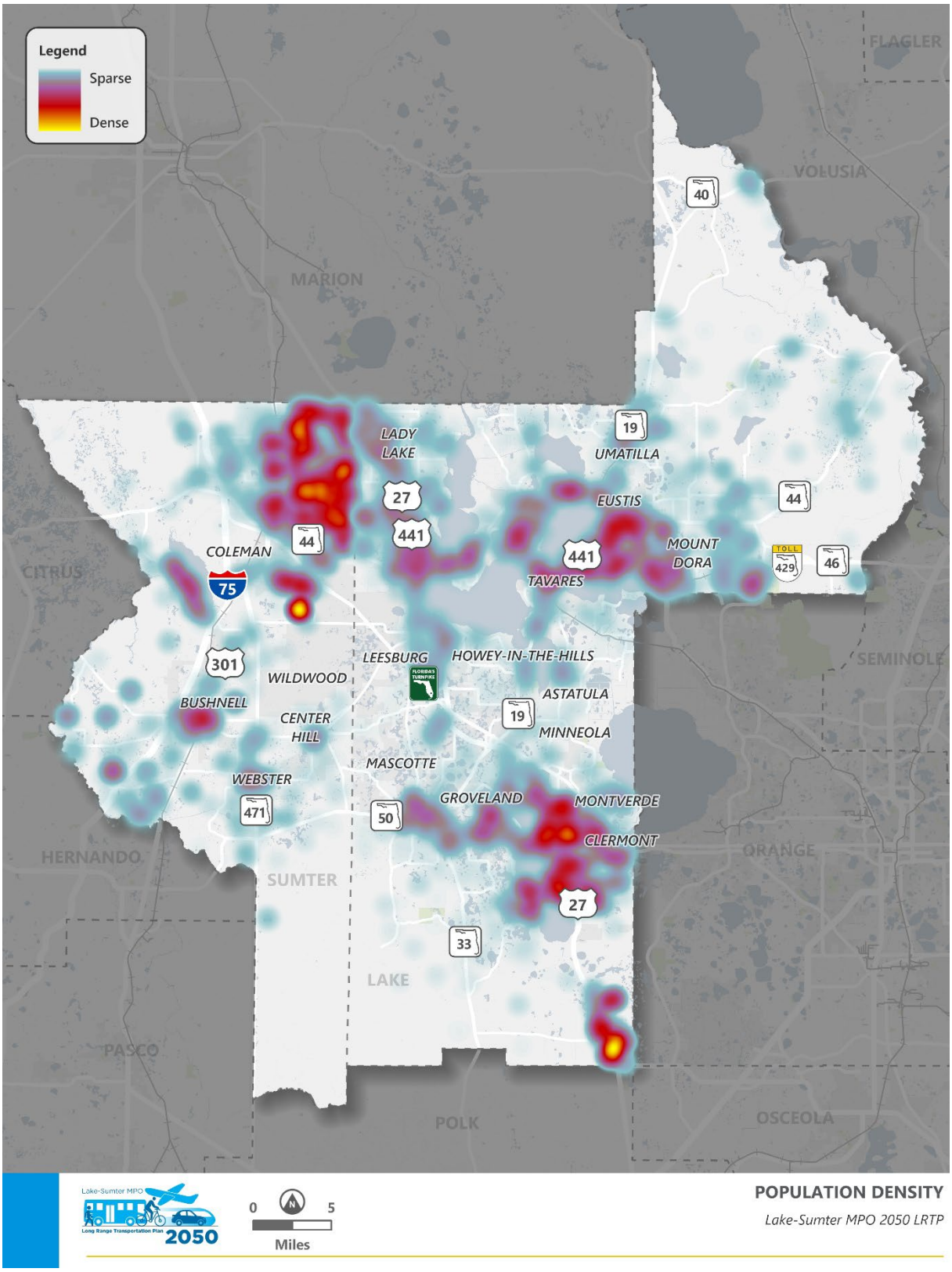
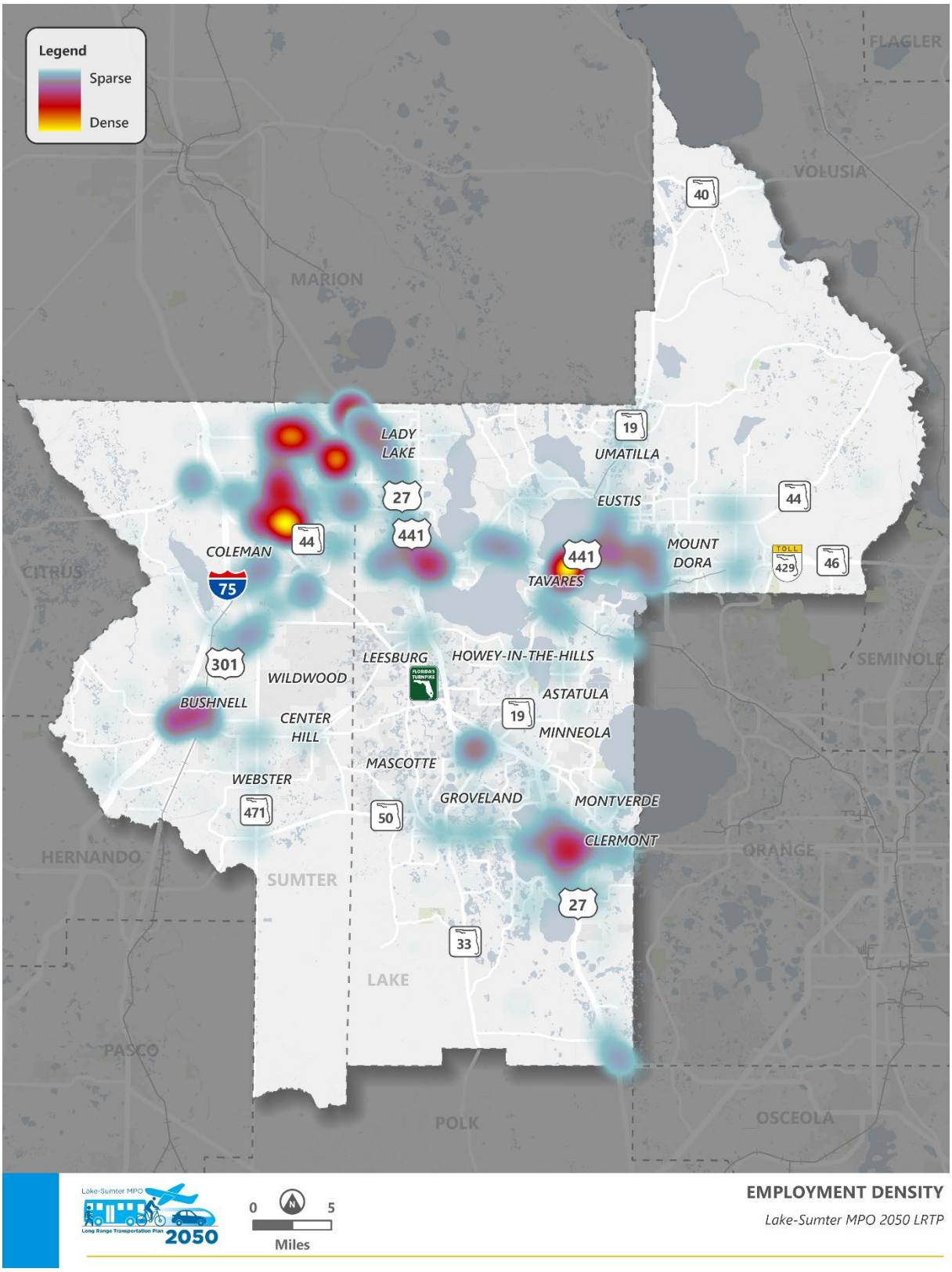


Figure 7. Existing Employment Density



Growth Areas

Recent population and employment growth patterns within the Lake~Sumter Planning Area indicate a shifting distribution of travel demand and emerging transportation needs. Areas experiencing population growth (**Figure 8**) exceeding 1,500 residents include the cities and towns of Bushnell, Coleman, Lady Lake, Leesburg, Mascotte, Mineola, Mount Dora, Howey-in-the-Hills, Eustis, and Tavares. These projections reflect continued residential expansion across both urban centers and smaller communities. These trends present opportunities to proactively plan for multimodal connectivity, while also posing potential challenges to increased local traffic, access to daily services, and first- and last-mile connections as development intensifies.

Employment growth (**Figure 9**) is most concentrated in the central portion of the planning area, particularly in Wildwood, Leesburg, Howey-in-the-Hills, and Groveland, reinforcing these areas as key activity and job centers. This spatial relationship between residential growth and employment concentrations highlights both opportunities and issues for transportation planning, including the potential for increased commuting, evolving peak-hour demands, and the need for reliable connections between growing residential areas and employment hubs. Collectively, these patterns emphasize the importance of coordinating land use and transportation planning to support movement of people and goods as the region continues to grow.

Figure 8. Population Growth Map

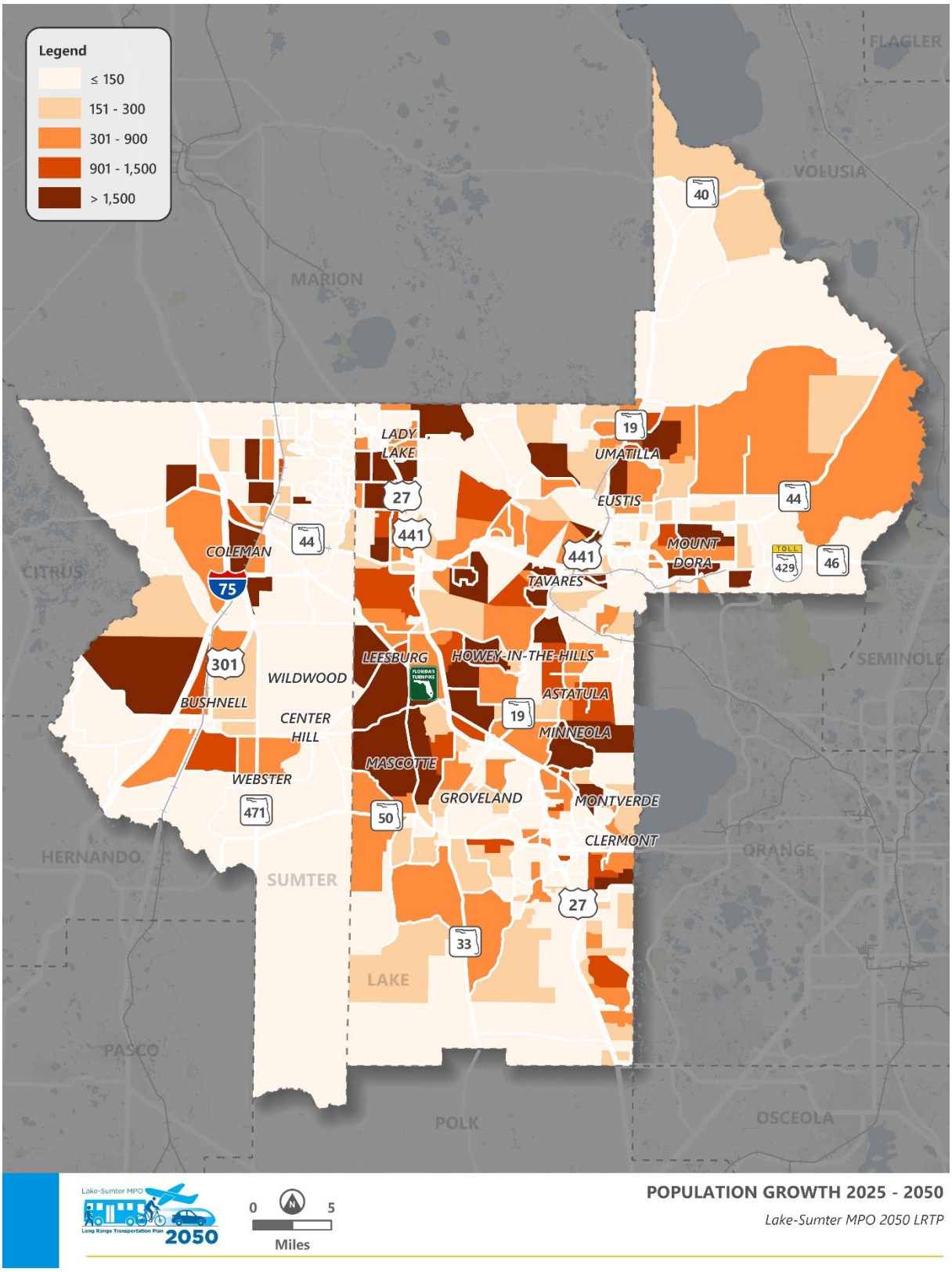
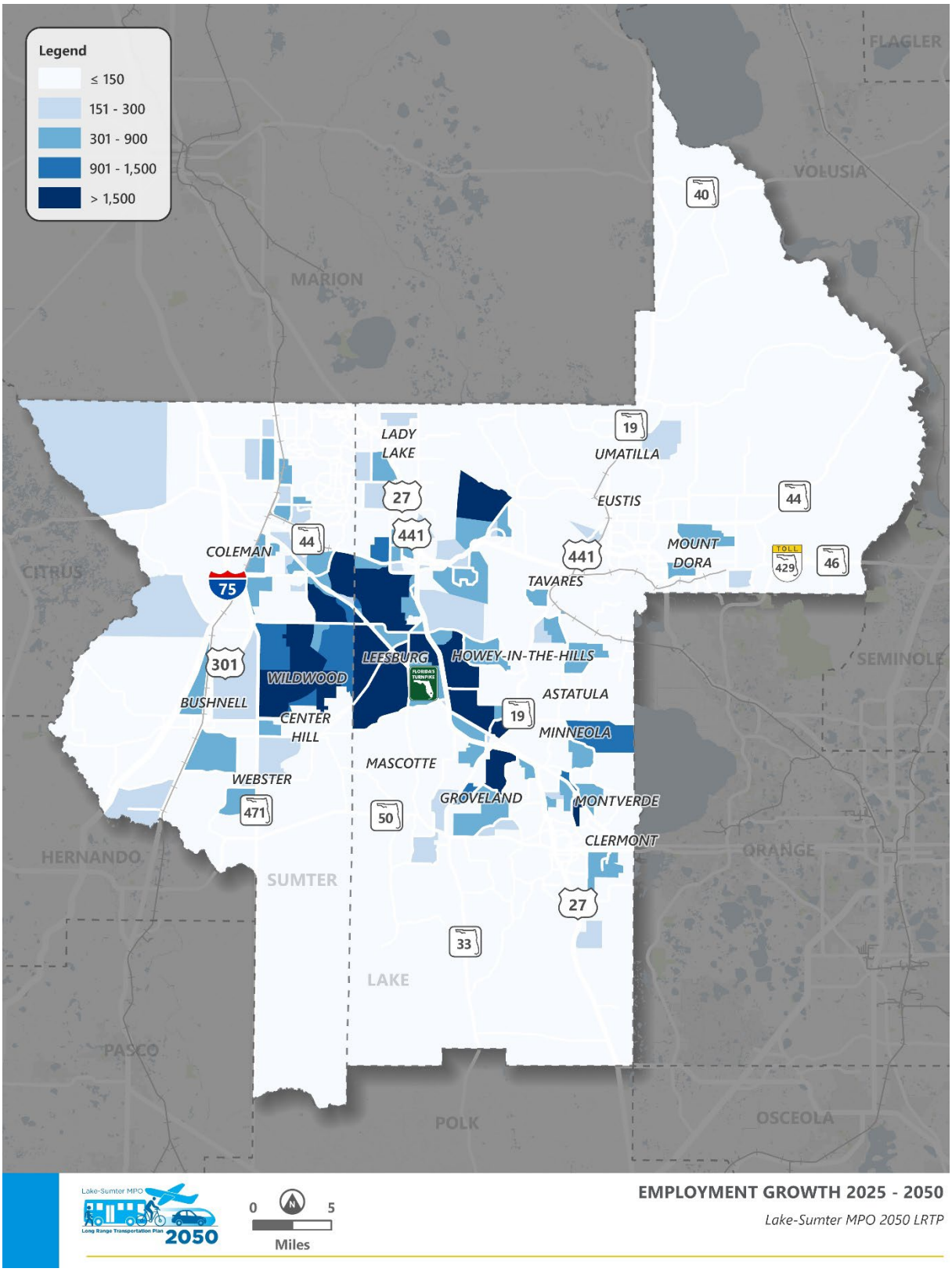


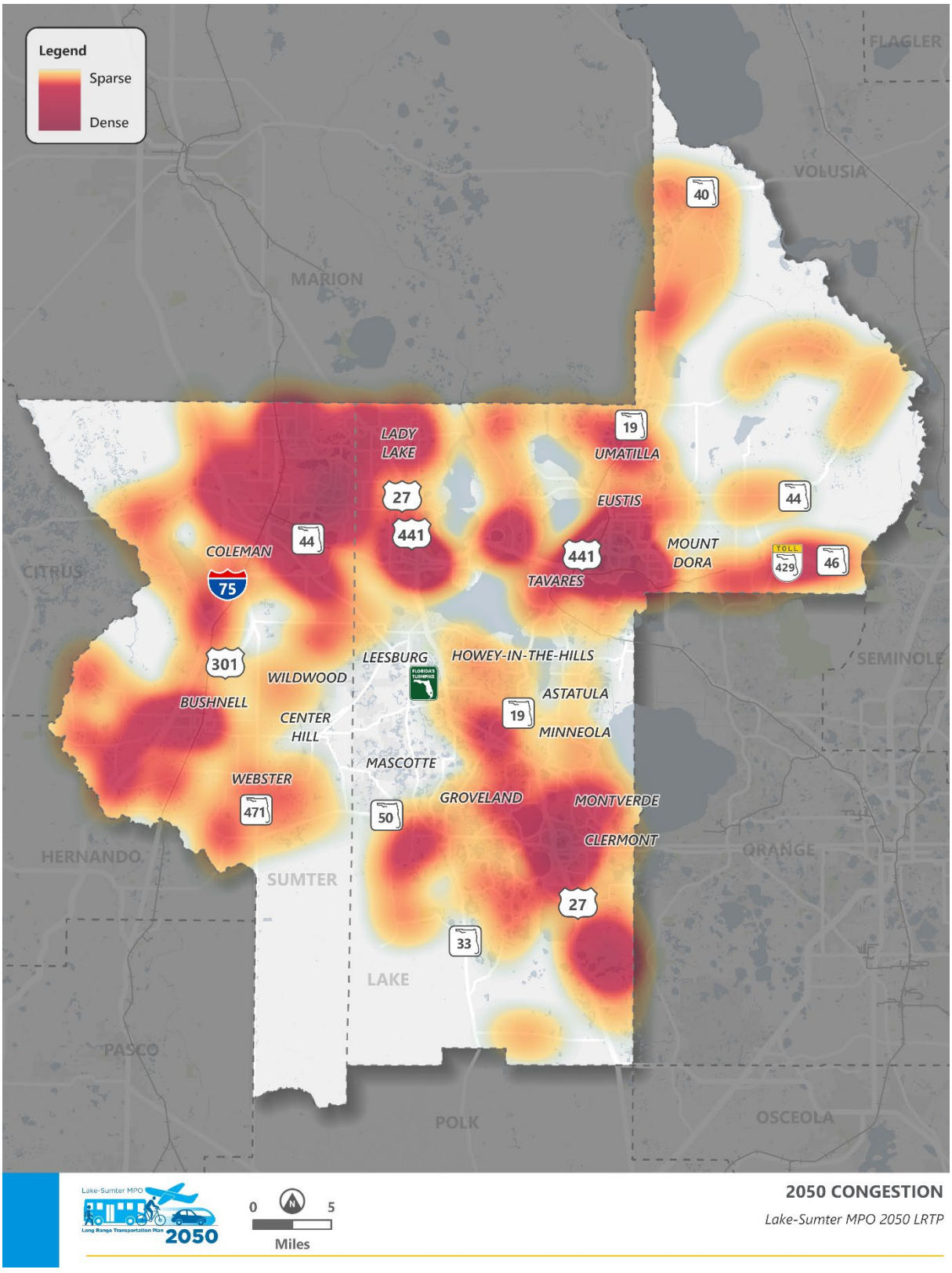
Figure 9. Employment Growth Map



Congestion

Forecasted 2050 congestion patterns in **Figure 10** show that several major corridors in the Lake~Sumter region are expected to operate near or over capacity as population and travel demand continue to grow. The most significant concentrations of future congestion appear along I-75, the Florida Turnpike, and key regional arterial roadways including US 27, SR 50, and US 44. Hotspots for over capacity traffic include the City of Center Hill, the Four Corners area, and the Eustis-Leesburg-Tavares corridor. These locations represent existing pressure points that may intensify without strategic investments. At the same time, the forecast offers an opportunity to proactively plan for targeted capacity, operations, and multimodal improvements that can relieve bottlenecks, support regional mobility, and guide future development toward corridors best equipped to handle long-term travel demand.

Figure 10. Congestion in Lake~Sumter Region by 2050



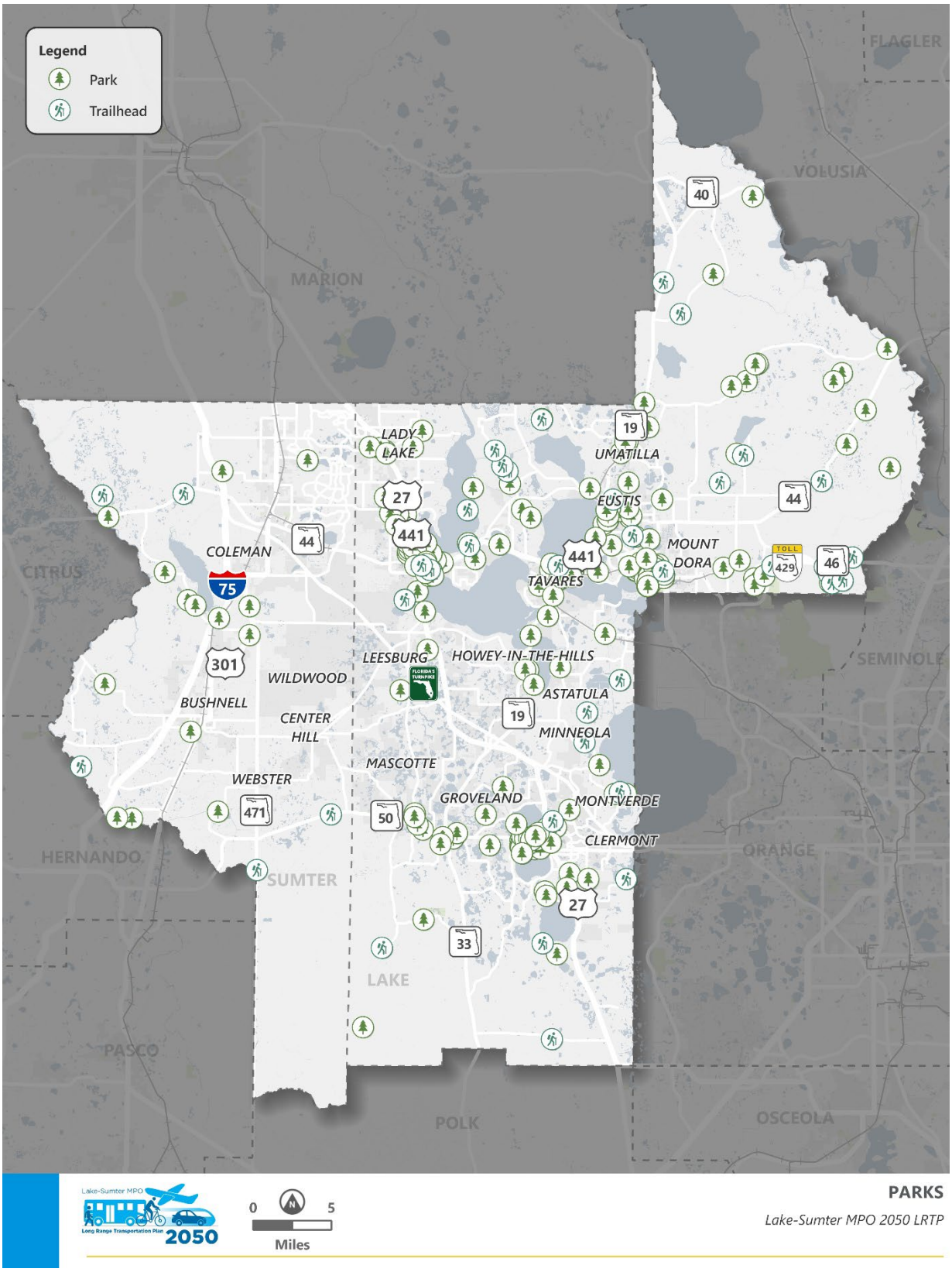
Tourism

Tourism, particularly eco-tourism, plays an important role in the Lake~Sumter MPO area. The region's extensive network of parks and trails attract both residents and visitors seeking outdoor recreation. Based on the Visit Florida Economic Impact Reports[2], in 2024, Lake County experienced $251.1M in visitor spending for Entertainment and Recreation, $1.14BN in total visitor spending. Sumter County received $104.8M in visitor spending for Entertainment and Recreation, $570.2M in total visitor spending.

As shown in **Figure 11**Error! Reference source not found., numerous parks and trailheads are distributed through the MPO area, supporting activities such as hiking, cycling, and nature-based tourism. Key trails within the Lake~Sumter Planning Area include the Florida Coast-to-Coast Trail and the Heart of Florida Trail, connecting users to the Ocala National Forest. Overall, these assets enhance quality of life, and generate travel demand, especially during peak recreation season. The Lake~Sumter MPO will continue monitoring progress on these networks. After the completion of the Florida Coast-to-Coast Trail, the Heart of Florida Trail may be positioned as the next priority for Shared-Use Nonmotorized (SUN) Trail funding.

[2] Economic Impact Reports

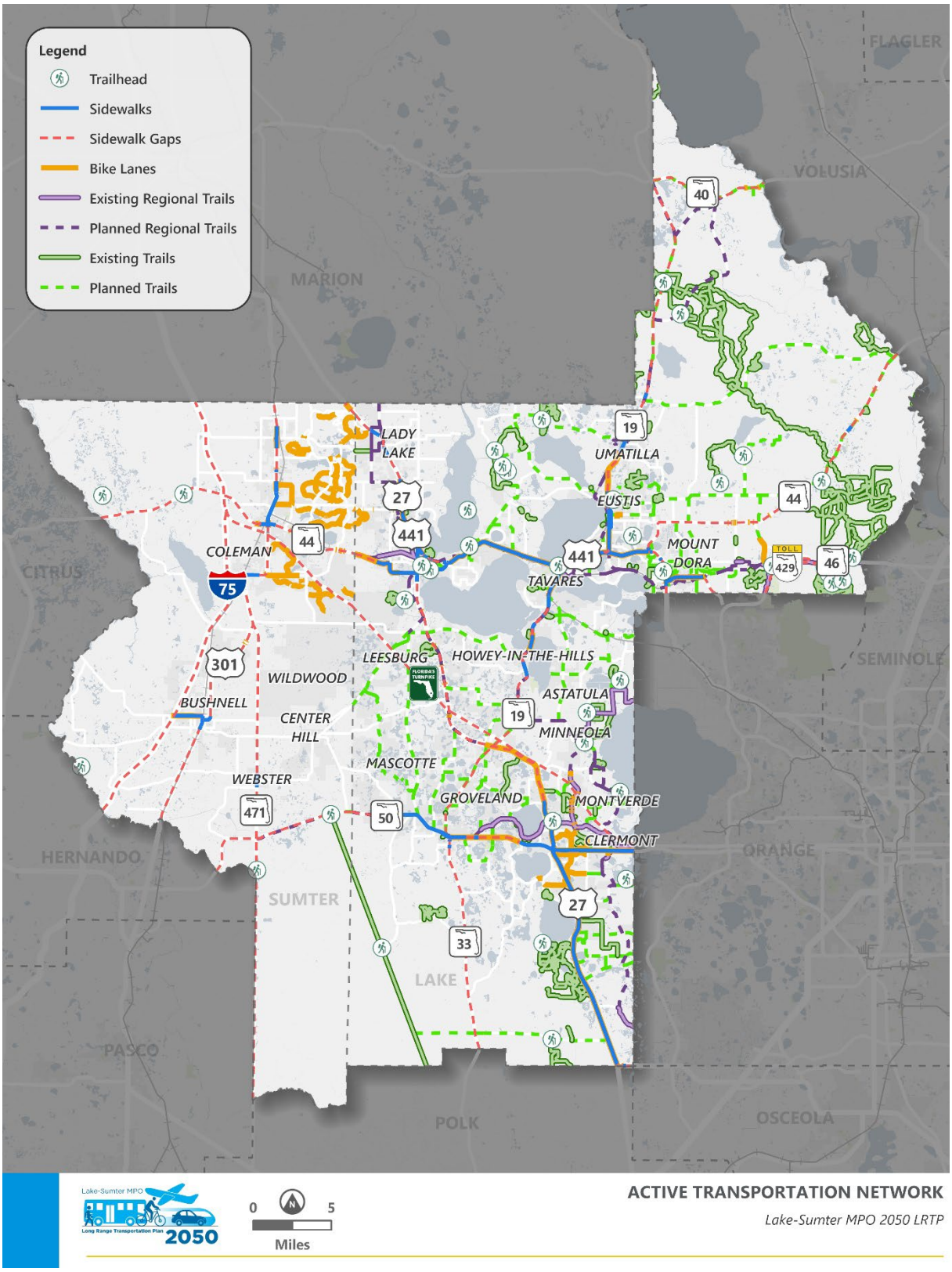
Figure 11. Lake~Sumter Parks Map



Active Transportation

The Lake~Sumter region's active transportation network (**Figure 12**) reflects a mix of established facilities and emerging opportunities for greater connectivity. Lake County has a comparatively strong foundation, with an extensive system of existing and planned trails. While some sidewalk gaps remain, the county's ongoing trail planning efforts position it well to expand multimodal options and strength east-west and north-south continuity. Sumter County, by contrast, shows more widespread sidewalk gaps, but has a notable concentration of bike lanes in its northern communities. Together, the regional map of trails, sidewalks, and bike lanes highlights a significant opportunity: creating stronger linkages between Lake and Sumter counties. Bridging these network gaps, particularly where planned trails approach county boundaries, can enhance safety, expand mobility choices, and support a more cohesive, cross-county transportation system.

Figure 12. Active Transportation Map



Resiliency & Stormwater

Transportation resiliency and stormwater considerations for the Lake~Sumter Planning Area are informed by the Transportation Resilience Plan (TRP) developed by the East Central Florida Regional Planning Council (ECFRPC) to support the 2050 LRTP planning process. The TRP evaluated roadway exposure to multiple hazards, including flooding, sinkholes, and wildfire, by overlaying hazard extents with the regional roadway network and assigning exposure scores based on the extent of the roadway overlap.

Results from the hazard exposure analysis indicate that flooding represents the most significant resiliency concerns for the transportation network, with roadway segments in flood-prone areas receiving higher exposure scores than those associated with sinkhole or wildfire risk. These findings highlight existing vulnerabilities within the planning area, and highlight the need for stormwater management, drainage capacity, and flood-risk in long-range transportation planning. Additional discussion of transportation resiliency and hazard mitigation is included in **Section 0**

, including the analysis of feasible projects located within or adjacent to flood-risk roadways.

Transportation Resiliency Plan available for viewing at
www.lakesumtermpo.com/planning-documents/2050-lrtp

3-2 Performance Monitoring

The Lake~Sumter MPOs performance measures (**Table 6 – Table 9**) are part of an ongoing, annual performance management process, not a one-time element of the LRTP. Each year, these measures are updated and reported alongside the Transportation Improvement Program (TIP) and the List of Priority Projects (LOPP), maintaining that progress is monitored continuously rather than every five years. The LRTP aligns directly with the same performance measures used in the TIP, reflecting safety, system performance, and other federally required areas. It is ultimately the TIP that drives the MPO's performance reporting. By maintaining consistency across these documents, the MPO can coordinate long-range planning, annual programming decisions, and performance tracking without duplicating efforts across different plans.

Table 6. Safety Performance Targets (PM1)

Performance Measures	FDOT 2024 Statewide Targets	Lake~Sumter MPO 2024 Targets	Lake~Sumter MPO Avg. Numbers 2019-2023	Lake~Sumter MPO Trending*	Statewide
Number of fatalities	0	0	93.2	↑	3,441.8
Rate of fatalities per 100 million VMT	0	0	1.606	→	1.543
Number of serious injuries	0	0	548.8	↑	16,380.6
Rate of serious injuries per 100 million VMT	0	0	9.485	→	7.344
Number of non-motorized fatalities and non-motorized serious injuries	0	0	56.8	↑	3,148.2

* ↑ *Increasing* → *Stable*

Table 7. Pavement & Bridge Condition Measures (PM2)

Performance Measures*	2-Year Statewide Target	4-Year Statewide Target	LSMPO Average Annual Numbers 2023	Statewide
Percent of Interstate NHS Pavement in: Good Condition	60%	60%	77.3%	67.6%
Percent of Interstate NHS Pavement in: Poor Condition	5%	5%	0%	0.2%
Percent of Non-Interstate NHS Pavement in: Good Condition	40%	40%	62.7%	50.8%
Percent of Non-Interstate NHS Pavement in: Poor Condition	5%	5%	0.4%	0.5%
Percent of NHS Bridges by Deck Area in: Good Condition	50%	50%	38.4%	55.3%
Percent of NHS Bridges by Deck Area in: Poor Condition	10%	10%	0%	0.6%

**Pavement condition reporting for PM2 includes segments only Classified as Good Condition or Poor Condition. Roadway segments in Fair Condition are not shown; therefore, percentages may not total 100%. Good Condition indicates pavement requiring no major investment in near term, while Poor Condition indicates anticipated to require major investment in near term.*

Table 8. Travel Time Reliability (PM3)

Performance Measure	2-Year Statewide Target	4-Year Statewide Target	LSMPO Average Annual Numbers 2023	Statewide
Percent of person-miles on the Interstate system that are reliable	75%	70%	100%	82.8%
Percent of person-miles on the non-Interstate NHS that are reliable	50%	50%	97.5%	89.1%
Truck travel time reliability index	1.75	2.0	1.42	1.48

Table 9. Transit Asset Management (TAM) Performance Measures

Transit Mode	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (Miles)
Fixed Route Bus	0	0	45	0.00002	19	0.000007	12,534
ADA Paratransit	0	0	27	0.000006	9	0.000002	40.813

4 2050 Working Needs

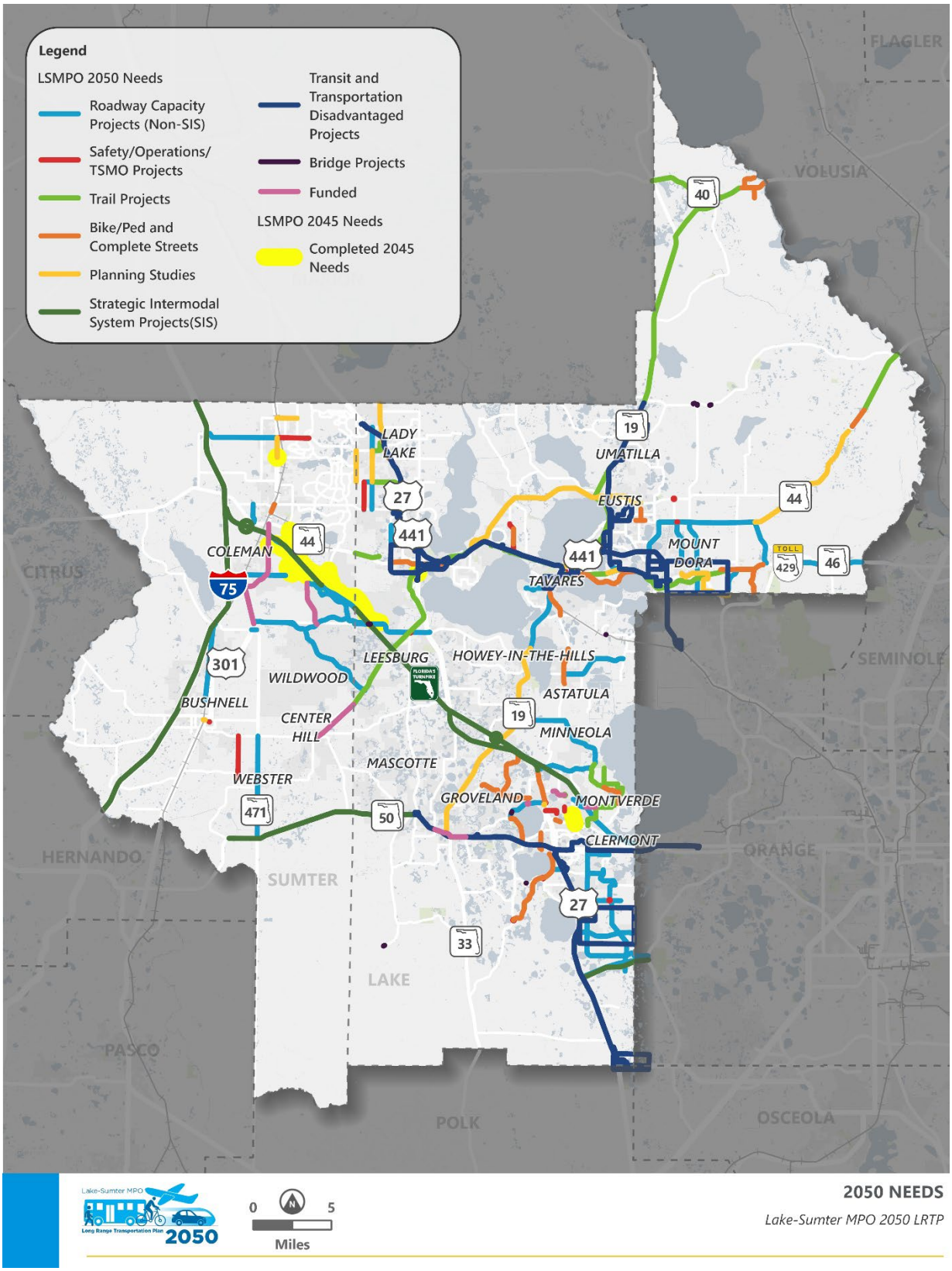
4-1 2050 Needs

The development of the 2050 LRTP Needs Assessment began with a review of the 2045 LRTP Needs, to see which Needs have been completed, partially completed, or not started. This step establishes continuity between planning cycles and provides a clear understanding of which projects have been delivered, advanced into the TIP, or remain outstanding. Seven total projects were fully implemented since the adoption of the 2045 LRTP, summarized in **Table 10**. Incomplete needs from the 2045 LRTP are shown in **Figure 13**. These needs were re-evaluated for inclusion in the 2050 horizon year, allowing the MPO to update priorities and reassess feasibility.

Table 10. 2045 Needs, Completed Projects

Project	Limits	Improvement	Type
Morse Blvd Ext. (New Road)	Meggison Rd to CR 468	New 2 Lanes	Roadway & Transit
Meggison Rd (New Road)	SR 44 to E C 470	New 2 Lanes	Roadway & Transit
Marsh Bend Trail (New Road)	US 301 to Warm Springs Ave	New 2 Lanes	Roadway & Transit
Buena Vista Blvd Ext.	Meggison Rd to SR 44	New 4 Lanes	Roadway & Transit
US 301	@ C 472	Modify Intersection	TSM&O & ITS
SR 429 (Wekiva Pkwy)	SR 429 to Lake/Seminole Co Line	New 6 Lanes	Roadway & Transit
N Hancock Rod	Old Hwy 50 W to Turkey Farm Rd	Widen to 4 Lanes	Roadway & Transit

Figure 13. 2050 Needs Assessment



4-2 Freight

A separate Freight and Rail Element was developed in support of the 2050 LRTP planning process to evaluate existing and future freight activity, traffic generators, and needs across the planning area. The analysis identified a range of industrial, logistics, and commercial activity centers throughout Lake and Sumter counties, many of which are concentrated near major regional corridors, interchanges, and rail facilities (**Figure 14**). These activity centers generate significant truck traffic and serve a critical role in moving goods within and beyond the planning area.

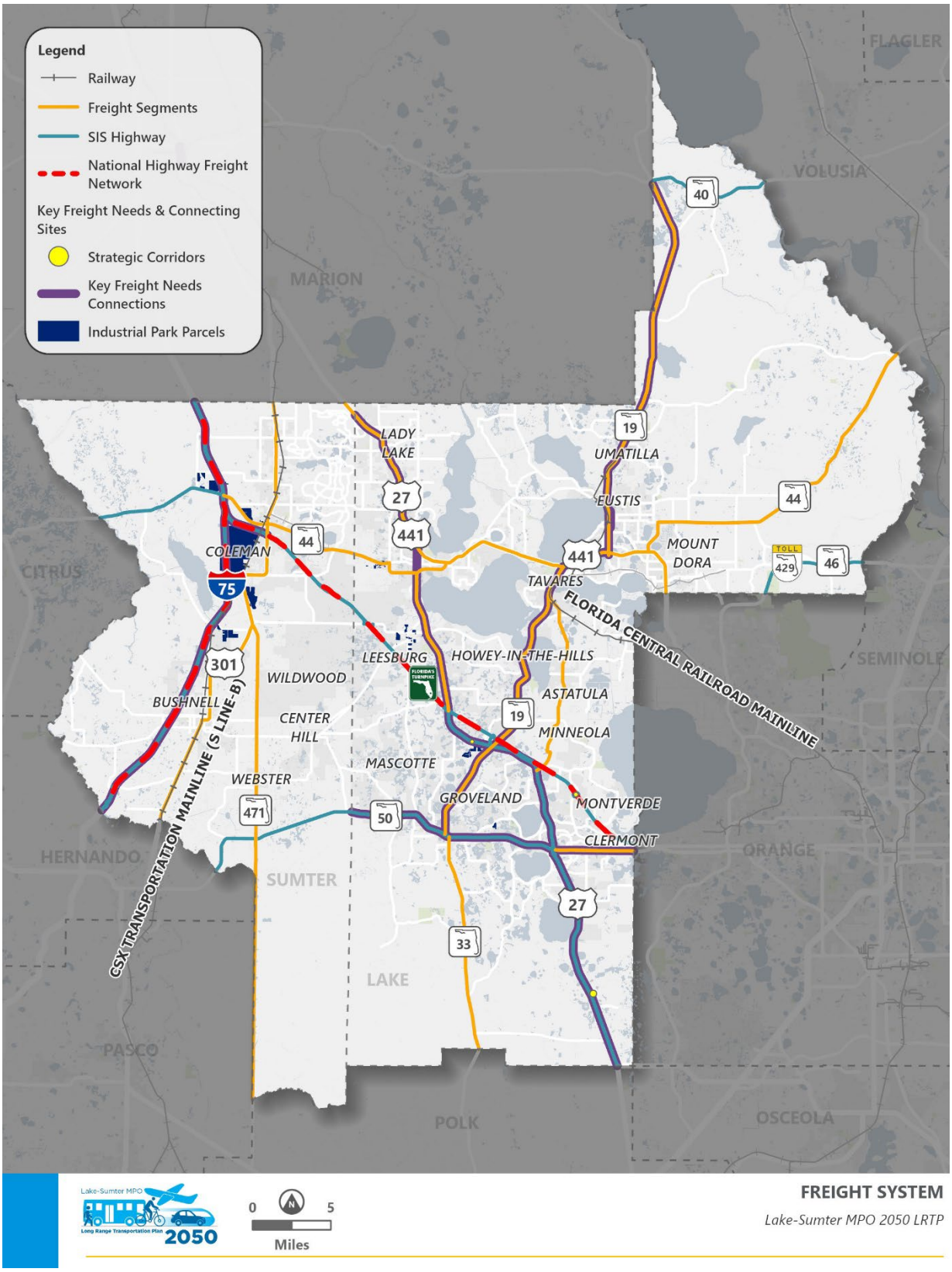
The 2050 Working Needs for the LRTP incorporates needs from the Freight and Rail Element, to continue efforts towards maintain freight mobility, safety, and system performance, while minimizing community impacts. Key freight needs are highlighted in **Table 11**.

Table 11. Key Freight Needs & Connecting Sites

County	Need	Key Industrial Parks & Commercial Sites
Lake	SR-19	Christopher C. Ford Commerce Park
Lake	US-27	Oldham Industrial Park, Leesburg Commerce Park, Jim Rodgers Industrial Park, Christopher C. Ford Commerce Park, Wellness Way Strategic Corridor (Minneola CRA)
Lake	SR-50	Hunt Industrial Park
Sumter	I-75 Trucking & Distribution Center	8G Farms, PJ Sola Properties, Pike 75 Logistics Center, Governor Rick Scott Industrial Park, C-470 Industrial
Sumter	Monarch Ranch Interchange	Monarch Range Industrial Park, North Wildwood Industrial, Rep. Marlene O'Toole Industrial Park

Freight & Rail Element available for viewing at
www.lakesumtermpo.com/planning-documents/2050-lrtp

Figure 14. Freight System Map



4-3 Transit

As the population of the Lake~Sumter MPO region continues to age and the abilities of the transportation system users change, the transportation options within the region must adapt to it. As part of the 2050 LRTP, including transit services is essential for uplifting mobility options, supporting economic development, and preserving transit system assets in the Lake~Sumter Planning Area.

Lake County 2023 Transit Development Plan

The Lake County 2023 Transit Development Plan (TDP) Update was prepared for the county's transit system, LakeXpress. The TDP is a planning document that covers a ten-year planning horizon with public and stakeholder elements to enhance public transportation services. This document is required by the state of Florida to be updated every five years if the agency receives block grant funding. As part of this update, the 2050 LRTP identified the projects in **Table 12** from the TDP 2025 Annual Progress Report as completed or on-going recommended projects.

Table 12. 2025 Annual Progress Report Project Recommendations

Recommendation	Status
Implement 27 Express	Project implemented October 2024.
Add weekend service to Routes 1, 1A, 2, and 3	Project funding will be requested in the FY 2027 FDOT Service Development Grant application.
Later Evening Service	Ongoing project. Received FDOT Service Development Grant funding to provide later evening service.
Enhance Service Frequency on Routes 1 and 2	Ongoing project.
Four Corners On-Demand	Ongoing project.
Route 4 Realignment	Ongoing project.
Wolf Branch On-Demand	Ongoing project.
Wellness Way On-Demand	Ongoing project.
Route 50 Realignment	Ongoing project.
Winter Garden Express	Ongoing project.
Mount Dora Shuttle	Ongoing project.

LakeXpress Transit Development Plan available for viewing at https://www.ridelakexpress.com/news/tdp

Sumter County Transit

Sumter County Transit is a division within Sumter County's Public Works Department. Their transit system is funded through a variety of different programs including FDOT, the Commission for Transportation Disadvantaged (CTD), Mid-Florida Community Services, and their own Sumter County Board of County Commissioners.

Sumter County Transit runs Monday through Friday for door-to-door trips, with their shuttles running on Mondays, Wednesdays, and Fridays.

4-4 Complete Streets & Transportation System Management & Operations (TSM&O)

A Complete Streets Technical Memorandum Element was developed to support the 2050 LRTP planning process and to guide the integration of multimodal safety into future transportation investments. This element outlines a vision for a transportation system that safely accommodates users of all ages, abilities, and travel modes, while supporting mobility, access, and connectivity across Lake and Sumter counties. During the development of the 2050 LRTP, many Complete Streets project names have updated to Corridor Improvements.

The 2050 Working Needs incorporates findings and recommendations of the Complete Streets Technical Memorandum, recognizing the ongoing need to enhance multimodal connections within the planning area. Priority Complete Streets / Corridor Improvement projects identified are in **Table 13**.

The 2050 Working Needs also incorporates findings from the TSM&O and Intelligent Transportation Systems (ITS) Technical Memorandum Element. This element includes strategies for optimizing system performance, supporting multimodal travel, and maximizing the effectiveness of existing infrastructure. These strategies will advance corridor operations and traffic management within the planning area. Priority TSM&O and ITS projects identified are included in **Table 14**.

Complete Streets & TSM&O/ITS Elements available for viewing at
www.lakesumtermpo.com/planning-documents/2050-lrtp

Click below for Needs Assessment Hubsite

(includes Complete Streets and TSM&O Needs Mapping Tools)

- LRTP Needs Assessment Hubsite

Table 13. Corridor Improvement Projects - Priority Corridors

Sponsor	Project Name	To	From
Sumter County/Wildwood	US 301 Wildwood Corridor Improvement Project	Lion Street	East Kentucky Avenue
Lake County	Sorrento Ave (SR 46) Complete Streets	Hojin Street	Orange Street
Clermont	East Avenue Complete Streets Reconstruction	Grand Highway	Minnehaha Avenue
Lake County/Montverde	C.R. 445	Ridgewood Avenue	Fosgate Road
Lake County	C.R. 561 (Astatula, FL) Complete Street	Bates Lane	Country Club Drive
Leesburg	City of Leesburg Main Street Complete Streets	SR 44	CR 468
Lake County	Lakeshore Drive Complete Streets	Hammock Ridge Boulevard	CR 561
Lake County	CR 435	SR 46	Orange County Line
Lake County	SR 40	St. Johns River Bridge	Veterans Drive
Lady Lake	Old Dixie Highway	Griffin View Drive	CR 466
Lake County	CR 561/12th Street	Lake Minneola Shores	SR 50
Lake County	CR 561	CR 448A	SR 19
Lake County	Wilson Lake Parkway Complete Streets	CR 478	US 27
Lake County	Cherry Lake Road Complete Streets	Apshawa Road	Coralwood Lane
Lake County	Lakeshore Drive	Old Highway 441	Disston Avenue

Table 14. TSM&O & ITS Priority Projects

Sponsor	Project Name	Description
Sumter County	Sumter County ITS (Phase1) FM# 436365-1	ITS
FDOT/ Lake County	US 27 ATMS	ATMS
Lake County	ITS Initial Deployment Equipment & Installation	ITS
Lake County	ITS Fiber Infrastructure	ITS
Lake County	Intelligent Traffic Signal Controllers	ITS
Turnpike	Florida's Turnpike (SR91) at US 27 FM# 452106-1	South Interchange Improvements
FDOT	I-75	Managed Lane
CFX	SR-516 (Lake/Orange Expressway)	New Expressway
FDOT	I-75 Truck Parking	Truck Parking

4-5 FDOT Strategic Intermodal System Needs & Cost Feasible Plan

Outside of local projects and priorities identified, the Lake~Sumter MPO will continue to coordinate with FDOT on the SIS Five-Year Plan and Cost Feasible Plan. These plans identify statewide transportation investments that may influence regional mobility and future funding considerations. The SIS Five-Year Plan includes a First Five-Year Plan (Years 1-5), which reflects projects funded or programmed in FDOT's Adopted Work Program, and a Second Five-Year Plan (Years 6-10), which identifies projects planned for funding beyond the current work program; both are updated annually. The SIS Cost Feasible Plan presents a fiscally constrained, long-range outlook (Years 11-25) based on projected statewide revenues and is typically updated every two to three years as forecasts are updated. **Table 15** summarizes SIS projects within Lake and Sumter Counties currently included in FDOT's First Five-Year Plan.

FDOT SIS Five-Year Plan & Cost Feasible Plan available for viewing at
https://www.fdot.gov/planning/systems/sis/plans.shtm

Table 15. Lake & Sumter County Projects in FDOT SIS Five-Year Plan

FM#	County	Project & Facility Location	Improvement Type Description
4357872	Lake	WIDEN TPK NORTH OF CR33 TO CR470 INTCHNG	Add 2 to Build 4 Lanes
4357871	Lake	WIDEN TPK – US 27 TO N OF CR33	Add 2 to Build 6 Lanes
4357863	Lake	WIDEN TPK (SR 91) - OBRIEN RD TO US 27	Add 4 to Build 8 Lanes
4357882	Lake	WIDEN TPK (SR 91) FROM CR470 INTCHG TO LAKE/SUMTER C/L	Add 4 to Build 8 Lanes
4358594	Lake	SR 50 FROM EAST OF CR 757 TO EAST OF CR 711 (LSMPO RESPONSIBLE FOR PLANNING AREA)	Add 2 to Build 4 Lanes
4358595	Lake	SR 50 FROM EAST OF THE SUMTER/LAKE LINE TO CR 33	Add 2 to Build 4 Lanes
4270561	Lake	SR 50/SR 33 FROM CR 565 (VILLA CITY) TO 2ND ST	New Road
4357883	Sumter	WIDEN TPK (SR 91) LAKE/SUMTER C/L TO N OF OKAHUMPKA SP	Add 4 to Build 8 Lanes
4357881	Sumter	WIDEN TPK (SR 91) N OF OKAHUMPKA SERVICE PZ TO S OF US 301 INTCHG	Add 2 to Build 6 Lanes
4357891	Sumter	WIDEN TPK (SR 91) US 301 INTCHG TO I-75 INTCHG	Add 2 to Build 6 Lanes

4-6 Central Florida Expressway Authority Projects

In addition to projects identified through technical elements and priority lists, the Lake~Sumter MPO continues to monitor emerging regional transportation projects being advanced by partner agencies, Central Florida Expressway Authority (CFX). These include current and future concepts for:

- SR 50 Managed Lanes (From US-27 to Florida's Turnpike)
- SR 516 (Lake-Orange Expressway – From US 27 to SR 429)

While these projects remain subject to ongoing coordination, refinement, and funding considerations, they represent long-term investments that could influence regional travel patterns and system performance within and beyond the MPO planning area. As part of the 2050 Working Needs, the MPO will follow the development of these initiatives to assess potential implications for the Lake~Sumter transportation network.

CFX Five-Year Work Plan available for viewing at https://www.cfxway.com/agency-information/plans-studies/five-year-work-plans/

4-7 EDTM – Mitigation Banks

Environmental mitigation and resiliency considerations for the 2050 LRTP are informed by the TRP prepared by the ECFRPC. The TRP identified flooding as a primary natural hazard affecting the Lake~Sumter transportation network and outlined a range of strategies to reduce vulnerability and improve system resilience. To complement this analysis, **Figure 15** visualizes cost feasible projects in relation to roadway flood risk, to identify locations where planned investments intersect or adjacent to flood-prone areas.

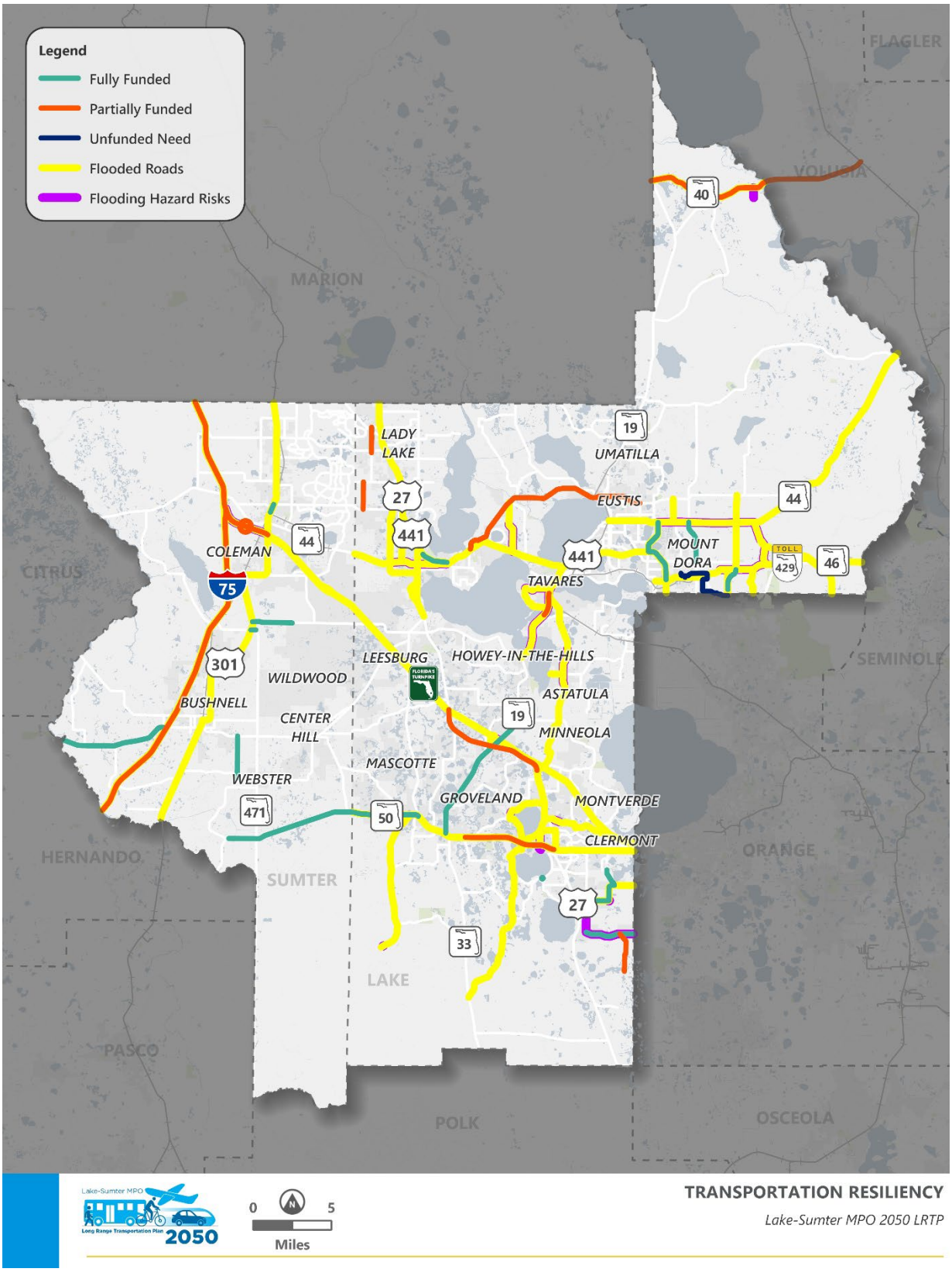
As part of the 2050 Working Needs, the MPO will refresh evaluation of potential environmental mitigation and resiliency strategies for amendments and transportation projects moving towards implementation. Recommended strategies for flood-related mitigation from the TRP are summarized in **Table 16**.

Transportation Resiliency Plan available for viewing at
www.lakesumtermpo.com/planning-documents/2050-lrtp

Table 16. Flood Hazard Mitigation Strategies

Flood Hazard Mitigation Strategy	Application for Transportation Projects
Routine infrastructure maintenance	Preserve and maintain the working order of all transportation network infrastructure, such as pavement, culverts, traffic signals, etc., by developing and implementing appropriate schedules for regular maintenance.
Stormwater management planning	Create a plan for a coordinated, region-wide approach to improving stormwater capacity and reducing impacts from runoff.
Elevation of roadways above Base Flood Elevations (BFEs)	Raise roadbeds in BFEs to avoid or reduce impacts from flooding, especially for highly critical roads, such as evacuation routes or those that connect to hospitals, shelters, and emergency services. The MPO can assist by providing data and best practice research.
Green stormwater infrastructure	Green stormwater infrastructure, such as bioswales, stormwater parks, and depressed medians, can slow and filter stormwater runoff while reducing flood impacts.
Permeable pavement treatments	Utilize permeable pavements in strategic locations to reduce and filter stormwater runoff and increase soil infiltration to prevent flooding and erosion.
Paved shoulders on evacuation routes	Paved shoulders can function as an extra travel lane during evacuations and can be used by emergency responders to bypass traffic during backups.
Resilience performance indicators	Performance indicators can be used to track and assess the implementation of resilience policies and goals. Performance indicators should be targeted and relatively easy to measure.

Figure 15. Transportation Resiliency & Cost Feasible Projects Map



5 Cost Feasible & Implementation Plan

The LRTP was developed with an implementation focus for the first ten years of the 20-year plan. The 2050 Cost Feasible Plan (CFP) takes a new approach to Long Range Transportation Planning, with annual funding estimates and project planning to provide better cohesion with existing Lake~Sumter MPO documents and plans. This includes the Transportation Improvement Program (TIP) and the List of Priority Projects (LOPP).

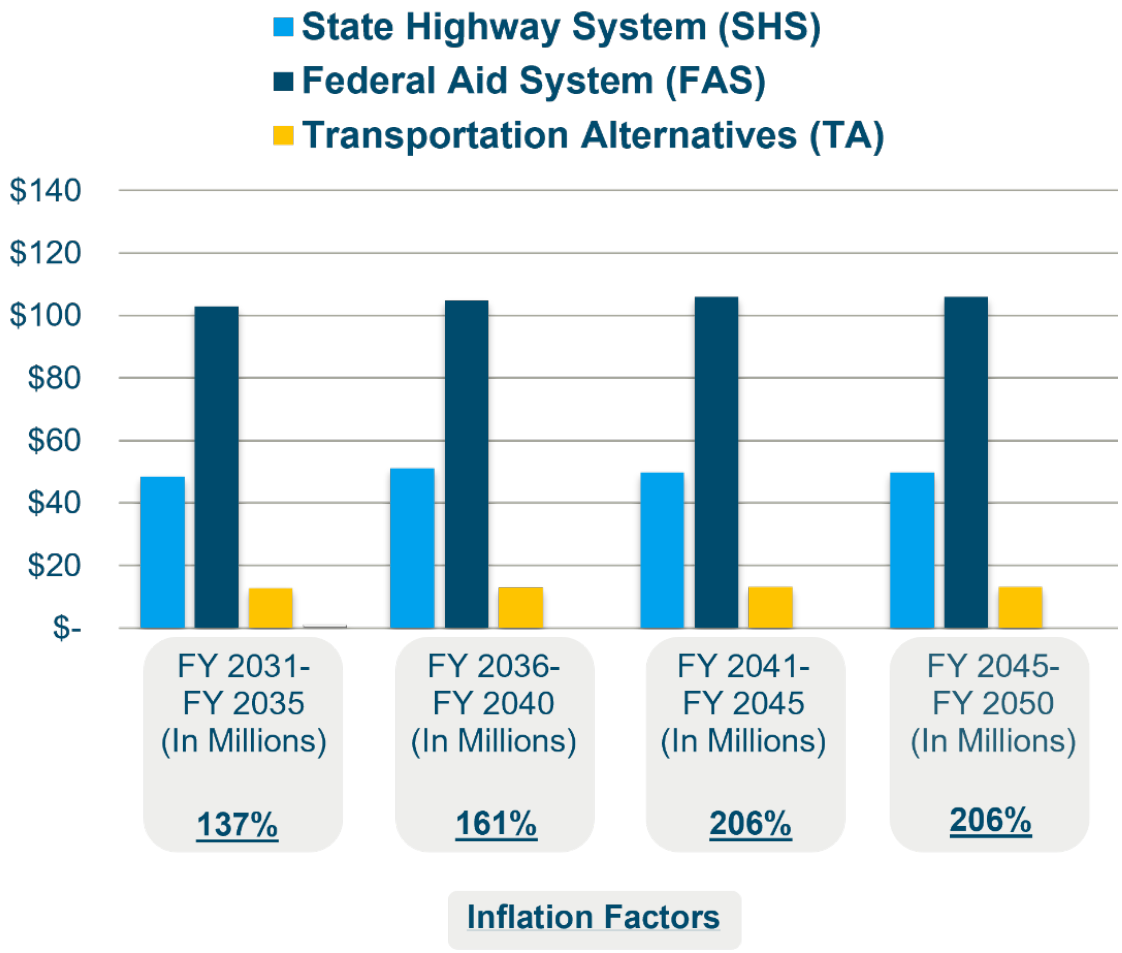
5-1 Funding Availability

In previously adopted LRTPs, funding estimates and project planning was developed through five-year blocks of time (2031 – 2035, 2036 – 2040, etc.). For planning purposes, this provided the ability to collect funding over a five-year period to make a project Cost Feasible; however, the project programming in the TIP only has the funding available for one year, not a five-year accumulation that the LRTP has traditionally used.

5-2 Fiscal Constraints

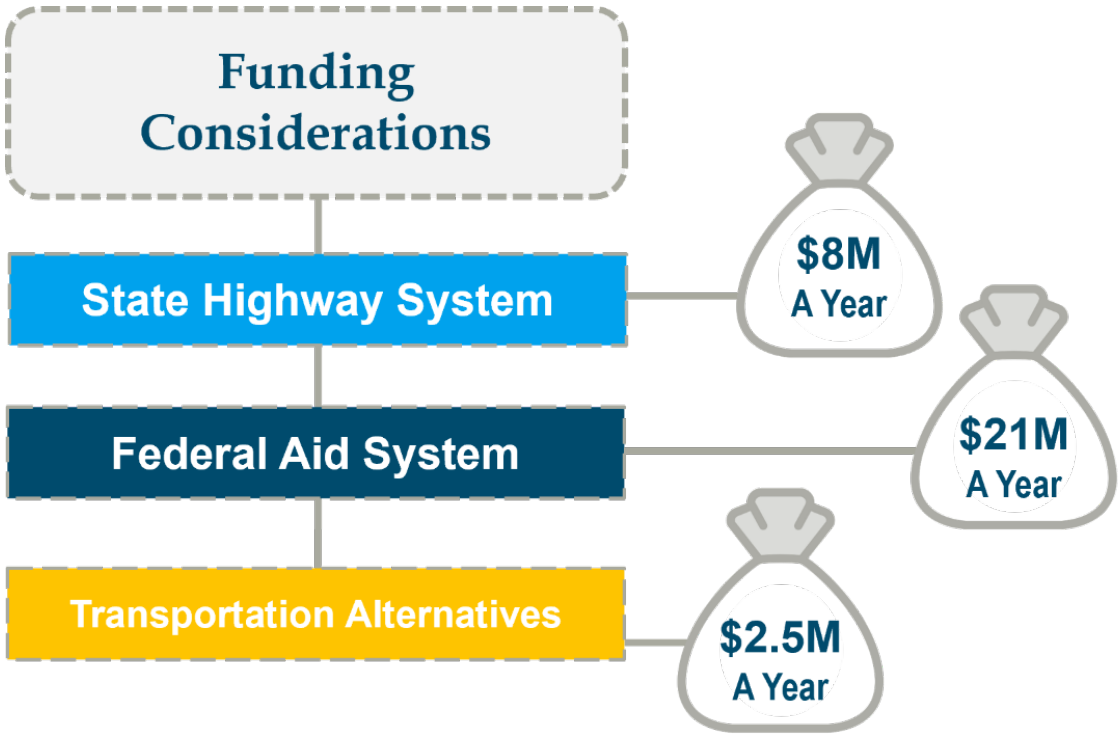
The Cost Feasible Plan was developed using the FDOT 2050 Revenue Forecast Handbook as the basis for project revenues. Consistent with federal planning requirements, revenues are expressed in year-of-expenditure (YOE) dollars, using inflation rates and financial assumptions that reflect reasonable and historically grounded economic trends. These assumptions are developed cooperatively by the MPO, FDOT, and the region's transit operators, to reflect long-range financial outlook aligns with available funding and anticipated costs. This approach allows for the 2050 LRTP to identify a program of projects that is fiscally realistic and achievable within identified constraints.

FDOT 2050 Revenue Forecast Handbook available at
www.fdot.gov/planning/policy/metrosupport/MPOResources



5-3 Funding Opportunities

The 2050 LRTP Cost Feasible Plan developed annual estimates of funding like the TIP, identifying when federal funds and state funds need to be reserved over only one or two fiscal years to accumulate enough funding to fully fund a more expensive transportation project. The 2050 Plan forecasts approximately $419 million of federal funds and $163 million in state funds over the 20-year planning horizon. Annually, the MPO has $21 million per year in federal funds, $8 million in state funds and $2.50 million in Transportation Alternative funding. The Transportation Alternative funding has been boxed (reserved) for annual call for projects to support smaller safety, complete streets and intersection projects that may be stand alone or part of a resurfacing project (starting in FY 2031). Local funds are not assumed for Cost Feasibility; however Local Funds contributions could accelerate the implementation plan by as much as 50% over the next 10 years.



5-4 Transportation Improvement Program Projects (Short Term Investments)

The Transportation Improvement Program (TIP) is a fiscally constrained, multiyear intermodal program of transportation projects developed to be consistent with the LRTP. All MPOs and TPOs are required by federal and state law to develop a TIP. The TIP is updated annually in tandem with the development of the FDOT Work Program and the State Transportation Improvement Program (STIP). This is due to each MPO/TPOs TIP informing the STIP for allocation of federal funds in implementing transportation projects.

The current TIP projects (phase key in **Table 17)** that are included in the LRTP are shown in **Table 18**. The current TIP projects represent the short-term investments taking place over the next five years. The Cost Feasible Plan is a continuation, showcasing the long-term investments for the following 20 years.

Table 17. Phase Abbreviation Key

Phase Abbreviation	Description
PD&E	Project Development & Environment
PE / Permitting	Preliminary Engineering / Permitting
ROW	Right-of-Way
CST	Construction
DSB	Design-Build
MNT	Maintenance (Bridge/Roadway/Contract)
OPS	Operations
CAP	Capital
RRU	Railroad/Utilities Construction
ENV	Environmental
LAR	Local Advanced Reimburse
INC	Contract Incentives
PLN	Planning

Current Transportation Improvement Program available for viewing at
www.lakesumtermpo.com/planning-documents/tip

Table 18. Transportation Improvement Program 2025 – 2030

FM #	Project Type	Projects	Transportation Improvement Program (TIP) 2025	2026	2027	2028	2029	2030
2382757	Strategic Intermodal System Projects (SIS)	SR 429/46 (Wekiva Pkw) from W Of Old McDonald Rd to E Of Wekiva River Rd		$7,397 $157,579 $5,265				
4225703	Bike Path/Trail	South Lake Trail Ph IIIB from 2nd St to Silver Eagle Rd		$10,999 $3,775,525 $700,000 $4,027,839				
4270561	New Road Construction	SR 50/SR 33 from CR 565 (Villa City) to 2nd St		$2,721 $38,625,714 $9,845,000 $4,600,000 $39,840,034		$175,360		
4293561	Add Lanes and Reconstruct	SR 500/US 441 from SR 44 to N Of SR 46		$900 $7,425				
4301321	Add Lanes and Reconstruct	SR 35 (US 301) from CR 470 to SR 44		$1,797 $52,456 $52,257,140 $6,100,000				
4301322	Add Lanes and Reconstruct	SR 35 (US 301) from CR 470 to CR 525E		$5,492,500 $2,507,000 $51,604,225				
4301324	Add Lanes and Reconstruct	SR 35 (US 301) from CR 525E to West Of CR 468		$4,076,960 $1,795,955				
4301325	Add Lanes and Reconstruct	SR 35 (US 301) from West Of CR 468 to Florida's Turnpike			$71,239,571			
4302536	Add Lanes and Reconstruct	CR 466A from East Of Timbertop Ln to East Of Poinsettia Avenue		$11,062,089				
4309753	Bike Path/Trail	Lake-Wekiva Trail from SR 46 to Hojin Street		$7,441,714				
4357851	Strategic Intermodal System Projects (SIS)	Widen Turnpike - Orange/Lake Countyline		$3,114 $4,926 $775,000 $823,200				

FM #	Project Type	Projects	Transportation Improvement Program (TIP)					
			2025	2026	2027	2028	2029	2030
4357861	Strategic Intermodal System Projects (SIS)	Widen Turnpike (SR 91) from Minneola Interchange to Obrien Rd		$4,366 $2,390 $3,943 $1,309,583	$8,240,000			
4357862	Strategic Intermodal System Projects (SIS)	US 27 North Interchange (MP 289)		$1,240 $1,185				
4357863	Strategic Intermodal System Projects (SIS)	Widen Turnpike (SR 91) from Obrien Rd to US 27		$4,877 $12,110,582 $3,492,847 $199,075 $200,327,089				
4357871	Strategic Intermodal System Projects (SIS)	Widen Turnpike (SR 91) from US 27 to N Of CR 33 (MP 289 - 294)		$720,000	$8,887,202	$3,225,000 $25,000 $238,305,962		
4357872	Strategic Intermodal System Projects (SIS)	Widen Turnpike from North Of CR 33 to CR 470 Interchange (MP 294 - 297)					$213,460,517	
4357881	Strategic Intermodal System Projects (SIS)	Widen Turnpike (SR 91) from N Of Okahumpka Service Plaza to S Of US 301 Interchange (301-306)		$595,000 $50,000 $147,080	$7,632,135 $80,000		$3,225,000	
4357882	Strategic Intermodal System Projects (SIS)	Widen Turnpike (SR 91) from CR 470 Interchange to Lake/Sumter Countyline (MP 297)		$90,000	$798,514		$20,000	
4357883	Strategic Intermodal System Projects (SIS)	Widen Turnpike (SR 91) from Lake/Sumter C/L to N Of Okahumpka Service Plaza (MP 297 - 301)					$17,337	
4357891	Strategic Intermodal System Projects (SIS)	Widen Turnpike (SR 91) from US 301 Interchange to I-75 Interchange		$251,312 $11,650,481		$4,068,813 $3,200,000 $200,000	$390,000	$50,000 $5,700,000

FM #	Project Type	Projects	Transportation Improvement Program (TIP)					
			2025	2026	2027	2028	2029	2030
4358594 4358595	Strategic Intermodal System Projects (SIS)	SR 50 from east of CR 757 to east of CR 711 (LSMPO planning area SR 50 from east of the Sumter/Lake line to CR 33)		$2,470 $23,151,798 $524,000				
4396651	Roadway Capacity Projects (Non-SIS)	Rolling Acres Road from S Of CR 466 to N Of US 27/US 441		$900,000				
4396832	Bike/Ped and Sidewalk Projects	Log House Rd (Pine Ridge Elementary School) from CR 561 to Lakeshore Drive		$150,000		$786,274		
4417811	Roadway Capacity Projects (Non-SIS)	Hartwood Marsh Rd from US 27 to Savanna Ridge Ln (Proposed CR 455 Ext)			$13,040,000			
4435112	Safety/Operations/TSMO Projects	CR 452 from CR 44 to Lake/Marion County Line		$4,818,446				
4439901	Bridge Projects	Bailey Rd Bridge Replacement Over Turnpike (SR 91)	$1,382					
4456851	Safety/Operations/TSMO Projects	SR 33/CR 33 from S Of Edgewood Boys Ranch Rd to S Of Wright St		$5,533 $8,435,362				
4456861	Safety/Operations/TSMO Projects	SR 19 Pedestrian Improvements from CR 44/Orange Ave to Hazzard Ave		$3,613 $40,956				
4476091	Safety/Operations/TSMO Projects	CR 565/Villa City Rd from North Of SR 50 to South Of US 27		$10,000 $6,974,052				
4479901	Bike/Ped and Sidewalk Projects	Beverly Shores Neighborhood Sidewalk Project At Various Locations			$1,264,570			
4479902	Bike/Ped and Sidewalk Projects	Beverly Shores Neighborhood Sidewalk Project At Various Locations		$5,000				
4487341	Roadway Capacity Projects (Non-SIS)	Hooks St from Hancock Rd to CR 455/Hartle Rd		$5,961,650				
4488761	Bike/Ped and Sidewalk Projects	SR 19 from Florida Ave to Lakeview Ave		$1,000 $1,000				
4492341	Safety/Operations/TSMO Projects	CR 466 At CR 475 Roundabout		$828,838				
4493342	Safety/Operations/TSMO Projects	Traffic Signal Infrastructure Installation At SR 91 Exit 304 At US 301		$1,566 $155,347				
4494541	Safety/Operations/TSMO Projects	Hammock Ridge Rd Roundabout		$750,000				
4494781	Safety/Operations/TSMO Projects	SR 25 At The Benton Street Trail Intersection		$1,000				
4504401	Safety/Operations/TSMO Projects	US 192 At The Intersection Of Town Center Blvd		$112,405				

FM #	Project Type	Projects	Transportation Improvement Program (TIP)					
			2025	2026	2027	2028	2029	2030
4505841	Safety/Operations/TSMO Projects	SR 44/SR 500 (Main St) At Intersection CR 473 (Creek Rd/Bluegill Dr)				$1,214,788		
4513151	Safety/Operations/TSMO Projects	CR 561A / Lake Minneola Shores & Jalarmy Rd Roundabout			$2,665,118			
4514152	Safety/Operations/TSMO Projects	SR 40 from SR 35 to Volusia County Line		$1,357,784				
4519911	Safety/Operations/TSMO Projects	I-75 from SR 48 to SR 470					$512,117	
4521061	Strategic Intermodal System Projects (SIS)	Turnpike (SR 91) & US 27 Leesburg South Interchange Improvements (MP 285)		$1,137 $2,819,100 $383,530 $200,000 $6,968,396				
4529151	Trail Project	SR 50 from Villa City Road to North Of American Legion Road						$13,666,160
4530861	Safety/Operations/TSMO Projects	SR 44 from SR 44 In Lake County to Volusia County Line			$1,667,874			
4534491	Roadway Capacity Projects (Non-SIS)	CR 44 from US 441 to SR 19 Left Turn Lanes			$2,646,750			
4537671	Safety/Operations/TSMO Projects	SR 44 At Waycross Ave. Intersection Lighting		$38,000				
4569831	Safety/Operations/TSMO Projects	CR 455 Critical Pedestrian and Motorist Safety Improvements from Lakeside Dr to Ridgewood Ave		$450,000				
4569951	Bridge Projects	Northshore Bridge / Culvert Engineering Project	$400,000					
4580321	Safety/Operations/TSMO Projects	CR 44 (City of Eustis) at Rail Crossing #622027C / RRMP 816.450		$32,000				

5-5 Cost Feasible Plan (Long Term Investments)

The Cost Feasible Plan Summary table (**Table 19**) identifies the year a project or project phase is estimated to be Cost Feasible using a reserve funds methodology for Cost Feasibility, and considering the cost of projects increases over time with inflation. The project cost is inflated to represent the cost of the project when its implemented 10, 15 years from now. The 2050 LRTP has estimated the project cost in both present-day cost (PDC) and year of expenditure (YOE) by using inflation factors of 137% for project funded between 2031 -2035, 161% for project funded between 2036 - 2040, and 206% for project funded after 2040, to demonstrate there is enough funding in each fiscal year to fund a project or project phase (fiscal constraint). Locations of cost feasible projects are shown in **Figure 16**.

Click below for Needs Assessment Hubsite
(includes Cost Feasible Plan)
LRTP Needs Assessment Hubsite

Figure 16. 2050 Cost Feasible Plan Map

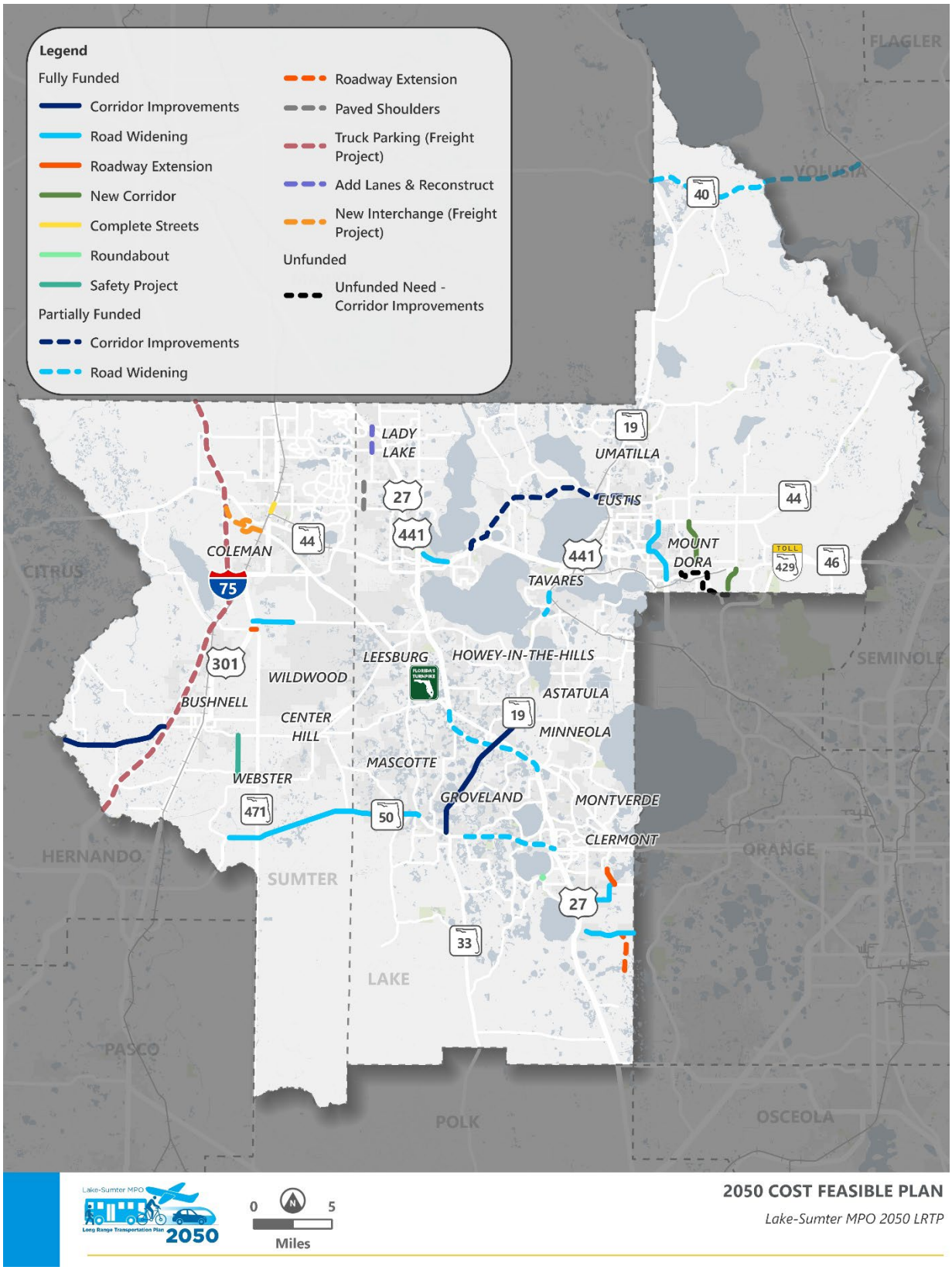


Table 19. Cost Feasible Plan Summary

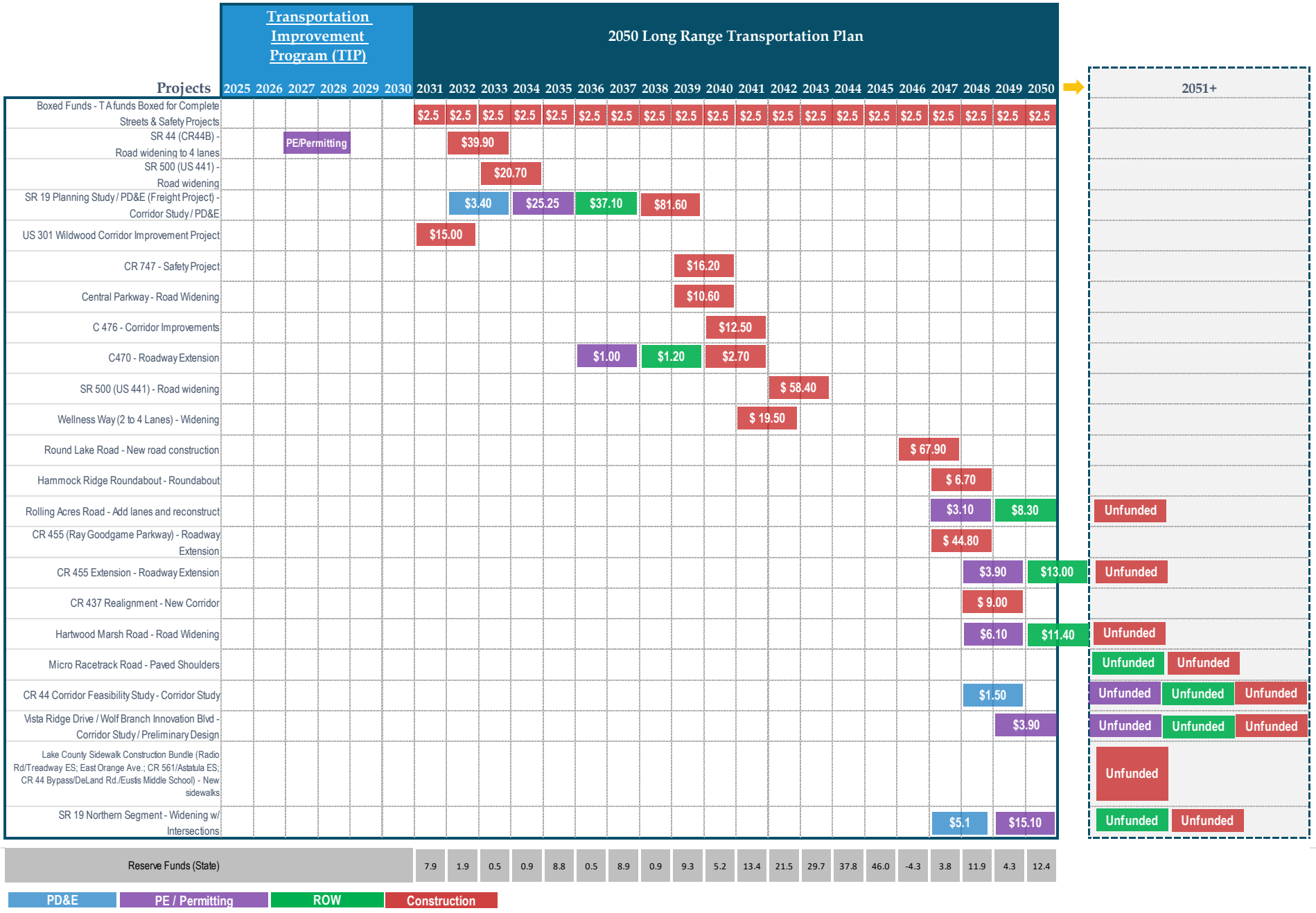


Table 20. Cost Feasible Plan Expanded

State Strategic Intermodal System (SIS)										
Project Name	**From**	**To**	**Limits (mi)**	**Project Description**	**Present Day Cost (PDC)**	**Cost Feasible Phase**	**Source**	**Year of Expenditure Cost (YOE)**	**Unfunded Need Cost**	**Cost Feasible Status**
I-75 Truck Parking	Hernando / Sumter County Line	Sumter / Marion County Line	-	Truck Parking **(Freight Project)**	-	PD&E / NEPA	Federal $ State $ Other $	$0 $2,500,000 $0	TBD	Partially Funding - PD&E 2035-2040
SR 40	SR 19	SR 15	14.32	Road Widening to 4 lanes	-	PD&E / NEPA	Federal $ State $ Other $	$0 $3,500,000 $0	TBD	Partially Funding - PD&E 2035-2040
SR 50	US 27	Montevista Rd	5.81	Road Widening	-	PD&E / NEPA	Federal $ State $ Other $	$0 $3,500,000 $0	TBD	Partially Funding - PD&E 2035-2040
SR 50	CR 478A	Sumter / Lake County Line	8.18	Road Widening	-	CST & CEI	Federal $ State $ Other $	$0 $97,119,000 $0	TBD	Fully Funded - CST 2041-2045
SR 50	Sumter / Lake County Line	CR 33	4.3	Road Widening	-	CST & CEI	Federal $ State $ Other $	$0 $82,018,000 $0	TBD	Fully Funded - CST 2046-2050
US 27	SR 19	Florida Turnpike North Ramps	4.1	Road Widening	-	PD&E / NEPA	Federal $ State $ Other $	$0 $3,500,000 $0	TBD	Partially Funding - PD&E 2035-2040
US 27	CR 561A	SR 19	3.6	Road Widening	-	PD&E / NEPA	Federal $ State $ Other $	$0 $3,500,000 $0	TBD	Partially Funding - PD&E 2035-2040
I-75 - Monarch Ranch Interchange	CR - 514		-	New Interchange **(Freight Project)**	-	PD&E / NEPA	Federal $ State $ Other $	$0 $3,500,000 $0	TBD	Partially Funding - PD&E 2035-2040
FTE - Monarch Ranch Interchange	Florida Turnpike (between I-75 and US 301)		-	New Interchange **(Freight Project)**	-	PD&E / NEPA	Federal $ State $ Other $	$0 $3,500,000 $0	TBD	Partially Funding - PD&E 2035-2040

Regional Roads (Federal & State Funded)										
Project Name	From	To	Limits (mi)	Project Description	Present Day Cost (PDC)	Cost Feasible Phase	Source	Year of Expenditure Cost (YOE)	Unfunded Need Cost	Cost Feasible Status
Boxed Funds	-	-	-	TA funds Boxed for Complete Streets & Safety Projects			Federal $ State $ Other $	$51,900,000 $0 $0	$0 $0 $0	Fully Funded - $2.5 M per year (TA Funds)
SR 44 (CR44B)	US 441	SR 44	2.11	Road widening	$ 29,150,000	CST & CEI	Federal $ State $ Other $	$25,958,075 $13,977,425 $0	$0 $0 $0	Fully Funded - CST 2032
SR 500 (US 441)	Perkins Street	SR 44	1.67	Road Widening	$ 15,173,991	CST & CEI	Federal $ State $ Other $	$11,433,602 $9,354,765 $0	$0 $0 $0	Fully Funded - CST 2033
SR 19	SR 50	CR 455	9.3	Corridor Improvements **(Freight Project)**	$ 94,665,612	CST & CEI	Federal $ State $ Other $	$103,370,647 $40,592,040 $0	$0 $0 $0	Fully Funded - CST 2038
US 301 Wildwood Corridor Improvement Project	East Kentucky Avenue	Lion Street	0.54	Complete Streets	$ 11,000,000	CST & CEI	Federal $ State $ Other $	$15,070,000 $0 $0	$0 $0 $0	Fully Funded - CST 2031
CR 747	C 48	1000 ft. south of C 478	2.69	Safety Project	$ 10,095,985	CST & CEI	Federal $ State $ Other $	$16,254,536 $0 $0	$0 $0 $0	Fully Funded - CST 2038
Central Parkway	US 301	Jansen Loop	2.54	Road Widening	$ 6,600,000	CST & CEI	Federal $ State $ Other $	$10,626,000 $0 $0	$0 $0 $0	Fully Funded - CST 2039
C 476	CR 616	Hernando County Line	6.70	Corridor Improvements	$ 7,700,000	CST & CEI	Federal $ State $ Other $	$12,397,000 $0 $0	$0 $0 $0	Fully Funded - CST 2040
C470	US 301	SR 471	0.32	Roadway Extension	$ 2,909,024	CST & CEI	Federal $ State $ Other $	$4,683,528 $0 $0	$0 $0 $0	Fully Funded - CST 2040

Regional Roads (Federal & State Funded)										
Project Name	From	To	Limits (mi)	Project Description	Present Day Cost (PDC)	Cost Feasible Phase	Source	Year of Expenditure Cost (YOE)	Unfunded Need Cost	Cost Feasible Status
SR 500 (US 441)	SR 44	N of SR 46	2.4	Road Widening	$ 28,380,000	CST & CEI	Federal $ State $ Other $	$0 $58,462,800 $0	$0 $0 $0	Fully Funded - CST 2046
Wellness Way	Hancock Road Extension	Orange County Line	3.09	Widening	$ 9,496,832	CST & CEI	Federal $ State $ Other $	$19,563,475 $0 $0	$0 $0 $0	Fully Funded - CST 2041
Round Lake Road	Wolf Branch Road	SR 44	2.67	New Road Construction	$ 33,000,000	CST & CEI	Federal $ State $ Other $	$67,980,000 $0 $0	$0 $0 $0	Fully Funded - CST 2046
Hammock Ridge Roundabout	Hammock Ridge Road	Lakeshore Drive	0.3	Roundabout	$ 3,300,000	CST & CEI	Federal $ State $ Other $	$6,798,000 $0 $0	$0 $0 $0	Fully Funded - CST 2047
Rolling Acres Road	West Lady Lake Avenue	Griffin Avenue	1.63	Add Lanes & Reconstruct	$ 14,434,902	ROW	Federal $ State $ Other $	$11,416,843 $0 $0	$0 $0 $22,338,576	Partially Funded - ROW 2049
CR 455 (Ray Goodgame Parkway)	Lost Lake Road	Hartwood Marsh Road	1.12	Roadway Extension	$ 21,780,000	CST & CEI	Federal $ State $ Other $	$44,866,800 $0 $0	$0 $0 $0	Fully Funded - CST 2047
CR 455 Extension	Wellness Way	Schofield Road	2.56	Roadway Extension	$ 21,807,631	ROW	Federal $ State $ Other $	$16,163,038 $0 $0	$0 $0 $35,071,280	Partially Funded - ROW 2050
CR 437 Realignment	Oak Tree Drive	SR 46	1.47	New Corridor	$ 4,400,000	CST & CEI	Federal $ State $ Other $	$9,064,000 $0 $0	$0 $0 $0	Fully Funded - CST 2048
Hartwood Marsh Road	Regency Hills Drive	CR 455 / Ray Goodgame Parkway	2.25	Road Widening	$ 20,798,898	ROW	Federal $ State $ Other $	$17,638,040 $0 $0	$0 $0 $0	Fully Funded - CST 2050

Regional Roads (Federal & State Funded)										
Project Name	From	To	Limits (mi)	Project Description	Present Day Cost (PDC)	Cost Feasible Phase	Source	Year of Expenditure Cost (YOE)	Unfunded Need Cost	Cost Feasible Status
Micro Racetrack Road	CR 466A	Lake Ella Road	1.75	Paved Shoulders	$ 13,228,656		Federal $ State $ Other $	$10,300,000 $0 $0	$0 $0 $20,670,383	Partially Funded - ROW 2050
CR 44	US 441	Eustis Bypass / Deland Road	13.07	Corridor Improvements	$ 130,272,062	PD&E / NEPA	Federal $ State $ Other $	$1,545,000 $0 $0	$0 $0 $325,359,421	Partially Funded - PD&E 2048
Vista Ridge Drive / Wolf Branch Innovation Blvd	Niles Road	CR 437	4.94	Corridor Improvements	$ 40,662,753		Federal $ State $ Other $	$0 $0 $0	$0 $0 $102,144,837	Unfunded Need
SR 19 Northern Segment	CR 561 (end of the current 4 lane section)	CR 448 (Lane Park Rd)	3.7	Widening with Intersection Improvements	$ 4,400,000	CST & CEI	Federal $ State $ Other $	$0 $0 $0	$0 $0 $0	Partially Funded - ROW 2050

Lake County's Transit priority projects are included in the LRTP Cost Feasible Plan, shown in **Table 21**. Note, some projects listed are consistent with projects listed in the **Lake County 2023 Transit Development Plan**.

Table 21. Lake County Project Priorities for 2026 (Lake County Board of County Commissioners, Office of Transit Services)

Transit										
Priority Ranking	Project Type	Project Name	Description	Type of Service	Project Location	Funded Phase(s)	Total Funded Phase(s) Amount	Unfunded Phase(s)	Estimated Cost of Unfunded Phase(s) Amount	Implementation Timeframe
1	Operating	LakeXpress Weekend Service Expansion	Add weekend service to routes 1, 1A, 2, 3 & 4	MB	The Villages, Leesburg, Tavares, Eustis, Umatilla and Mount Dora	OPS	$ 597,958	-	-	1-Oct-26
2	Capital	Paratransit Bus Replacement Project	Replace 22 paratransit buses that have met their useful life.	DR	Lake County	CAP	$2,316,281	CAP	$ 2,198,289	1-Oct-27
3	Capital	Fixed Route Bus Replacement Project	Replace Fixed Route buses that have met or will meet their useful life within the next two years.	MB	Lake County	CAP	$2,175,000	CAP	-	1-Oct-27
4	Planning	ADA Transition Plan Update	Update the transit agency's ADA Transition Plan to ensure continued compliance with federal accessibility requirements.	MB	Lake County	PLN	$ 85,000	-	-	1-Oct-26
5	Planning	Comprehensive Operational Analysis (COA) and Transit Development Plan (TDP) Major Update	Conduct a Comprehensive Operational Analysis and Transit Development Plan to evaluate the performance, efficiency, and effectiveness of existing transit services and to guide future service planning decisions.	MB, DR	Lake County	PLN	$ 700,000	-	-	1-May-26
6	Operating	Route 50 Winter Garden Express	Route 50 into Orange County Replaced with Winter Garden Express	MB	Clermont	-	-	OPS	$ 154,000	1-Oct-26
7	Operating	Four Corners Microtransit	Provide microtransit to the Four Corners Area	MB	Four Corners	-	-	OPS	$ 337,000	TBD
8	Operating	Route 4 Modification	Route 4 Modification	MB	Altoona, Umatilla, Eustis, Mount Dora, Zellwood	-	-	OPS	TBD	TBD

Transit										
Priority Ranking	Project Type	Project Name	Description	Type of Service	Project Location	Funded Phase(s)	Total Funded Phase(s) Amount	Unfunded Phase(s)	Estimated Cost of Unfunded Phase(s) Amount	Implementation Timeframe
9	Operating	Frequency Increase Route 1 and 2	30 Minute Frequency Service for Routes 1 & 2	MB	Leesburg, Tavares, Eustis	-	-	OPS	$ 1,570,000	TBD
10	Planning	Zero Emissions Bus Study	Study to analyze the feasibility, costs, and infrastructure needs for transitioning bus fleets to battery-electric (BEB) or fuel-cell electric (FCEB) technologies	MB, DR	Lake County	PLN	$ 125,000	-	-	1-Aug-26
11	Planning	Admin/Ops/Maintenance Transit Facility Feasibility Study	Feasibility study to determine property size needed, potential locations and design facility.	MB, DR	Lake County	PLN	$ 99,950	-	-	1-Jun-26
12	Operating	Mount Dora Microtransit / Shuttle	Provide microtransit option to the Mount Dora Area	MB	Mount Dora	-	-	OPS	$ 206,000	TBD
13	Planning	Transit Administration and Maintenance Facility Engineering and Design	Advance engineering and design activities for a transit administration and maintenance facility based on the findings of the completed or ongoing feasibility study.	MB, DR	Lake County	PE	$ 169,407	-	-	1-Jul-27
14	Capital	Admin/Ops/Maintenance Transit Facility Engineering and Construction	Evaluate, plan, engineer, and construct a joint administrative/operational/maintenance/fueling facility	MB, DR	Lake County	-	-	PE, CST, CEI, OPS	TBD	TBD
15	Operating	Wellness Way Microtransit	Provide microtransit to the Wellness Way Corridor	MB	Clermont	-	-	PLN, OPS	$ 337,000	TBD
16	Operating	Wolf Branch Microtransit	Provide microtransit to the Wolf Branch Corridor	MB	Wolf Branch Corridor	-	-	PLN, OPS	$ 337,000	TBD

6 Public Participation

Public outreach throughout the development of the 2050 LRTP was conducted through a combination of in-person and virtual engagement opportunities, email blasts, advisory committees, and MPO Board review (**Table 22**Error! Reference source not found.), with opportunities for the public and stakeholders to provide comments on the 2050 Needs Assessment and Cost Feasible Plan.

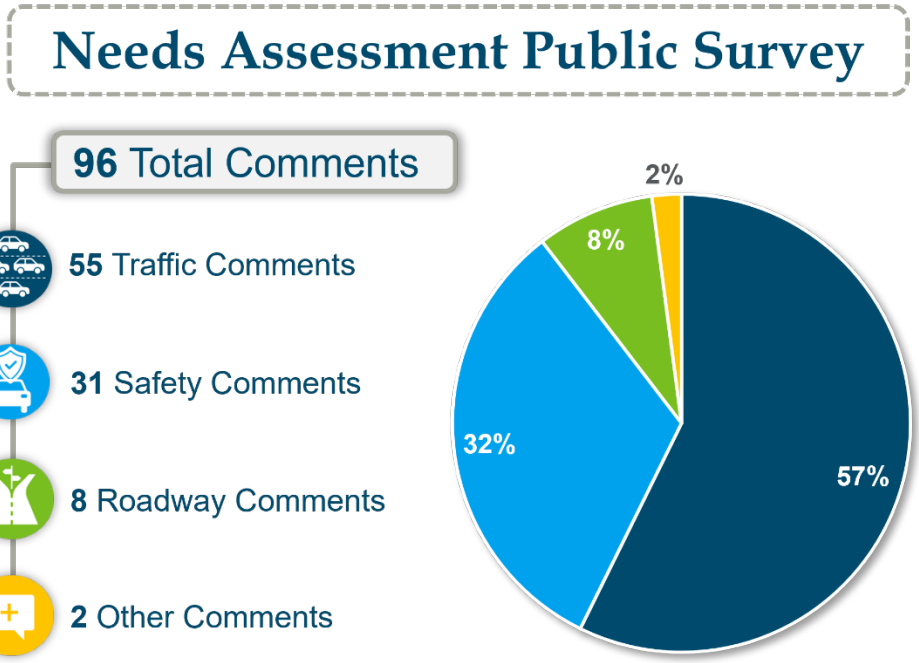
Outreach activities included events in Lake and Sumter Counties, review by the Technical Advisory Committee (TAC)/Community Advisory Committee (CAC), and Governing Board. A public comment period for the draft CFP was open from October 22 through November 30, 2025. No comments were received during the public comment period.

Table 22. Public Outreach Overview

Outreach Activity	Date	Purpose
2050 Needs Assessment Survey & Video	June to October 2025	Online public survey to gauge transportation needs for 2050 Working Needs with companion instructional video
LRTP 101 Virtual Lunch & Learn	August 20th, 2025	Presentation and discussion with local governments and partner agencies regarding the LRTP and its purpose
Draft Cost Feasible Plan Virtual Meeting	November 5th, 2025	Presentation and discussion with local governments and partner agencies
Lake County Farmer's Market	November 6th, 2025	In-person public outreach
Sumter County Friday Night at the Market	November 7th, 2025	In-person public outreach
TAC & CAC	November 12th, 2025	Advisory committee review
Cost Feasible Plan Public Comment Period with Survey	October 22nd to November 30th, 2025	Opportunity for public input on the Cost Feasible Plan
MPO Governing Board	December 3rd, 2025	Board review and adoption

One opportunity to provide feedback was through an online 2050 Needs Assessment Public Survey (**Figure 17**) which was available to the public from June to October 2025. The survey allowed participants to identify areas of concern within the Lake~Sumter region on a map and categorize their concerns into one of four project types: Traffic Congestion, Safety, Roadway Conditions, and Other. Participants were also able to input long-form feedback explaining their area of concern.

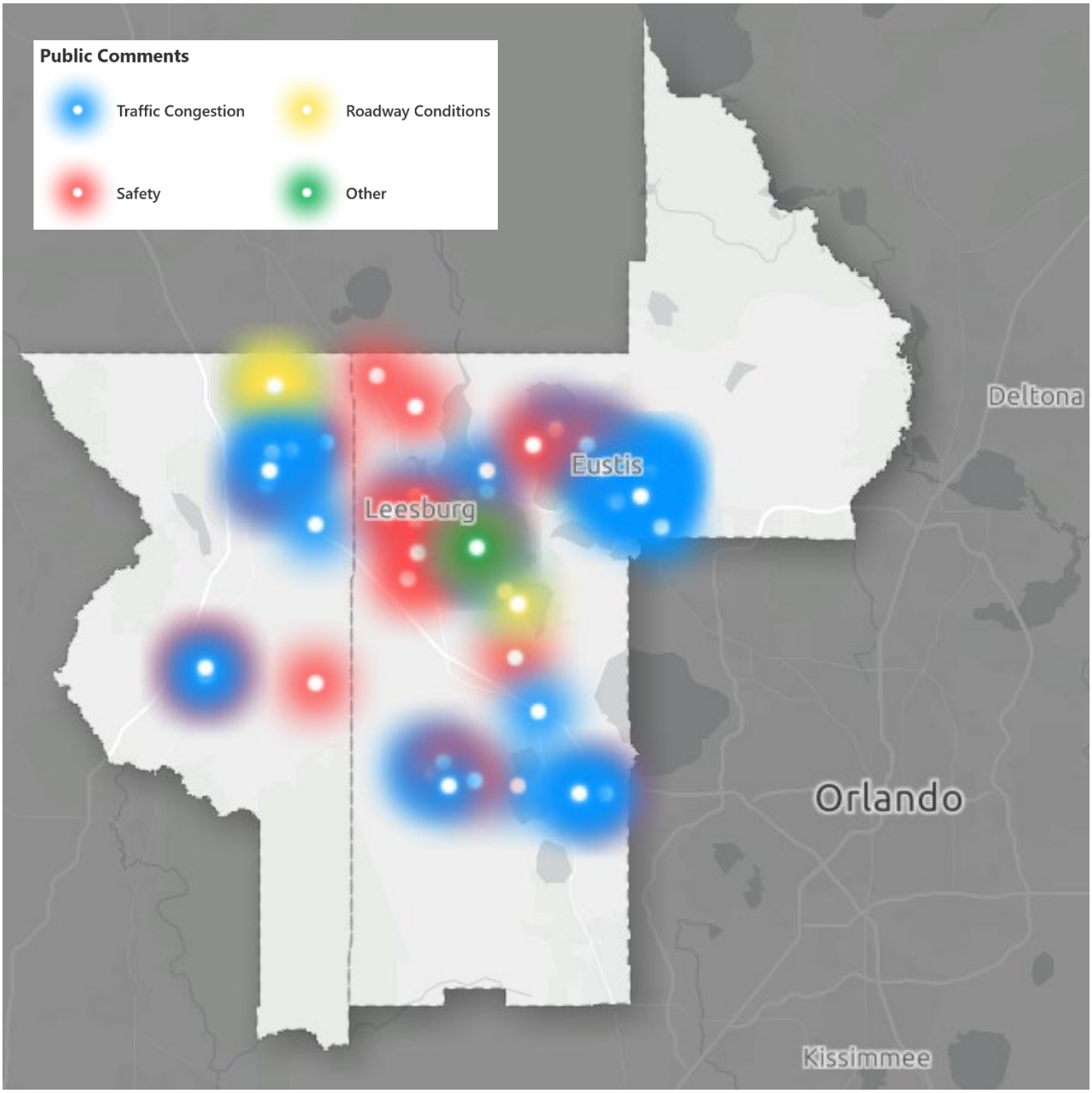
There were almost 100 responses to the public survey, with Traffic Congestion and Safety being the biggest needs identified. Two responses were categorized as “Other”, with one participant saying their transportation need fell into “All of the Above” and the other requesting a bridge addition in the City of Leesburg.



Regarding the public comments, there are clusters of traffic congestion points on existing SIS facilities routes, as well as surrounding the cities of Clermont, Eustis, Groveland, and Mount Dora. Safety comments primarily surround the cities of Leesburg, Lady Lake, and again in Groveland. Looking at the State of the System, these are key areas in the LSMPO planning area with important future considerations:

- Major roadways in the cities of Clermont, Eustis, Mount Dora, are on currently identified flooded roads
- Traffic Congestion and Safety needs identified by the public are primarily on existing Residential and Commercial land uses
- The densest areas of the 2050 population and congestion growth reflect already congested traffic such as the City of Mount Dora and north of Coleman

Figure 17. Needs Assessment Public Survey



Another opportunity for the public to review the 2050 LRTP and Working Needs was through a Virtual Lunch & Learn hosted by LSMPO. This Virtual Lunch & Lunch titled "Long Range Transportation Planning 101" was held on Wednesday, August 20, 2025 from 12:00pm-1:00pm EST. Attendees listened to an overview of the LRTP and different components of the MPO's planning process, and how they tied into the Working Needs and Cost Feasible Plan development, with an opportunity for questions at the end.

The inclusion of public comments from the in-person, virtual, survey, and email avenues in tandem with the information received from the local governments and partnering agencies allowed for the comprehensive development of the 2050 Working Needs and Cost Feasible Plan.

7 Plan of Action and Investment Strategies

7-1 Annual Plan

Each year, the MPO should follow the established LOPP schedule as the foundation for programming projects into the TIP. Each year, the MPO applies its established LOPP schedule to confirm priorities, coordinate with FDOT and local governments, and determine which projects are ready to advance based on funding availability. This annual cycle should also include discussing the level of funding that may need to be reserved for upcoming phases, as well as other local contributions that could help accelerate a project. These considerations directly feed into the scenario discussions, such as the impacts of an additional $15 million in local funds helping the MPO maintain a Cost Feasible Plan that remains aligned with the region's priorities and financial realities. In addition, Lake County is anticipated to advance $22 million in local funds for projects within the 2050 Cost Feasible Plan, potentially through Advancing Construction loans.

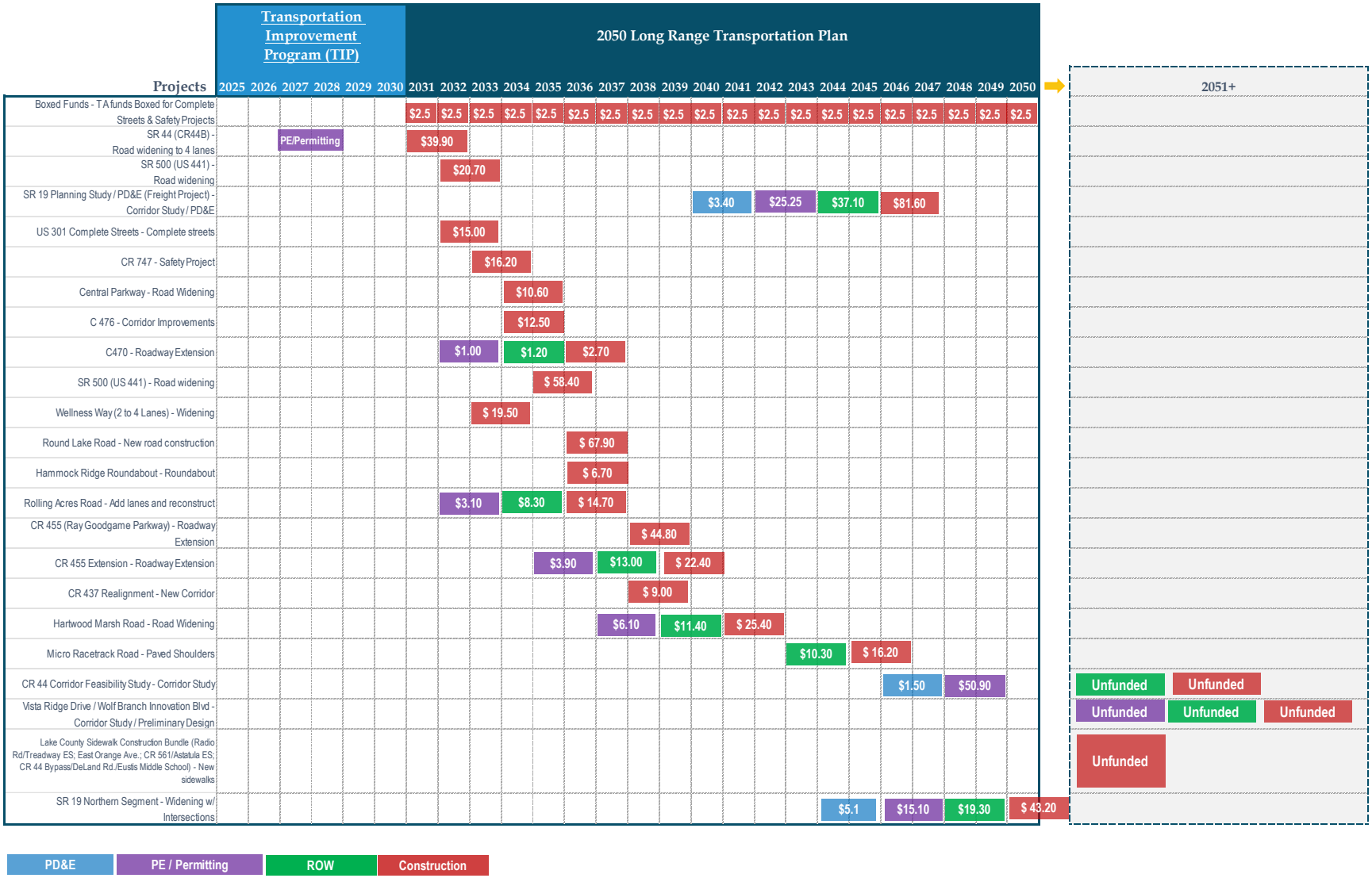
As part of the annual call for projects for inclusion in the TIP, the Lake~Sumter MPO encourages local government and partner agencies to submit projects eligible for Transportation Alternative (TA) funding, including pedestrian and bicycle facilities, trails, and Safe Routes to School improvements.

7-2 Impact of Local Partnerships

Local partnerships can serve an important role in advancing transportation projects within the Lake~Sumter planning area by expanding the resources available for implementation. Local funding contributions can be leveraged to supplement state and federal programs, allowing projects to advance more quickly through planning, design, and construction phases than would otherwise be possible.

The following scenario (**Table 23**) illustrates how varying levels of local investment may impact on the timing and feasibility of transportation improvements across the planning area. Under the investment scenarios evaluated for the 2050 LRTP, additional local funding constructions, such as a $15M contribution, can significantly influence project delivery, including accelerating project timelines and the number of fully funded projects. Specifically, this scenario optimizes the federal and local funding to non-state roads and allocates state funding to state roads. Due to this, the SR 19 Planning Study in this scenario takes approximately 8 years to build up full funding. To advance SR 19, FDOT would have to look at other state funds or funding opportunities.

Table 23. $15M Scenario - Cost Feasible Plan



7-3 List of Priority Projects

The Lake~Sumter MPO is required to produce a List of Priority Projects (LOPP) annually to meet state requirements for all MPOs. The LOPP is a list of unfunded transportation projects that are not currently programmed to be included in the FDOT Work Program for a five-year period. These transportation improvement projects, while unfunded, remain priorities for the MPO and its partner agencies. The LOPP assists with which transportation improvements to get included in the FDOT Work Program the following year from adoption.

When developing the LOPP, the MPO must consider existing and new transportation needs, including those from the adopted LRTP, the SIS Plan, the priorities developed under the Transportation Regional Incentive Program (TRIP), and the MPO's public involvement procedures.

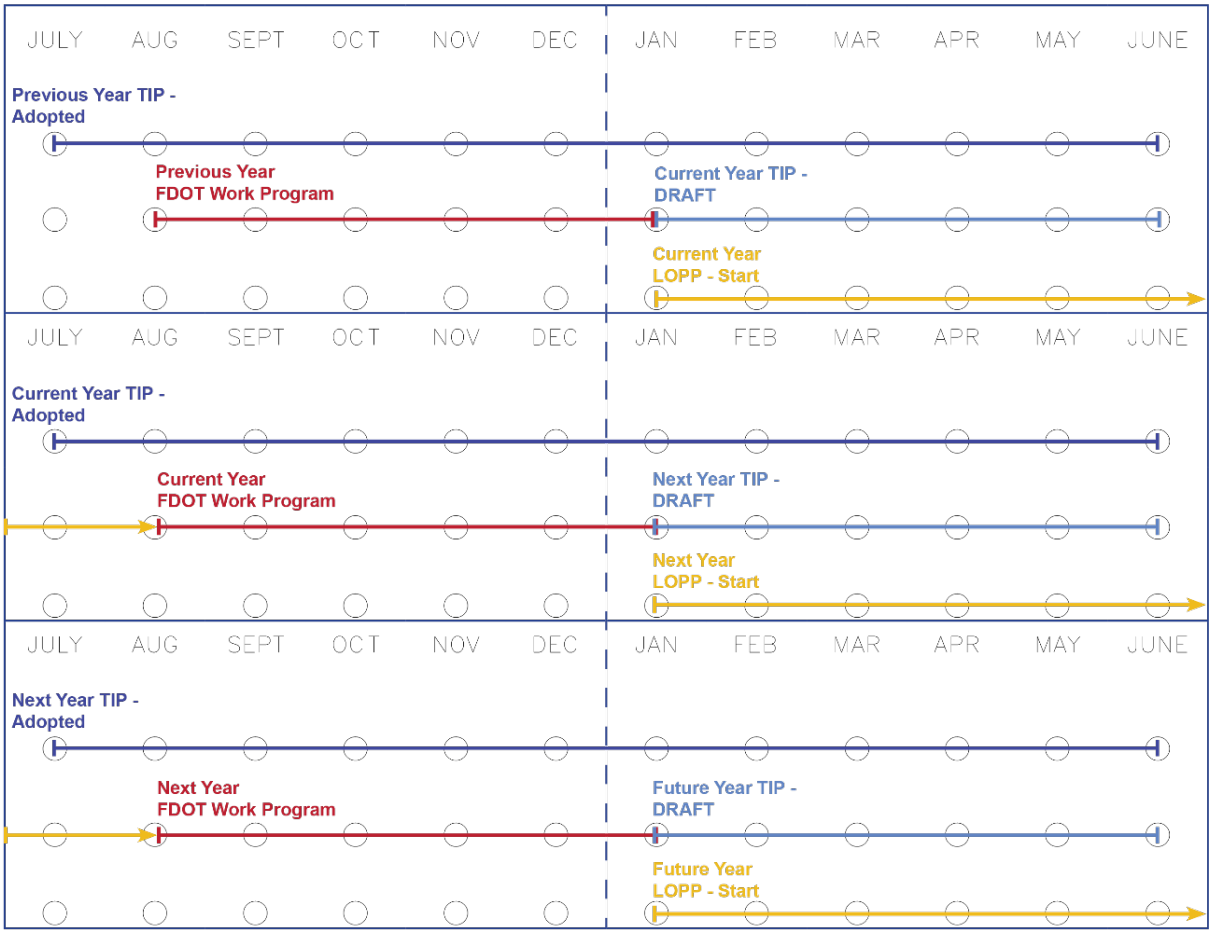
In previous long range transportation plans, the LOPP has been considered and unfunded LOPP projects have been included when developing the Needs List and Cost Feasible Plan. However, this has previously been the extent of LOPP consideration. The 2050 LRTP takes a new approach at incorporating already these identified priorities for funding.

Current List of Project Priorities available for viewing at www.lakesumtermpo.com/planning-documents/lopp

7-4 New LOPP Approach

The Lake~Sumter MPO has refined its LOPP approach to place a stronger emphasis on project implementation and near-term programming, particularly within the first 10 years of the CFP. Under this framework, the annual call for projects, committee and board review, and public engagement process are closely aligned to prioritize projects that demonstrate readiness, funding opportunities, and the ability to advance through planning, design, and construction. By focusing the LOPP on projects most likely to be programed in the TIP, the MPO aims to strengthen the alignment of planning priorities with implementation timelines. **Figure 18** summarizes the LOPP and plan implementation schedule for 2026.

Figure 18. LOPP / TIP / Work Program Schedule



7-5 Next Steps

The 2050 LRTP was adopted by the LSMPO Governing Board in December 2025. The 2050 LRTP supporting documents and final report are published on the Lake~Sumter MPO website and serve as the guiding document for long-range transportation planning in the area. Implementation of the new LOPP approach will continue an annual basis, with LRTP amendments coordinated alongside updates to the TIP to maintain planning consistency. The MPO will continue to coordinate with local governments and partner agencies to monitor project readiness and provide regular updates to the MPO committees and board on the status of LOPP projects and implementation.

LRTP updates published and available at
www.lakesumtermpo.com/planning-documents/2050-lrtp

Federal and State Requirements Checklist

Requirement	Section	Page
A-1 (23 CFR 450.324(a)) Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 1-1 Purpose of the LRTP ✓ 5-5 Cost Feasible Plan (Long Term Investments)	7 64
A-2 (23 CFR 450.324(a)) Does the LRTP address the planning factors described in 23 CFR 450.306(b)23? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 2-3 Area and State Plans	12
A-3 (23 CFR 450.324(b)) Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 4-1 2050 Needs ✓ 5 Cost Feasible & Implementation Plan	42 57
A-4 (23 CFR 450.324(c)) Was the requirement to update the LRTP at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.	✓ 1-1 Purpose of the LRTP	7
A-5 (23 CFR 450.324(d)) Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See 2012 FHWA LRTP Expectations Letter for guidance.	✓ 2-3 Area and State Plans	14

Requirement	Section	Page
A-6 (23 CFR 450.324(e)) Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 3-1 Issues and Opportunities	17
A-7 (23 CFR 450.324(f)(1)) Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 3-1 Issues and Opportunities, Growth Areas	29
A-8 (23 CFR 450.324(f)(2)) Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?	✓ 3-1 Issues and Opportunities ✓ 4 2050 Working Needs	17 42
A-9 (23 CFR 450.324(f)(3)) Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 2-2 Goals and Objectives ✓ 2-3 Area and State Plans ✓ 3-2 Performance Monitoring	13 14 39
A-10 (23 CFR 450.324(f)(4)(i)) Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 3-2 Performance Monitoring	39

Requirement	Section	Page
A-11 (23 CFR 450.306(d)(4)) Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 USC Chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 USC 119(e) and the Transit Asset Management Plan, as discussed in 49 USC 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 USC 148; (iii) The Public Transportation Agency Safety Plan, as specified in 49 USC 5329(d)49; (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 USC 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.	✓ 2-2 Goals and Objectives ✓ 2-3 Area and State Plans	13 14
A-12 (23 CFR 450.324(f)(5)) 1. Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 4-2 Freight ✓ 4-5 Complete Streets & Transportation System Management & Operations (TSM&O)	44 48

Requirement	Section	Page
A-13 (23 CFR 450.324(f)(6)) 2. Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	▪ N/A - Lake-Sumter MPO is not located within a TMA. ▪ Lake-Sumter MPO's Congestion Management Process available at: https://www.lakesumtermpo.com/planning-documents/congestion-management-process/	
A-14 (23 CFR 450.324(f)(7)) 3. Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?	✓ 4-8 EDTM – Mitigation Banks ✓ 5 Cost Feasible & Implementation Plan	54 57
A-15 (23 CFR 450.324(f)(8)) 4. Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 USC 101(a), and associated transit improvements, as described in 49 USC 5302(a)49?	✓ 4-3 Transit	46
A-16 (23 CFR 450.324(f)(9)) 1. Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 5-1 Funding Availability ✓ 5-2 Fiscal Constraints	57 58
A-17 (23 CFR 450.324(f)(10)) 1. Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 4-8 EDTM – Mitigation Banks	54

Requirement	Section	Page
A-18 (23 CFR 450.324(f)(11)) 1. Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 5-2 Fiscal Constraints	58
A-19 (23 CFR 450.324(f)(11)(i)) 1. Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?	✓ 5-5 Cost Feasible Plan (Long Term Investments)	64
A-20 (23 CFR 450.324(f)(11)(ii)) 1. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under 23 CFR 450.314(a)? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 4-4 Transit	46
A-21 (23 CFR 450.324(f)(11)(iii)) 1. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?	✓ 7-2 Impact of Local Partnerships	79
A-22 (23 CFR 450.324(f)(11)(iv)) 1. Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?	✓ 5-5 Cost Feasible Plan (Long Term Investments)	64
A-23 (23 CFR 450.324(f)(11)(vi)) 1. Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?	✓ 5-2 Fiscal Constraints	58
A-24 (23 CFR 450.324(f)(12)) 1. Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)?	✓ 3-1 Issues and Opportunities, Active Transportation ✓ 4-5 Complete Streets & Transportation System Management & Operations (TSM&O)	36 48

Requirement	Section	Page
A-25 (23 CFR 450.324(h)) 1. Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 2-2 Goals and Objectives	13
A-26 (23 CFR 450.324(g)(1)) 1. Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?	✓ 3-1, Issues and Opportunities, Growth Areas	29
A-27 (23 CFR 450.324(j)) 1. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under 23 CFR 450.316(a)?	✓ 6 Public Participation	73
A-28 (23 CFR 450.324(k), 23 CFR 450.316(a)(1)(iv)) 1. Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 6 Public Participation ✓ 7-5 Next Steps	73 83
A-29 (23 CFR 450.316(a)(1)(j)) 1. Did the MPO provide adequate public notice of public participation activities and time for public review and	✓ 6 Public Participation	73

Requirement	Section	Page
comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.		
A-30 (23 CFR 450.316(a)(1)(vii)) 1. In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 6 Public Participation	73
A-31 (23 CFR 450.316(a)(1)(vi), 23 CFR 450.316(a)(2)) 1. Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 6 Public Participation	73
A-32 (23 CFR 450.316(a)(1)(viii)) 1. Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.	✓ 6 Public Participation	73
B-1 (s.339.175(1), (5), and (7), FS) 1. Are the prevailing principles in s. 334.046(1), FS – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?	✓ 2-2 Goals and Objectives	13
B-2 (s.339.175(1) and (7)(a), FS)	✓ 4 2050 Working Needs ✓ 4-5 FDOT Strategic Intermodal System Needs & Cost Feasible Plan	42 51

Requirement	Section	Page
1. Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?		
B-3 (s.339.175(5) and (7), FS) 1. Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?	✓ 2-3 Federal, State, and Local Plans	14
B-4 (s.339.175(1) and (7) FS) 1. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?	✓ 2-3 Federal, State, and Local Plans ✓ 3-1 Issues and Opportunities, Resiliency and Stormwater ✓ 4-7 EDTM – Mitigation Banks	14 38 54
B-5 (s.339.175(7)(a), FS) 1. Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?	✓ 2-2 Goals and Objectives ✓ 2-3 Federal, State, and Local Plans	13 14
B-6 (s.339.175(7)(c), FS) 1. Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?	✓ 3-2 Performance Monitoring	39
B-7 (s.339.175(7)(d), FS) 1. Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?	✓ 4-4 Complete Streets & Transportation System Management & Operations (TSM&O) ✓ 4-7 EDTM – Mitigation Banks	48 54
B-8 (s.339.175(13) FS)	✓ Post Adoption Resolution	93

Requirement	Section	Page
1. Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?		
C-1 (23 CFR 450.306(b)(9)) 1. Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?	✓ 4-7 EDTM – Mitigation Banks	54
C-2 1. Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	✓ 4-7 EDTM – Mitigation Banks	54
C-3 1. Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	✓ 3-1 Issues and Opportunities ✓ 4 2050 Working Needs	17 42
C-4 1. Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?	✓ 3-1 Issues and Opportunities, Congestion, Growth Areas	32 29

Post Adoption Resolution

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2025-13

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION ADOPTING THE 2050 LONG-RANGE TRANSPORTATION PLAN AND AUTHORIZING TRANSMITTAL TO THE FLORIDA DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Lake-Sumter Planning Area; and

WHEREAS, 23 CFR Section 450.322(a) and Section 339.175(6), Florida Statutes, require each Metropolitan Planning Organization to develop and approve a Long-Range Transportation Plan, addressing at least a twenty-year planning horizon, at least every five years; and

WHEREAS, a Long-Range Transportation Plan includes both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods; and

WHEREAS, after extensive public meetings and public presentations during the development of the plan and after review and recommendation by MPO committees, the draft document was approved by the Governing Board on October 22, 2025, at which time a public comment period was opened and the formal draft document was made available for public review; and

WHEREAS, the Lake~Sumter MPO's 2050 Long-Range Transportation Plan has been prepared in accordance with Chapter 4 of the Florida Department of Transportation MPO Program Management Handbook.

NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO that:

1. The 2050 Long-Range Transportation Plan is hereby endorsed and adopted; and
2. The Chairman of the MPO is hereby authorized and directed to transmit the 2050 Long-Range Transportation Plan to the Florida Department of Transportation and the Federal Highway Administration.

DULY PASSED AND ADOPTED this 3 day of December 2025.

Lake~Sumter Metropolitan Planning Organization

Sean M. Parks, Chairman

This 3 day of December 2025.

Approved as to form and legality:

Melissa R. Martinez Utley, MPO Attorney

Lake-Sumter MPO
Metropolitan Planning Organization

2050 Long Range Transportation Plan

Lake~Sumter Metropolitan Planning Organization