



2024

Lake-Sumter MPO Freight Evaluation



Contents

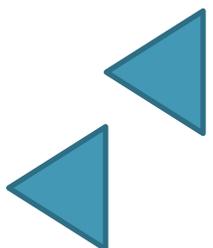
Purpose of Document	3
Introduction.....	3
Goals and Objectives	4
Stakeholder Engagement.....	5
Freight Network Identification	6
National Highway Freight Network (NHFN)	6
Florida Strategic Intermodal System (SIS).....	6
Other Primary Freight Roadways	7
Existing Conditions.....	9
Freight Traffic Generators and Needs	18
Recommendations	23

List of Figures

Figure 1: Florida Freight Mobility and Trade Plan Objectives	4
Figure 2: Lake-Sumter Freight Network Map	8
Figure 3: Lake-Sumter Existing Truck Volumes.....	10
Figure 4: Lake-Sumter Truck Bottlenecks.....	11
Figure 5: Lake-Sumter Commercial Vehicle Crashes (2022)	12
Figure 6: Lake-Sumter Existing Truck Parking	13
Figure 7: Lake-Sumter Pavement Condition (2021)	15
Figure 8: Lake County Industrial/Commercial Sites	20
Figure 9: Sumter County Freight Sub-Area	22

List of Tables

Table 1: NHFN Facilities within the Lake-Sumter MPO Planning Area	6
Table 2: SIS facilities within the Lake-Sumter MPO Planning Area.....	7
Table 3: CMP - Truck Traffic on Congested Roadways	16
Table 4: CMP - Congested Roadways.....	17



Purpose of Document

This document provides data, information, and high-level recommendations related to freight planning in the Lake-Sumter Metropolitan Planning Organization (Lake-Sumter MPO). The Lake-Sumter MPO serves as lead agency for transportation planning in Lake and Sumter counties. This document serves as the freight component for Lake-Sumter MPO's 2050 long-range transportation plan and is an aid to the MPO planning process.

The mission of the Lake-Sumter MPO is to provide the local governments, agencies and residents of Lake and Sumter counties a forum for addressing growth and transportation issues, with an emphasis on: (1) planning a regional, multi-modal transportation network that balances accessibility and mobility; (2) incorporating the visions of the member governments into a cohesive regional approach; and (3) coordinating with regional partners and state and federal agencies to meet the needs of the public.

Introduction

There is growing recognition of the importance of freight movement at the national, state and regional levels. The need to place an increased focus on the nation's freight system is evident in the inclusion of freight provisions and requirements in previous federal transportation bills. For example, in 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) developed a national freight policy to improve the condition and performance of the national freight network. This included the designation of a national freight network and the development of a national freight strategic plan.

This evaluation was developed to help address freight in MPO planning processes and in consideration of state and federal freight provisions including applicable federal planning factors (23 C.F.R. 450.306(b)) and the **National Goal for Freight Movement and Economic Vitality** (23 U.S.C. 150(b)) to:

Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

This was further reinforced with implementation of the Fixing America's Surface Transportation (FAST) Act in 2015. A key provision contained in the FAST Act requires that State Departments of Transportation (DOTs) develop a state freight plan to comprehensively address the State's short- and long-term freight issues and needs. Development of state freight plans is required to be eligible to receive funding under the National Highway Freight Program (23 U.S.C. 167).

Ahead of this federal requirement, state legislation in 2012 (Section 334.044(33)) directed the Florida Department of Transportation (FDOT) to develop a Freight Mobility and Trade Plan (FMTP). The first was developed in 2013/14. It was fully updated in 2020 for acceptance by the Federal Highway Administration to ensure continued funding under the National Highway Freight Program. Another FMTP update is currently underway but the 2020 update is the most recent completed plan so it will be referred to in this evaluation.

Goals and Objectives

The goals and objectives for regional freight are informed and shaped by multiple plans:

- Florida Freight Mobility and Trade Plan (FMTP)
- Florida Transportation Plan (FTP)
- Lake-Sumter MPO Long Range Transportation Plan (LRTP) Goals

The FMTP objectives were developed by examining goals and objectives from USDOT, the FTP, FDOT modal and partner agency plans, as well as by incorporating feedback provided during development of the FMTP. Shown below are the 10 FMTP freight-related objectives under the framework of the FTP Goals:

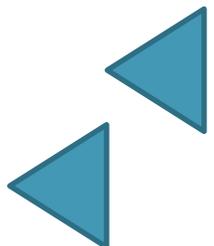
Figure 1: Florida Freight Mobility and Trade Plan Objectives

FTP GOALS		FMTP OBJECTIVES
Safety and security for residents, visitors and businesses	1	Leverage multisource data and technology to improve freight system safety and security
Agile, resilient, and quality transportation infrastructure	2	Create a more resilient multimodal freight system
	3	Ensure the Florida freight system is in a state of good repair
Connected, efficient, and reliable mobility for people and freight	4	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
Transportation choices that improve accessibility and equity	5	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
	6	Improve last mile connectivity for all freight modes
Transportation solutions that strengthen Florida's economy	7	Continue to forge partnerships between the public and private sectors to improve trade and logistics
	8	Capitalize on emerging freight trends to promote economic development
Transportation systems that enhance Florida's communities	9	Increase freight-related regional and local transportation planning and land use coordination
Transportation solutions that protect Florida's environment	10	Promote and support the shift to alternatively fueled freight vehicles

Source: Florida Freight Mobility and Trade Plan (April 2020)

The goals for the Lake-Sumter MPO 2050 LRTP are still in development but are expected to align with the goal framework of the 2045 LRTP which consists of the following:

- Goal 1 – Support Economic Success and Community Values
- Goal 2 – Promote Safety and Security



Goal 3 – Improve Transportation Operations

Goal 4 – Improve Mobility

Goal 5 – System Preservation

A focus on freight is consistent with and will help to advance all of the LRTP goals, particularly those related to Economic Success, Safety, Transportation Operations, and Mobility.

Stakeholder Engagement

Consistent with federal and state requirements, the Lake-Sumter MPO Public Participation Plan (April 25, 2018) notes the importance of stakeholder input from representatives for freight shippers and providers of freight transportation services. This includes organizations and agencies that are supporting advancement of freight and industrial facilities. It is critical that input from these representatives is incorporated into the planning process to help identify issues, improve the decision-making process, and increase transparency of the planning process.

In addition to the Lake-Sumter MPO area stakeholders below, the broader development of the FMTP is shaped by stakeholder feedback through regional forums and other input. Representatives from the Florida Metropolitan Planning Organization Advisory Council (MPOAC) also serve on the Florida Freight Advisory Committee which guides development of the FMTP.

Development of this evaluation included engagement meetings with the following key stakeholders:

- Lake County Public Works
- Sumter County Public Works
- Florida Department of Transportation - District Five
- Elevate Lake – Lake County Economic Development
- Sumter County Economic Development
- Carroll Fulmer Trucking (representing private sector)
- Monarch Ranch Industrial Park – The Villages (representing private sector)

These stakeholders provided input that was important to identify needs and shape the high-level recommendations outlined in this evaluation.

Freight Network Identification

There are multiple networks that delineate freight corridors within Florida. Principal among these are the federally designated **National Highway Freight Network (NHFN)** and the state designated **Florida Strategic Intermodal System (SIS)**. These are described further below. As part of this evaluation, additional primary freight roadways were identified. Figure 2 provides a map of the Lake-Sumter Freight Network.

National Highway Freight Network (NHFN)

The NHFN is a network of strategically important highway corridors for the movement of freight across the country.¹ This network assists states in directing resources toward improved system performance for efficient movement of freight on highways. The NHFN includes components of the National Highway System (NHS) and State Highway System (SHS) in Florida that are eligible for federal funding under the National Highway Freight Program. Table 1 provides an overview of the two NHFN facilities within Lake-Sumter MPO: Interstate 75 and Florida's Turnpike.

Table 1: NHFN Facilities within the Lake-Sumter MPO Planning Area

NHFN Facility	County	Limits	Length (miles)
Interstate 75	Sumter	Sumter/Marion county line to Sumter/Hernando county line	28.9
Florida's Turnpike	Lake Sumter	I-75 to Lake/Orange county line	34.4

Florida Strategic Intermodal System (SIS)

Florida's SIS was established in 2003 to focus transportation resources on facilities most important for the movement of people and goods at the interregional, interstate, and international level. Facilities on this system represent Florida's highest priorities for transportation investments and are an important focus of long-range transportation planning efforts.

The SIS includes the state's largest and most significant commercial service and general aviation airports, spaceports, public seaports, intermodal freight terminals, rail corridors, waterways, and highways. SIS facilities account for a dominant share of the people and freight movement to, from, and within Florida. The SIS also includes facilities that have strategic growth importance. All facilities designated on the SIS are eligible for state transportation investments consistent with the policy framework defined in the SIS Policy Plan (March 2022).

Table 2 provides an overview of the SIS facilities within Lake-Sumter MPO which includes 134.4 miles of SIS Highway and 28.4 miles of SIS Railway. The area also includes 17.9 miles of SIS Strategic Growth Rail Corridor² for the FCEN railway.

¹ At the time this evaluation was being developed, a second federal system, the National Multimodal Freight Network, was being designated by USDOT through a Federal Register public input process.

² A Strategic Growth Rail Corridor is a facility operated by a Class III carrier or is determined by FDOT to be of compelling state interest such as creating a significant economic development opportunity.



Table 2: SIS facilities within the Lake-Sumter MPO Planning Area

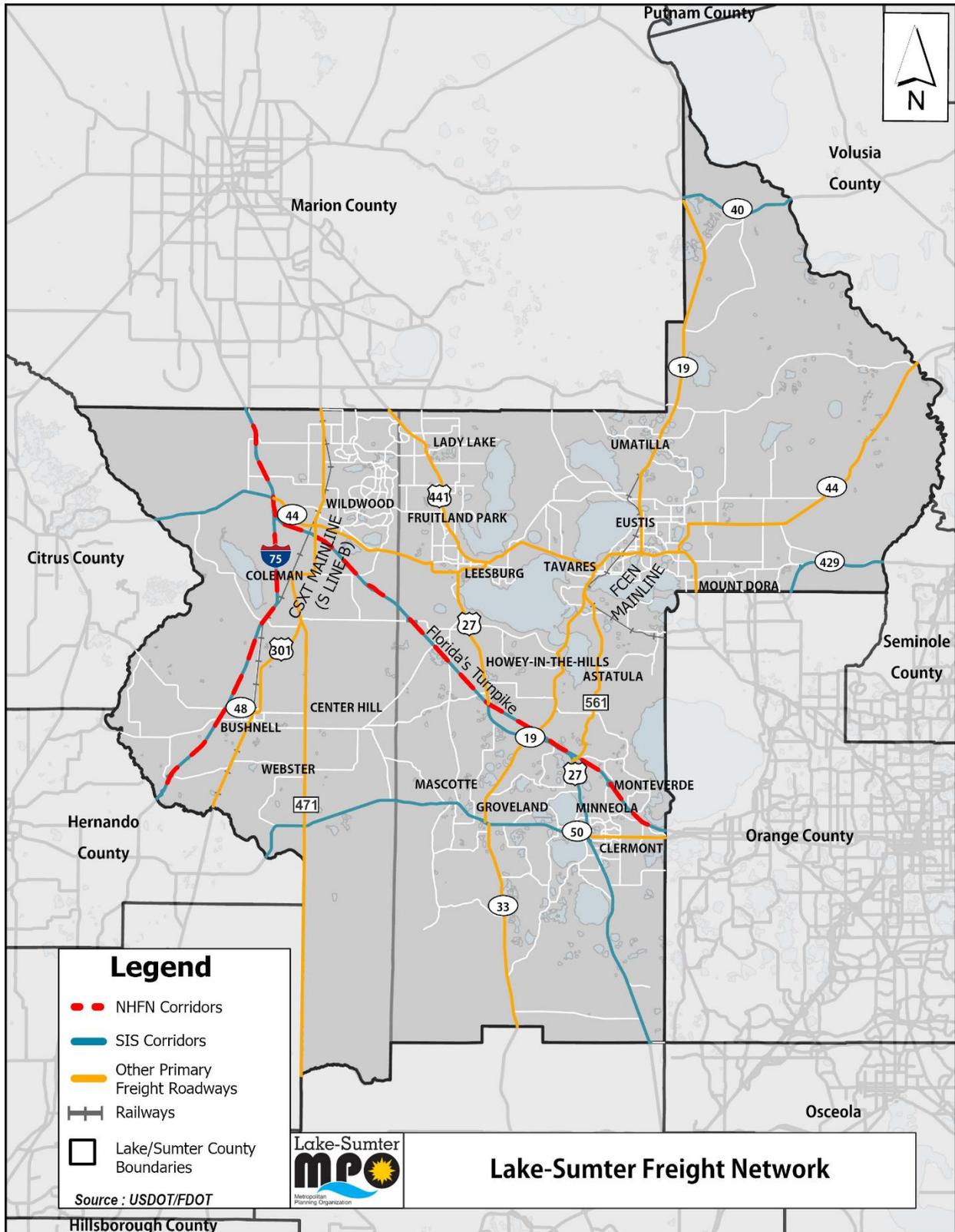
SIS Facility	County	Limits	Length (miles)
Interstate 75 SIS Highway	Sumter	Sumter/Marion county line to Sumter/Hernando county line	28.9
Florida's Turnpike SIS Highway	Lake Sumter	I-75 to Lake/Orange county line	34.4
SR 429 SIS Highway	Lake	Lake/Orange county line to Lake/Seminole county line	7.6
US 27 SIS Highway	Lake	Lake/Polk county line to Florida's Turnpike	27.4
SR 44 SIS Highway	Sumter	I-75 to Sumter/Citrus county line	8.4
SR 40 SIS Highway	Lake	Lake/Volusia county line to Lake/Marion county line	7.8
SR 50 SIS Highway	Lake Sumter	US 27 to Sumter/Hernando county line	19.8
CSXT Mainline SIS Rail Corridor	Sumter	Sumter/Hernando county line to Sumter/Marion county line	28.4
FCEN Mainline Strategic Growth Rail Corridor	Lake	Lake/Orange county line to Umatilla	17.9

Other Primary Freight Roadways

While the NHFN and SIS highways encompass the major freight corridors within the Lake-Sumter MPO planning area, additional roadways that also serve the needs of freight movement include:

- Non-SIS segment of US 27
- US 301
- US 441
- SR 19
- SR 33
- Non-SIS segment of SR 44
- Non-SIS segment of SR 50
- CR 561
- CR 471

Figure 2: Lake-Sumter Freight Network Map



Existing Conditions

Data provided by FDOT was utilized to analyze the existing freight network. The following datasets provide a snapshot of freight network existing conditions within the Lake-Sumter MPO.

- **Existing Truck Volumes** – Figure 3 (page 10)
- **Truck Bottlenecks** – Figure 4 (page 11)
- **Commercial Vehicle Crashes** – Figure 5 (page 12)
- **Truck Parking** – Figure 6 (page 13)
- **Pavement Conditions** – Figure 7 (page 15)

In addition to the data above, the results of the MPO's Congestion Management Process were reviewed to summarize the performance of corridors that are serving freight. See the information beginning on page 16.

Figure 3: Lake-Sumter Existing Truck Volumes

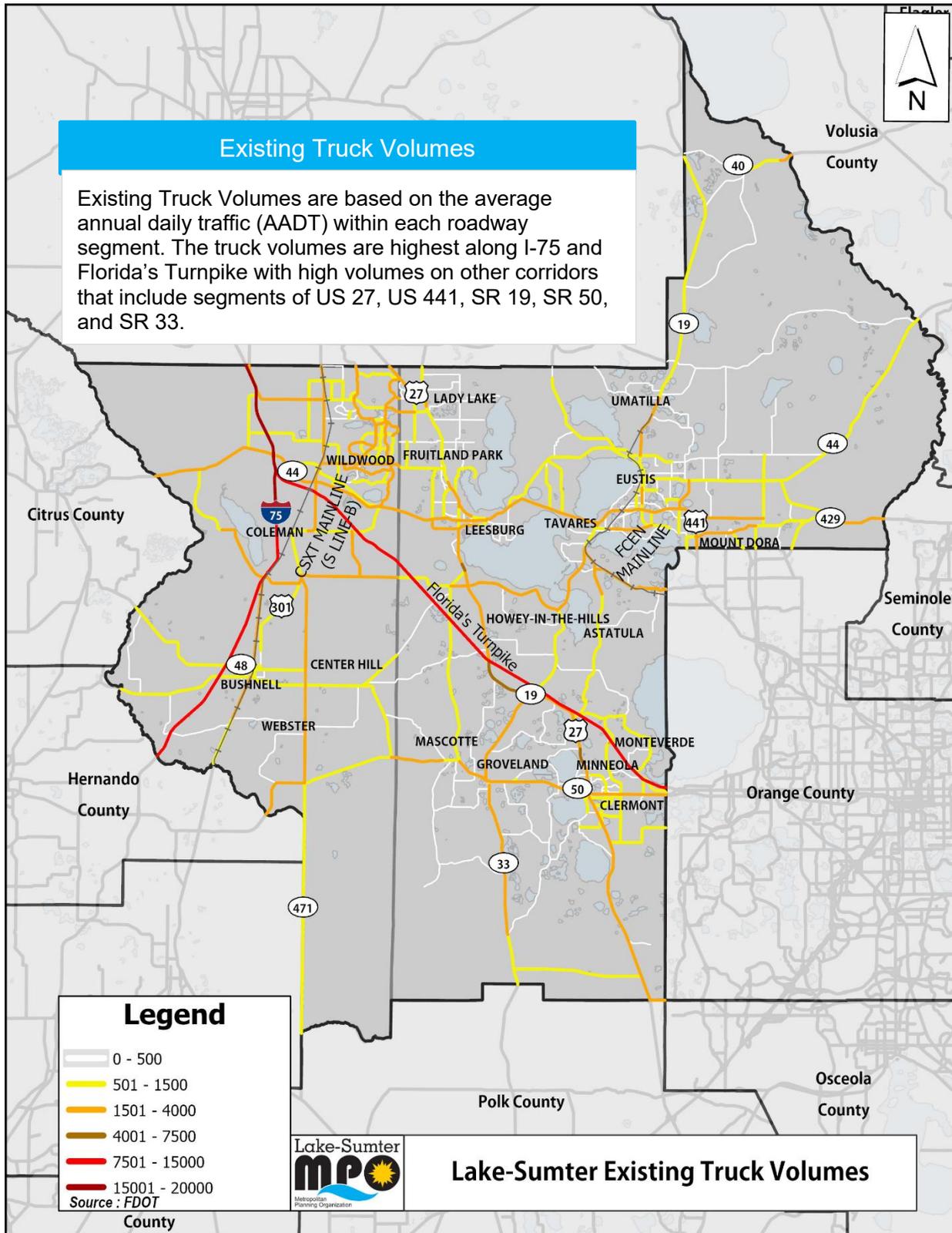


Figure 4: Lake-Sumter Truck Bottlenecks

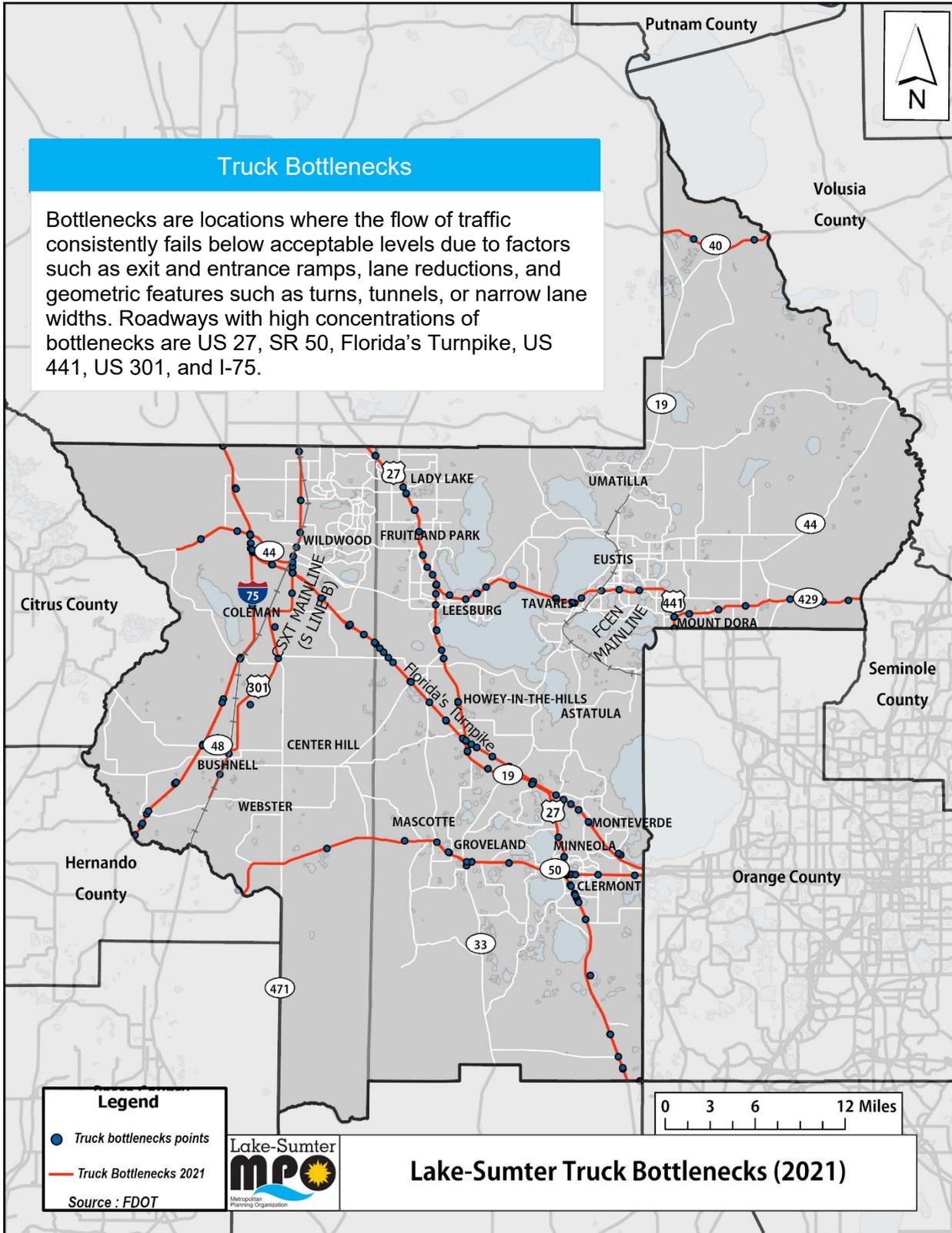
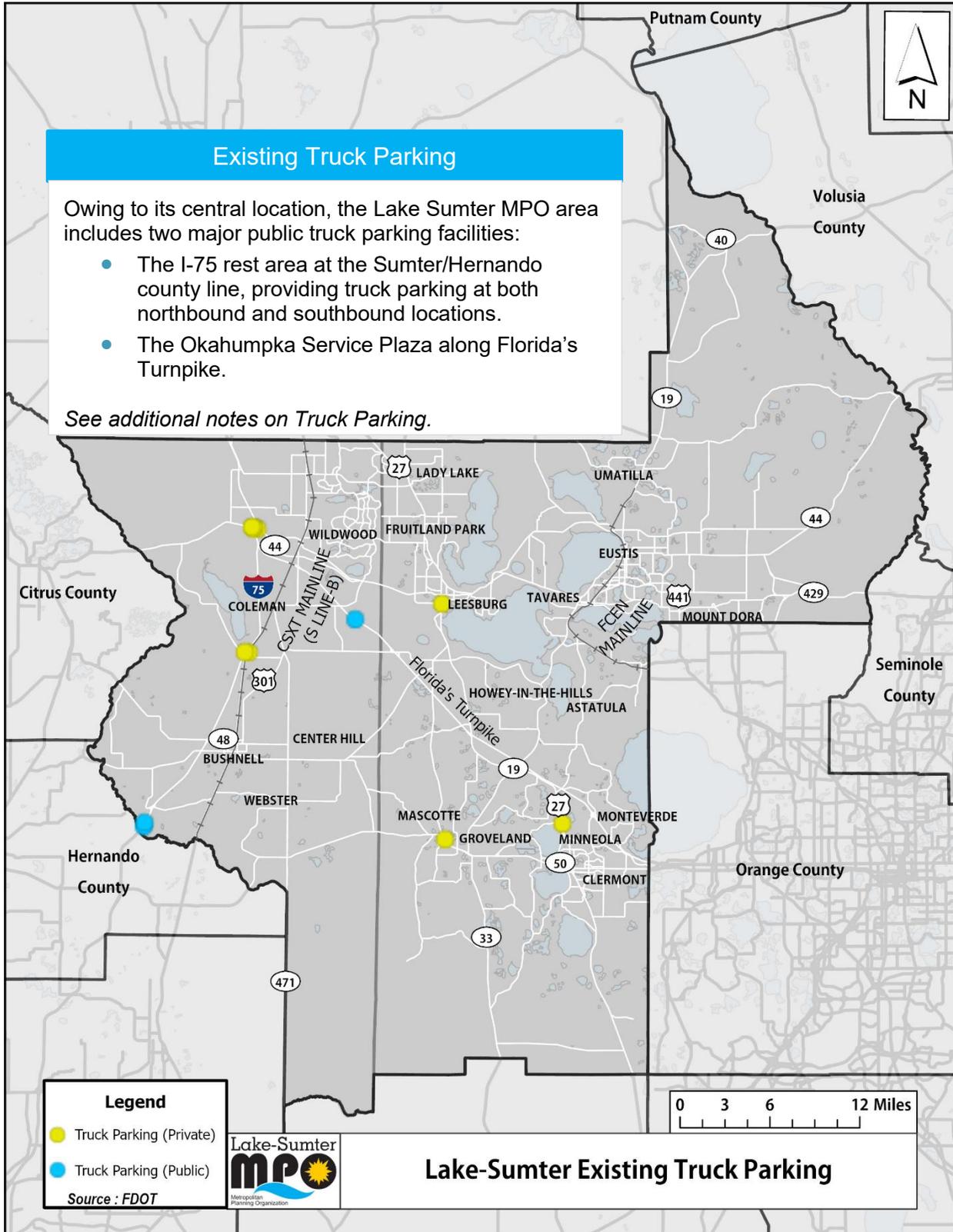


Figure 6: Lake-Sumter Existing Truck Parking



Truck Parking has become a critical issue for the freight industry. Because of the required need for truck drivers to stop at set time intervals, it is essential to have safe and suitable truck parking along major freight corridors. According to a 2019 US DOT survey, 98% of U.S. truck drivers regularly experience problems finding safe parking where they can rest.³ A freight provider in the MPO area noted during stakeholder engagement that truck parking is “the number one issue” for the industry. It was also noted that public truck parking locations are preferred to private.

Based upon the existing truck parking within Lake and Sumter counties, the FDOT Statewide Truck Parking Study (2020) did not identify any *Areas of Concern* within the planning area at the time of that study. Key truck parking needs were identified in other areas of the region such as along I-4. Nonetheless, as freight and logistics activities continue to grow, and given the central statewide location of the Lake-Sumter MPO planning area, it will be important to coordinate with FDOT and partners to closely monitor future truck parking needs.

³ Jason’s Law Commercial Motor Vehicle Parking Survey and Comparative Assessment, FHWA Office of Freight Management and Operations, December 1, 2020.
https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/coalition/2020/mtg/jasons_law_results.pdf

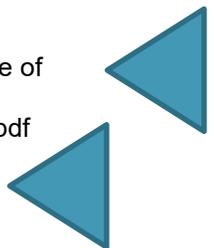
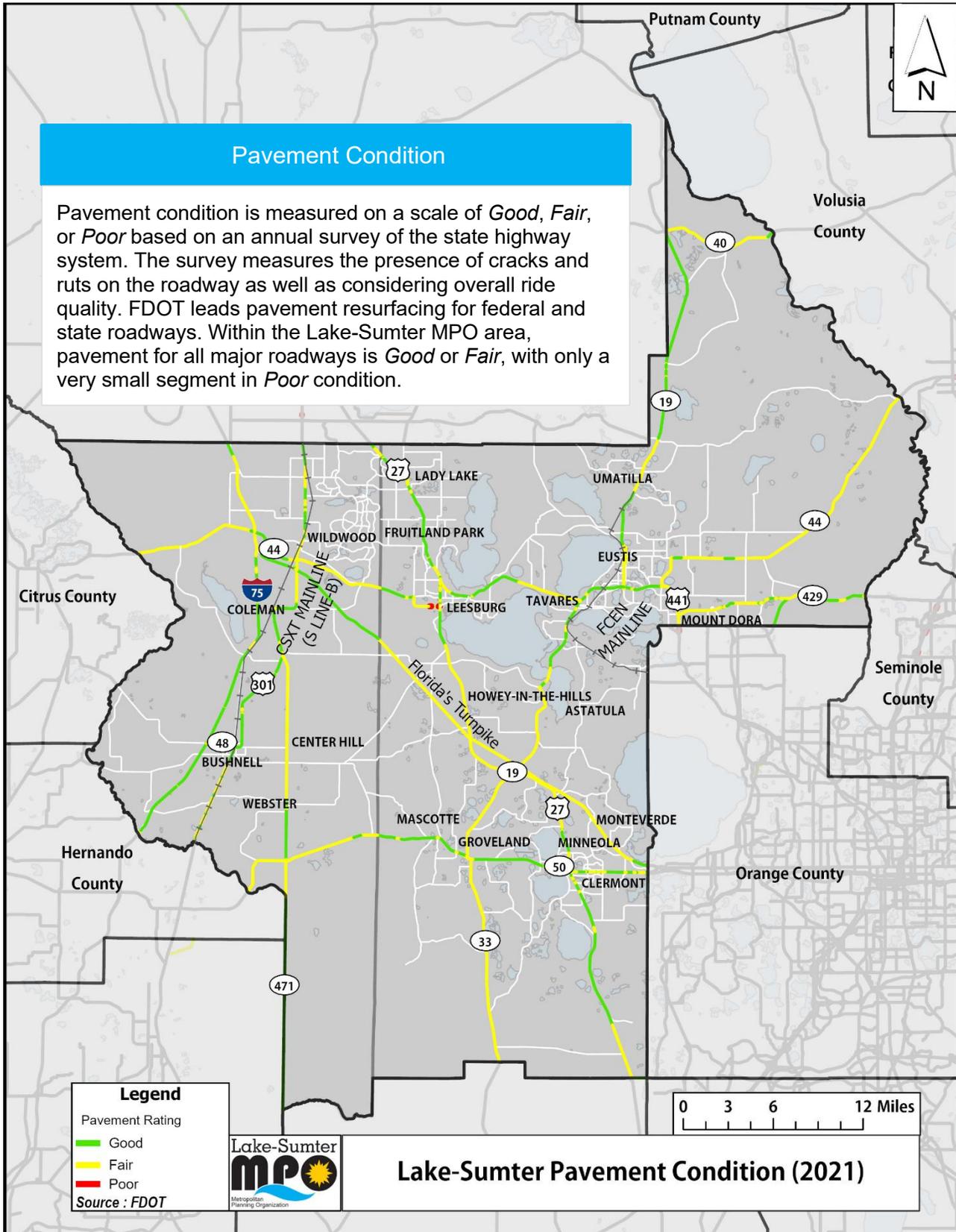


Figure 7: Lake-Sumter Pavement Condition (2021)



Congestion Management Process (CMP)

As part of the analysis for Lake-Sumter MPO’s Congestion Management Process (CMP), roadway segments within the CMP network designated as truck routes by FDOT were reviewed to determine truck traffic performance. The vehicle-miles traveled on designated truck routes within the CMP network that exceed adopted LOS service capacities were compared to the total vehicle-miles traveled on designated truck routes. Table 3 provides a summary of that evaluation. MVMT refers to Million Vehicle-Miles Traveled.

Table 3: CMP - Truck Traffic on Congested Roadways

		Truck Route MVMT	MVMT Exceeding Adopted LOS	Percentage
Lake County	2023	1,606	577	36%
	2028	1,821	556	31%
Sumter County	2023	976	245	25%
	2028	1,106	486	44%

Source: Lake-Sumter MPO CMP – Year 2023 State of the System Report

A core element of the CMP is identification of congested corridors. These categories are defined as follows:

- Not Congested – Operating at an acceptable Level of Service (LOS)
- Approaching Congestion – Operating between 90% and 100% of LOS Standard
- Congested – Exceeding 100% of LOS Standard but less than 108% of LOS E
- Extremely Congested – Exceeding 108% of LOS E (physical capacity)

Table 4 summarizes key corridors that are identified as Extremely Congested, Congested, or Approaching Congestion in the 2023 State of the System Report. A few observations from this summary include:

- SR 19, SR 44, SR 50 and US 27 all include one or more segments that are Extremely Congested.
- The Extremely Congested segment on SR 44 is within the proposed #1 priority on the 2024 List of Priority Projects (LOPP) Top 20
- SR 50 includes the most identified segments in Lake and Sumter with three Extremely Congested, four Congested, and one Approaching Congestion
- I-75 has two Congested segments while Florida’s Turnpike includes four Congested Segments and one Approaching Congestion

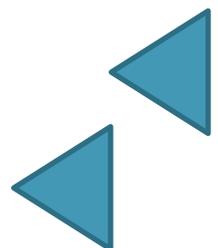


Table 4: CMP - Congested Roadways

Roadway	Segment	Extremely Congested	Congested	Approaching Congestion
SR 19	CR 561 to LANE PARK ROAD (Lake County)	X		
	CR 455 to US 27 / SR 25 (Lake County)		X	
	US 27/SR 25 to CR 478 (Lake County)		X	
SR 33	SR 50/SR 33 to ANDERSON ROAD (Lake County)		X	
	ANDERSON ROAD to CR 565B (Lake County)		X	
	CR 561 to CR 474 (Lake County)		X	
	CR 474 to POLK COUNTY LINE (Lake County)		X	
	CR 565B to CR 561 (Lake County)			X
SR 44	US 441 to WAYCROSS AVENUE (Lake County)	X		
	CR 439 to CR 437 (Lake County)		X	
	CR 437 to CR 46A (Lake County)		X	
	CR 46A to CR 44A (Lake County)		X	
	OVERLOOK DRIVE to CR 42 (Lake County)		X	
	CR 42 to VOLUSIA COUNTY LINE (Lake County)		X	
SR 50	EAST AVENUE to US 27 (Lake County)	X		
	CR 455 to ORANGE COUNTY LINE (Lake County)	X		
	CR 565A NORTH to CR 561 (Lake County)	X		
	SUMTER COUNTY LINE to CR 565/BAY LAKE RD (Lake County)		X	
	CR 561 to EAST AVENUE (Lake County)		X	
	CR 478A to SR 471 (Sumter County)		X	
	CR 469 to LAKE COUNTY LINE (Sumter County)		X	
	SR 471 to CR 469 (Sumter County)			X
US 27	SR 44 to CR 25A (NORTH) (Lake County)	X		
	CR 25A (NORTH) to CR 33 (Lake County)		X	
	CR 561 to CR 561A (Lake County)		X	
	CR 33 to CR 48 (Lake County)			X
US 301	SR 471 to CR 470 E (N) (Sumter County)		X	
	CR 466A (CLEVELAND AVE) to CR 462 (S) (Sumter County)		X	
	WARM SPRINGS AVE to SR 91/FLORIDA'S TURNPIKE (Sumter County)			X
	CR 44A to CR 466A (CLEVELAND AVE) (Sumter County)			X
US 441	E DIXIE AVENUE to E MAIN STREET (Lake County)			X
I-75	CR 48 (FLORIDA ST) to CR 470 E (Sumter County)		X	
	SR 44 to MARION COUNTY LINE (Sumter County)		X	
Florida's Turnpike	SUMTER COUNTY LINE To CR 470 (Lake County)		X	
	CR 470 to US 27 (Lake County)		X	
	US 27 to SR 19 (Lake County)		X	
	SR 19 to ORANGE COUNTY LINE (Lake County)		X	
	SR 93/I-75 to US 301/SR 35 (Sumter County)			X

Source: Lake-Sumter MPO CMP – Year 2023 State of the System Report

Freight Traffic Generators and Needs

Across the Lake-Sumter MPO planning area, there are a series of industrial and commercial sites that generate freight traffic or have potential to do so based on future growth. The transportation infrastructure in the planning area plays a crucial role in freight mobility to and from these locations, whether serving goods movement within the planning area or beyond.

In **Lake County**, key sites include the following:

- Oldham Industrial Park (5.4 acres)
- Southridge Industrial Park (69.7 acres)
- Jim Rodgers Industrial Park (73.5 acres)
- Christopher C. Ford Commerce Park (774 acres)
- Hunt Industrial Park (43.5 acres)
- Mount Dora Commerce Park (3 acres)
- Leesburg Commerce Park (7.4 acres)

Figure 8 shows the location of each of these sites which represent a total of approximately 977 acres of existing and potential industrial and commercial development.

Current descriptions of each of these sites is available through Elevate Lake Economic Development at elevatelake.com/businessattraction/commerceparks.

Elevate Lake has also identified Strategic Corridors tied to the following four locations:

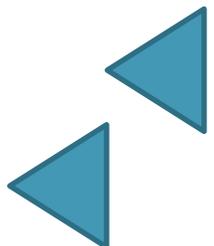
- Christopher C. Ford Commerce Park
- Minneola Interchange
- Wellness Way
- Wolf Branch Innovation District

The **Christopher C. Ford Commerce Park** strategic corridor is located on US 27 at the crossroads of SR 19 and Florida's Turnpike. As Lake County's largest existing industrial park, it serves several manufacturing and distribution businesses including Carroll Fulmer Trucking, Dunkin Donuts Distribution, Niagara Water Bottling Company, Domino's Distribution, and more recently, the Kroger robotic customer fulfillment center and Amazon's last-mile delivery station.

The **Minneola Interchange** strategic corridor is located along Florida's Turnpike within the City of Minneola's CRA. It will consist of four planned mixed-use development which could include up to 1.4 million square feet of industrial space.

The **Wellness Way** strategic corridor is located between I-4, Florida's Turnpike, and US 27. The **Wolf Branch Innovation District** is located along the Wekiva Parkway extension into Mount Dora. Of note for this evaluation, these corridors are expected to serve commercial and light industrial uses.

Current summaries of these strategic corridors are available through Elevate Lake Economic Development at elevatelake.com/businessattraction/strategiccorridors.



Other Corridor Needs

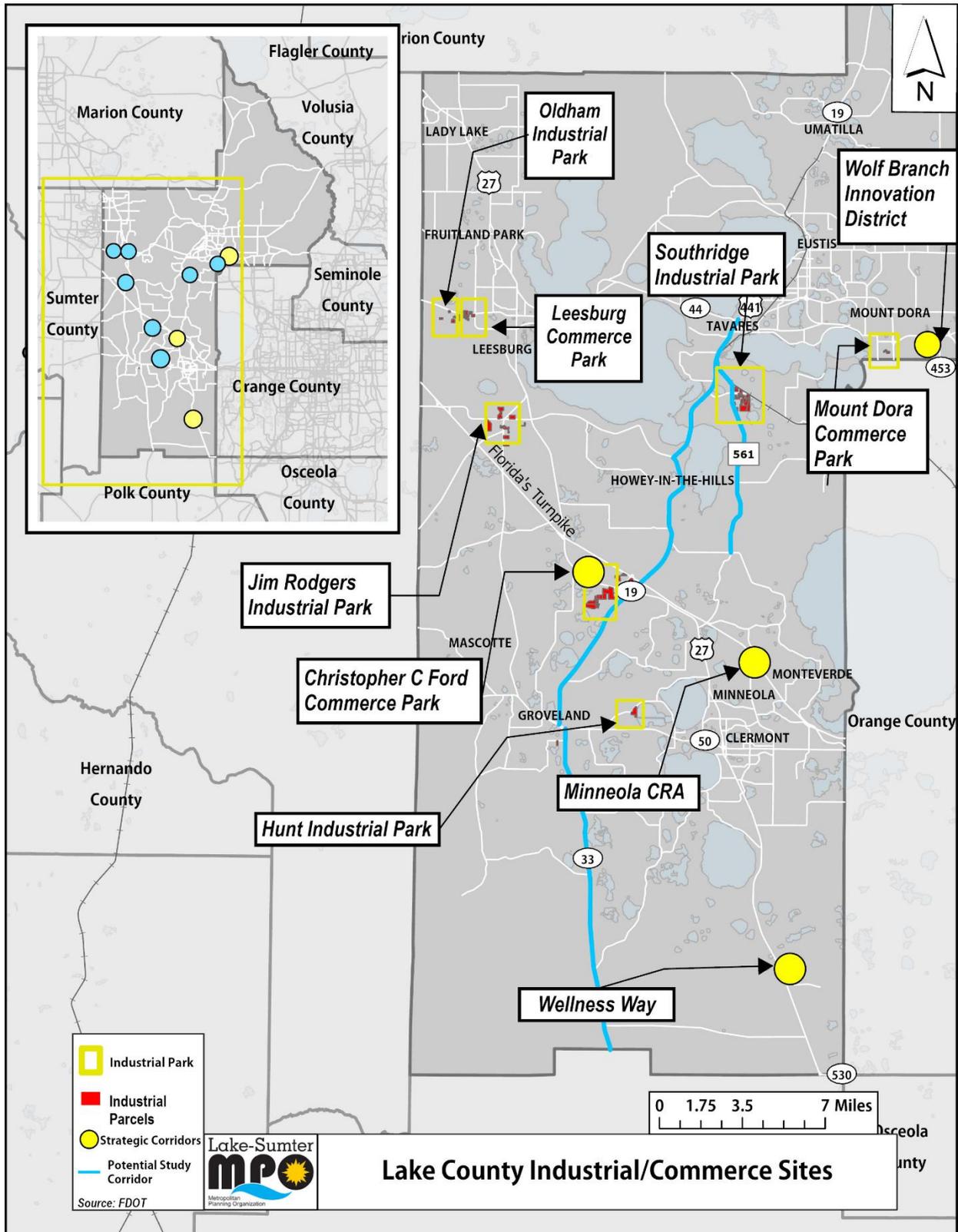
The need to study **SR 19** has been a growing emphasis area for the MPO. A planning study for SR 19, from SR 50 at Groveland to north of Florida's Turnpike at CR 455, is on the MPO's Top 20 List of Priority Projects.

Stakeholder input during this freight evaluation affirmed the importance of studying this corridor which intersects with Florida's Turnpike and US 27. The Christopher C. Ford Commerce Park strategic corridor aligns with the need to focus on the transportation network hub in this area. This segment of SR 19 also connects with SR 50 and **SR 33** in Groveland, with all three roadways accommodating higher volumes of truck traffic. The areas at Florida's Turnpike/US 27 and in Groveland are also identified as truck bottlenecks and locations with higher levels of commercial vehicle crashes. To address congestion, enhance livability and walkability, and reduce truck traffic in in Groveland, SR 50 is being realigned to just north of the downtown. The existing Broad and Orange Streets will become city streets. The project is fully funded through construction which is expected to begin in 2026.

It was also noted during Lake County stakeholder outreach that another other potential corridor of need is **CR 561**. This is due to the concentration of industrial businesses in the Southridge Industrial Park and along CR 561 such as Mack Industries, County Materials Corporation, and Vulcan Materials. All of these are located in the area along the corridor from CR 455 through Astatula and north until it intersects with SR 19, just south of Tavares.

Together, SR 19, SR 33 and, CR 561 represent a collective opportunity for further study. A Potential Study Corridor is identified in Figure 8.

Figure 8: Lake County Industrial/Commercial Sites



For **Sumter County**, the focus for freight evaluation is within a specific sub-area identified during development of this analysis. The boundary for this sub-area was defined in coordination with key stakeholders including Sumter County and private sector representatives. The sub-area includes Interstate I-75, Florida's Turnpike, C 470, and the CSX S Line railway.

In the Sumter County sub-area, key sites are:

- Monarch Ranch Industrial Park (3,209 acres)
- Representative Marlene O'Toole Industrial Park (446 acres)
- Governor Rick Scott Industrial Park (424 acres)
- 8G Farms (136 acres)
- I-75 Distribution and Trucking Center (466 acres)
- Pike 75 Logistics Center (251 acres)
- North Wildwood Industrial (181 acres)
- PJ Sola Properties (361 acres)
- C-470 Industrial (383 acres)

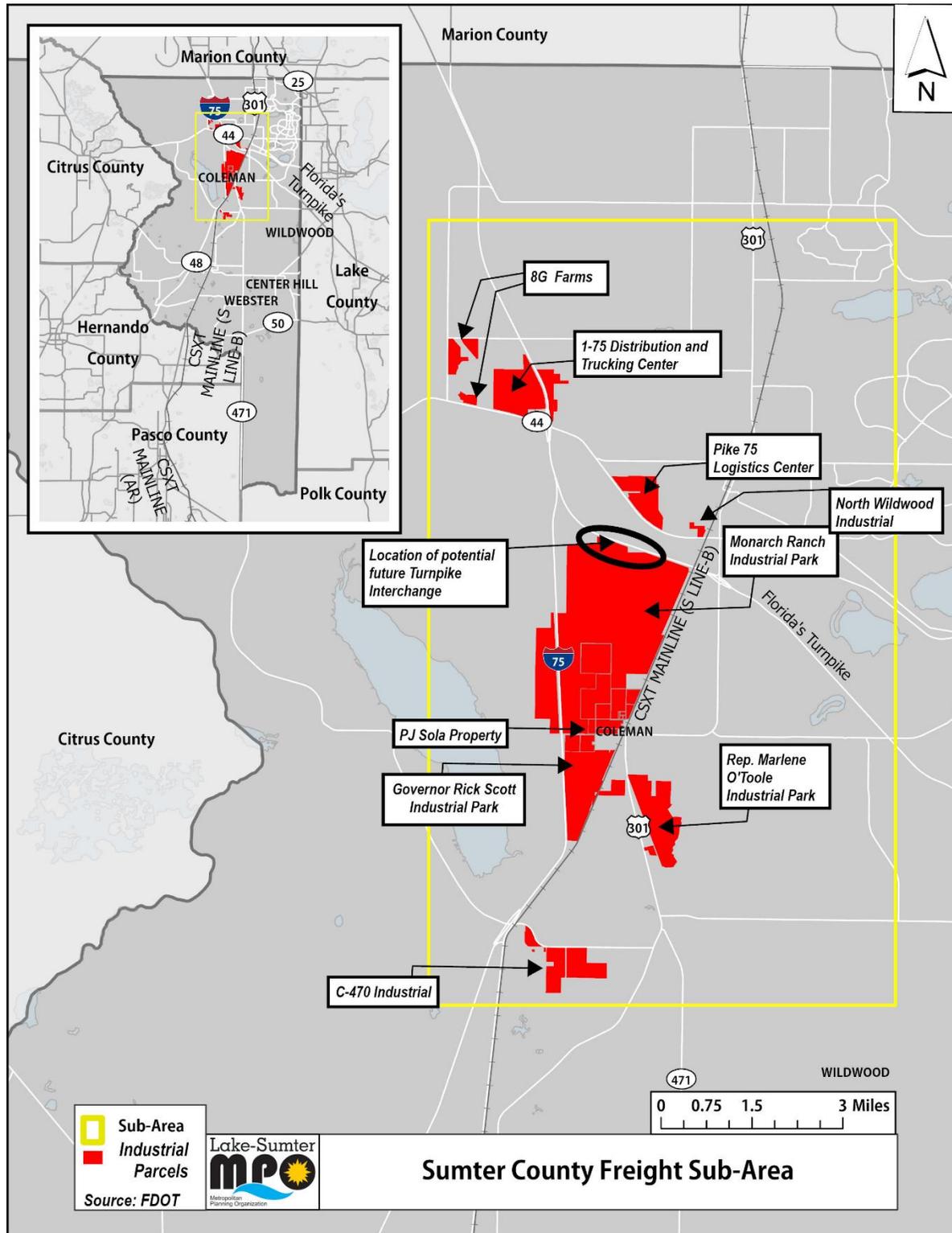
Figure 9 shows the sub-area boundary and locations of these sites which represent a total of 5,857 acres of existing and potential industrial and commercial development.

Largest among the facilities in Sumter is the **Monarch Ranch Industrial Park**, a 3,209-acre site owned by Benderson Development, in partnership with the Villages. The site is located along and within the area near the intersection of I-75 and Florida's Turnpike, the two highest volume freight corridors and only National Highway Freight System roadways within the Lake Sumter MPO planning area. These are both also SIS corridors. Additionally, running along the eastern edge of the property is the S-Line railroad, CSX's main eastern seaboard freight line, and a SIS railway. This location provides a major industrial hub site, particularly when combined with **Governor Rick Scott Industrial Park** and **Representative Marlene O'Toole Industrial Park**. A rail spur was also recently developed to connect Governor Rick Scott Industrial Park to the CSX line.

During stakeholder outreach, the importance of a **potential interchange** along Florida's Turnpike in the vicinity of the Monarch Ranch Industrial Park was identified (general location identified in Figure 9). Initial communications have taken place between Sumter County and the Florida Turnpike Enterprise to discuss this future possibility. If an interchange is developed and other criteria such as electric and water capacity are met, this location could be considered a Duke Energy Mega Site in the future. Access to the existing major rail line is another important factor. Pursuing the future Turnpike interchange was identified by Sumter County as the principal freight related need and recommendation within the Sumter sub-area.

The Sumter sub-area would benefit from more detailed analysis in the future to determine evolving freight development needs particularly related to the growth plans for the Monarch Ranch Industrial Park.

Figure 9: Sumter County Freight Sub-Area



Recommendations

A principal purpose of this evaluation is to identify high-level recommendations. **The Freight Mobility and Trade Plan includes a series of recommendations under the 10 FMTP Objectives** (see Figure 1) which are based on technical analysis, stakeholder input, identified issues and needs, and emerging market trends and opportunities. Advancing these recommendations to the extent possible through the MPO ensures alignment with regional and state freight planning.

The FMTP specifically notes that a key focus area for Florida MPOs is:

- **Local truck route and last mile connectivity between major freight generators and the multimodal system.**

While the entire set of FMTP recommendations is incorporated in this evaluation by reference, *key recommendations appropriate to the context of the Lake-Sumter planning area are identified below under their respective objectives*. Key [MPO-specific recommendations](#) are also identified under the appropriate objective.

Objective 1: Leverage multisource data and technology to improve freight system safety and security

- FMTP Recommendation: Provide more safe and secure truck parking facilities
- FMTP Recommendation: Identify and implement freight related automated and connected vehicle projects to improve safety and mobility

Objective 2: Create a more resilient multi-modal freight system

- FMTP Recommendation: Analyze and assess resiliency of the freight system
- FMTP Recommendation: Include resiliency considerations into project life-cycle and decision making processes
- [MPO-Specific Recommendation: Ensure that resiliency of the freight network is fully considered in the Lake-Sumter MPO Resilience Plan](#)

Objective 3: Ensure the Florida freight system is in a good state of repair

- FMTP Recommendation: Optimize the functionality, efficiency, and reliability of existing freight systems
- MPO-Specific Recommendation:

Objective 5: Remove institutional, policy, and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains

- FMTP Recommendation: Develop strategies for maximizing discretionary grant opportunities focusing on identifying “competitive” projects and developing a federal grants portfolio
- [MPO-Specific Recommendation: Evaluate potential freight network corridor funding opportunities through the MPO’s discretionary grant review effort to help support future freight project needs](#)

Objective 6: Improve last-mile connectivity for all freight modes

- FMTP Recommendation: Identify and implement freight movement gap-closing improvements
- FMTP Recommendation: Consider emerging last-mile logistics trends in planning, project development and design processes
- FMTP Recommendation: Improve off-system connections between local freight hot spots and the Strategic Intermodal System in coordination with local government partners
- **MPO-Specific Recommendation: Support the partnership to evaluate a new turnpike interchange that addresses future connectivity needs for the major Sumter sub-area freight hub that includes Monarch Ranch Industrial Park, Governor Rick Scott Industrial Park, and Representative Marlene O'Toole Industrial Park**

Objective 7: Continue to forge partnerships between the public and private sectors to improve trade and logistics

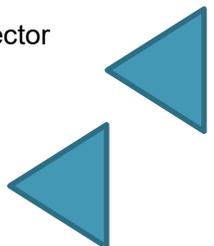
- FMTP Recommendation: Collaborate with public and private sector partners to address freight transportation and logistics needs and workforce development
- **MPO-Specific Recommendation: Continue to partner with local agencies and freight providers to identify future freight project needs to be included in the Long Range Transportation Plan and List of Priority Projects**

Objective 8: Capitalize on emerging freight trends to promote economic development

- FMTP Recommendation: Support projects that improve efficiency of goods movement throughout the state
- FMTP Recommendation: Consider freight needs in the development of multimodal and multi-use corridors
- **MPO-Specific Recommendation: Coordinate with partners including FDOT, Elevate Lake and Sumter County Economic Development regarding potential freight related needs such as future truck parking**
- **MPO-Specific Recommendation: Continue to advance priority projects within strategic corridors such as Wellness Way and Wolf Branch Innovation District which are on the MPO's Top 20 List of Priority Projects**
- **MPO-Specific Recommendation: Support a more detailed Sumter sub-area analysis in the future to determine emerging freight transportation needs particularly related to evolving growth plans for the major freight hub that includes Monarch Ranch Industrial Park**

Objective 9: Increase freight-related regional and local transportation planning and land-use coordination

- FMTP Recommendation: Provide transportation and land use planning guidance to local and regional agencies for economic development and freight efficiencies that support community goals
- FMTP Recommendation: Coordinate freight-related plans and programs of the private sector and local agencies with FDOT's plans for integrated and informed decision-making



- FMTF Recommendation: Understand the unique needs of rural freight transportation and develop/enhance process to designate Critical Rural Freight Corridors
- MPO-Specific Recommendation: To address growing freight movement needs in south to central Lake County, conduct a corridor study (or studies) that includes the following connected roadway segments serving high-volumes of trucks:
 - SR 33 from the Lake/Polk County Line to SR 50/SR 19 (at Groveland)
 - SR 19 from SR 50/SR 33 (at Groveland) to US 441 (at Tavares)
 - CR 561 from CR 455 to SR 19