



Hernando/Citrus

Metropolitan Planning Organization

Brooksville City Council Chambers
201 Howell Avenue
Brooksville, Florida

Regular Meeting

Agenda

Thursday, June 6, 2024 - 1:30 P.M.

PUBLIC PARTICIPATION IS SOLICITED WITHOUT REGARD TO RACE, COLOR, NATIONAL ORIGIN, AGE, SEX, RELIGION, DISABILITY, OR FAMILY STATUS. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), PERSONS WITH DISABILITIES NEEDING A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE ADA COORDINATOR AT 352-540-3810 NO LATER THAN 48 HOURS IN ADVANCE OF THE MEETING. PERSONS WHO ARE HEARING IMPAIRED, CONTACT FLORIDA RELAY AT 1-800-676-3777.

IF A PERSON DECIDES TO APPEAL ANY QUASI-JUDICIAL DECISION MADE BY THE HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH HEARING OR MEETING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDING, AND THAT, FOR SUCH PURPOSE, HE OR SHE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PLEASE NOTE THAT ONLY PUBLIC HEARING ITEMS WILL BE HEARD AT THEIR SCHEDULED TIMES. ALL OTHER ITEM TIMES NOTED ON THE AGENDA ARE ESTIMATED AND MAY BE HEARD EARLIER OR LATER THAN SCHEDULED.

A. CALL TO ORDER

1. Invocation
2. Pledge of Allegiance
3. MPO Board & Staff Introductions
4. Please Silence Electronic Devices
5. Enter Proof of Publication into the Record

B. APPROVAL/MODIFICATION OF AGENDA (Limited to Board and Staff)

C. CONSENT ITEMS

1. Review and Approval of the May 2, 2024, Meeting Minutes of the Hernando/Citrus Metropolitan Planning Organization (MPO) Board

2. Review and Approval of the Scope of Work for a Major Update to the Citrus County Transit Development Plan (TDP) for FY 2026-FY 2035
3. Review and Approval of Agreement to Transfer Trail Counters to the Florida Department of Transportation (FDOT)
4. Review and Approval of an Amendment (Revision 3) to the FY 2023-FY 2024 Unified Planning Work Program

D. PRESENTATIONS

1. Presentation by the General Planning Consultant, Kimley-Horn & Associates, on the Goals and Objectives for the 2050 Long-Range Transportation Plan (LRTP) and the 2050 Preliminary Needs Assessment
2. Presentation by the General Planning Consultant, Benesch & Associates, on the Traffic Segment Studies in Citrus County (US 41 and SR 200) and Hernando County (US 41 and County Line Road)
3. Presentation by the Center for Urban Transportation Research (CUTR) on the Hernando County FY 2025-FY 2034 Transit Development Plan (TDP)

E. ACTION ITEMS

1. Review and Approval of the FY 2025-FY 2029 Transportation Improvement Program (TIP)-Draft
2. Approval of Resolutions 2024-5 and 2024-6, and Authorization for MPO Executive Director to Execute Fiscal Year 2025 Grant Award Agreements for Citrus and Hernando Counties from the Florida Commission for the Transportation Disadvantaged

F. INFORMATIONAL ITEMS

Items for the Information of the MPO Board

G. CITIZENS COMMENTS

H. MPO DIRECTOR COMMENTS

I. BOARD COMMENTS

J. ADJOURNMENT

UPCOMING MEETING:

The next regular meeting of the Metropolitan Planning Organization is tentatively scheduled for Thursday, August 1, 2024, beginning at 1:30 pm, in the Brooksville City Council Chambers, 201 Howell Avenue, Brooksville, Florida.

The meeting agenda and back-up material are available online at www.hernandocounty.us



Metropolitan Planning Organization

AGENDA ITEM

Meeting: 06/06/2024
Department: MPO
Prepared By: Joy Turner
Initiator: Robert Esposito
DOC ID: 14057
Legal Request Number:
Bid/Contract Number:

TITLE

Review and Approval of the May 2, 2024, Meeting Minutes of the Hernando/Citrus Metropolitan Planning Organization (MPO) Board

BRIEF OVERVIEW

Attached for approval are the Minutes of the May 2, 2024, meeting of the Hernando/Citrus Metropolitan Planning Organization (MPO) Board.

FINANCIAL IMPACT

N/A

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the Hernando/Citrus MPO Board has the authority to take the recommended action.

RECOMMENDATION

It is recommended the Hernando/Citrus Metropolitan Planning Organization (MPO) Board review and approve the Minutes of the May 2, 2024, meeting.



Hernando/Citrus

Metropolitan Planning Organization

Regular Meeting

Minutes - Draft

May 2, 2024

CALL TO ORDER

MPO Chair, Jerry Campbell, called the meeting to order at 1:30 p.m. on Thursday, May 2, 2024, in the Brooksville City Council Chambers, 201 Howell Avenue, Brooksville, Florida. The meeting was publicly noticed on the Hernando County, Citrus County, and Hernando/Citrus MPO websites.

MEMBERS PRESENT

Jerry Campbell, MPO Board Chair, Hernando County Commission
Jeff Kinnard, MPO Board Vice Chair, Citrus County Commission
Rebecca Bays, MPO Board Alternate Member, Citrus County Commission
John Allocco, Hernando County Commission
Steve Champion, Hernando County Commission
Brian Hawkins, MPO Board Alternate Member, Hernando County Commission
Blake Bell, Mayor, City of Brooksville
Robert Holmes, MPO Board Alternate Member, Crystal River City Councilman
Cabot McBride, City of Inverness Councilman
Brian Hunter, Non-Voting Advisor, Florida Department of Transportation, District 7

MEMBERS ABSENT (ALTERNATES WERE AVAILABLE TO SERVE)

Ruthie Schlabach, Citrus County Commission
Beth Narverud, Hernando County Commission

OTHERS PRESENT

Bob Esposito, MPO Executive Director
Mary Elwin, MPO Coordinator
Joy Turner, MPO Administrative Assistant III
Siaosi Fine, Florida Turnpike Enterprise
Melissa Tartaglia, Assistant Attorney, Hernando County

Invocation

Pledge of Allegiance

MPO Board & Staff Introductions

The Pledge of Allegiance and the introductions of Board and staff followed the Invocation.

Enter Proof of Publication into the Record

A quorum was declared, and Ms. Turner noted for the record that the public notice for the meeting was posted in accordance with the adopted policies.

[It is noted for the record, Robert Holmes, MPO Board Alternate Member, Crystal River City Councilman, arrived at the meeting.]

APPROVAL/MODIFICATION OF AGENDA (Limited to Board and Staff)

Motion

A motion was made by Mayor Bell to approve the agenda. The motion was seconded by Commissioner Bays and the motion passed 9-0.

RESULT:	ADOPTED
MOVER:	Blake Bell
SECONDER:	Rebecca Bays
AYES:	John Allocco, Jeff Kinnard, Cabot McBride, Steve Champion, Blake Bell, Rebecca Bays, Brian Hawkins, Jerry Campbell, and Robert Holmes
ABSENT:	Elizabeth Narverud, Ruthie Schlabach, and Joe Meek

APPROVAL OF MINUTES

Review and Approve the April 4, 2024, Meeting Minutes of the Hernando/Citrus Metropolitan Planning Organization (MPO) Board

[13980](#)

Motion

A motion was made by Commissioner Champion to approve the April 4, 2024, meeting Minutes. The motion was seconded by Commissioner Kinnard and the motion passed 9-0.

RESULT:	ADOPTED
MOVER:	Steve Champion
SECONDER:	Jeff Kinnard
AYES:	John Allocco, Jeff Kinnard, Cabot McBride, Steve Champion, Blake Bell, Rebecca Bays, Brian Hawkins, Jerry Campbell, and Robert Holmes
ABSENT:	Elizabeth Narverud, Ruthie Schlabach, and Joe Meek

ACTION ITEMS

Approval of Alternate Member from the City of Inverness to the Metropolitan Planning Organization (MPO) Board

[13940](#)

Motion

A motion was made by Councilman McBride to approve the appointment of Councilman Gene Davis as an alternate representative on the MPO Board representing the City of Inverness. The motion was seconded by Councilman Holmes and the motion passed 9-0.

RESULT: ADOPTED
MOVER: Cabot McBride
SECONDER: Robert Holmes
AYES: John Allocco, Jeff Kinnard, Cabot McBride, Steve Champion, Blake Bell, Rebecca Bays, Brian Hawkins, Jerry Campbell, and Robert Holmes
ABSENT: Elizabeth Narverud, Ruthie Schlabach, and Joe Meek

Review and Approval of the Florida Department of Transportation (FDOT) Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement (ICAR)

[13984](#)

Motion

A motion was made by Commissioner Champion to approve the FDOT Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement (ICAR) and authorize the MPO Chair to execute the agreement. The motion was seconded by Commissioner Kinnard and the motion passed 9-0.

RESULT: ADOPTED
MOVER: Steve Champion
SECONDER: Jeff Kinnard
AYES: John Allocco, Jeff Kinnard, Cabot McBride, Steve Champion, Blake Bell, Rebecca Bays, Brian Hawkins, Jerry Campbell, and Robert Holmes
ABSENT: Elizabeth Narverud, Ruthie Schlabach, and Joe Meek

Resolution to Adopt the Unified Planning Work Program (UPWP) for Fiscal Year 2025 - Fiscal Year 2026 and Approve Planning Organization Agreement #G2V07

[13981](#)

Motion

A motion was made by Commissioner Kinnard to adopt the Unified Planning Work Program (UPWP) for FY2025-FY2026, authorize the MPO Chair to execute the required documents, and staff to transmit them to FDOT by May 15, 2024. The motion was seconded by Commissioner Bays and the motion passed 9-0.

RESULT: ADOPTED
MOVER: Jeff Kinnard
SECONDER: Rebecca Bays
AYES: John Allocco, Jeff Kinnard, Cabot McBride, Steve Champion, Blake Bell, Rebecca Bays, Brian Hawkins, Jerry Campbell, and Robert Holmes
ABSENT: Elizabeth Narverud, Ruthie Schlabach, and Joe Meek

Reclassification of Administrative Assistant III (MPO) to MPO Executive Assistant beginning October 1, 2024 (County Fiscal Year 2025)

[13991](#)

Commissioner Allocco asked if the reclassification included moving from non-exempt to exempt and Councilman McBride asked if the position would be posted. Mr. Esposito affirmed both inquiries.

Motion

A motion was made by Commissioner Kinnard to approve the reclassification of the Administrative Assistant III to the MPO Executive Assistant beginning October 1, 2024, based up the job description, responsibilities, and experience. The motion was seconded by Councilman McBride and the motion passed 9-0.

RESULT:	ADOPTED
MOVER:	Jeff Kinnard
SECONDER:	Cabot McBride
AYES:	John Allocco, Jeff Kinnard, Cabot McBride, Steve Champion, Blake Bell, Rebecca Bays, Brian Hawkins, Jerry Campbell, and Robert Holmes
ABSENT:	Elizabeth Narverud, Ruthie Schlabach, and Joe Meek

INFORMATIONAL ITEMS

Review of the Federal Highway Administration's (FHWA) Program Accountability Results (PAR) Report [13983](#)

Mr. Esposito reviewed the highlights on the PAR report and thanked Kimley-Horn, the General Planning Consultant, that produced the 2045 LRTP.

CITIZENS COMMENTS

There were no citizen comments.

MPO DIRECTOR COMMENTS

- The June 6, 2024, meeting will be vital as adoption of the Transportation Improvement Plan (TIP) for FY2025-FY2029 and List of Priority Projects (LOPP) will need to occur in order to meet the July 15, 2024, submittal deadline.
- The July 11, 2024, meeting is canceled as the Hernando County Commission is scheduling a workshop that day. Necessary agenda items will be presented at the June or August meetings.
- A list of the public engagement meetings associated with the 2050 Long-Range Transportation Plan (LRTP) adoption was provided to the Board.
- The MPO conducts quarterly staff meetings with Ocala Marion TPO and Lake-Sumter MPO. The federal and state government agencies encourage the interaction between contiguous MPOs/TPOs or that have similar demographics. The last meeting was March 21st, and the next meeting is scheduled for June 20th.
- Mr. Esposito attended the April 24, 2024, meeting of the Lake-Sumter MPO Board.
- The Florida Department of Transportation (FDOT) has scheduled a ribbon cutting ceremony for the Good Neighbor Trail (GNT) on May 22, 2024, at 10:00 a.m., in Tom Varn

Park in Brooksville.

- Mr. Esposito will attend the Florida Transportation Planning Exchange (TransEx) conference in St. Petersburg on May 7-8, 2024.
- Inverness City Councilman, Gene Davis, will attend the MPOAC Weekend Institute training in St. Petersburg, May 17-18, 2024.
- Mr. Esposito thanked the Hernando County Sheriff's office for attending the meeting.

BOARD COMMENTS

- Commissioner Allocco conveyed the concern raised from a Hernando County resident on the lack of sidewalk access to Moton Elementary School. Commissioner Allocco asked if MPO staff, the Florida Department of Transportation (FDOT), or Hernando County Department of Public Works could provide an update. Mr. Scott Herring, Hernando County Public Works Director/County Engineer, informed the MPO Board that the average timeline to establish a sidewalk can take six to seven years before construction begins. Mr. Herring will contact the Hernando County School Board for further information. Mayor Bell relayed that the Hernando County School Board stated that sidewalks are the city's responsibility inferring that the School Board would look to the County for sidewalk responsibility.
- Councilman Holmes asked for FDOT's assistance in obtaining a copy of the build-out plans for US19 in Crystal River. Brian Hunter, FDOT, acknowledged Councilman's Holmes request and will follow-up.
- Mayor Bell thanked Mr. Esposito for his help in coordinating with Senator Ingoglia's office to set up a ribbon cutting ceremony for Rush Limbaugh Way in Brooksville. Mayor Bell will update the MPO Board on the details for the ribbon cutting ceremony once the details are finalized.
- Mayor Bell also extended his thanks and appreciation to Justin Hall, Director of Transportation Planning from the Florida Department of Transportation (FDOT) District 7 Office, for his work and assistance with the Brooksville City Council on the Good Neighbor Trail.
- Chair Campbell thanked the City of Brooksville for hosting the 2024 MPO Board meetings and for the support and presence of Hernando County officials and law enforcement.

ITEMS DISTRIBUTED DURING THE MEETING

[14056](#)

ADJOURNMENT

Chair Campbell adjourned the meeting at 1:53 p.m.

Motion

A motion was made by Commissioner Allocco to adjourn the meeting. The motion was seconded by Commissioner Champion.

UPCOMING MEETING:

The next regular meeting of the Metropolitan Planning Organization is tentatively scheduled for Thursday, June 6, 2024, beginning at 1:30 pm, in the Brooksville City Council Chambers, 201 Howell Avenue, Brooksville, Florida.

The meeting agenda and back-up material are available online at www.hernandocounty.us



AGENDA ITEM

TITLE

Review and Approval of the Scope of Work for a Major Update to the Citrus County Transit Development Plan (TDP) for FY 2026-FY 2035

BRIEF OVERVIEW

Every five years a major update to the Citrus County Transit Development Plan (TDP) is required for a 10-year horizon. During intervening years, an Annual Progress Report of the TDP is produced reflecting minor updates. The last major update prepared for the Citrus County TDP was done in May 2020, a major update must be completed by September 1, 2025. The TDP contains a ten-year financial plan which is also incorporated into the Transit Element of the Long-Range Transportation Plan (LRTP). It should be noted that Citrus County is the transit operator; consequently, the Citrus County Board of County Commission will be required to approve the TDP prior to submittal to the State.

The Hernando/Citrus MPO's Unified Planning Work Program (UPWP) includes funding for consultant services for the preparation of the Citrus County TDP. To maintain eligibility for state funding, the FDOT requires all transit systems, using public transportation block grant funds, to update the TDP annually to ensure that the 10-Year Financial Plan is based upon current estimates of costs and revenue availability.

The attached Consultant Work Scope outlines the services required by Benesch & Associates for completion of this plan which includes a 10-year service plan and financial plan. A primary goal identified for the TDP update is the identification of strategies to increase ridership and efficiency for current services and enhance connectivity to other services, local and/or regional. The resulting TDP will be compliant with the current TDP Rule outlined in Chapter 14-73, Florida Administrative Code (FAC).

As a strategic plan, a TDP will identify needs in an unconstrained fashion and identify service improvements for which currently there is no funding anticipated. The 10-year vision that will be generated during this plan update provides a beneficial tie and consistency with the Hernando-Citrus MPO's long range transportation goals and plans. MPO staff is requesting the Board approve the Scope of Services reflecting the following work tasks:

- Task 1: Initiate & Manage Project
- Task 2: Establish Baseline Conditions
- Task 3: Facilitate Public Involvement
- Task 4: Identify & Evaluate Existing Transit Services
- Task 5: Conduct Situation Appraisal
- Task 6: Estimate & Evaluate Demand & Mobility Needs
- Task 7: Review & Update Goals & Objectives
- Task 8: Prepare 10-Year Transit Development Plan (TDP)

Benesch and Associates has submitted a proposal to complete the work outlined in the Scope of Services for \$106,825.

On May 23, 2024, the MPO's Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/Pedestrian Advisory Committee conducted public meetings and voted to recommend the MPO Board approve the Scope of Work.

FINANCIAL IMPACT

Funds are budgeted in the Hernando County Budget in the MPO Fund 1031.

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to take the recommended action.

RECOMMENDATION

It is recommended the MPO Board review and approve the Scope of Work for Benesch and Associates to complete the Citrus County Transit Development Plan (TDP) in the amount of \$106,825.

SCOPE OF SERVICES

Citrus County Ten-Year Transit Development Plan

HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO)

May 16, 2024

The Hernando-Citrus MPO (MPO) has requested Benesch (Consultant) to prepare a Scope of Services and estimated budget to complete a Florida Department of Transportation (FDOT) compliant 10-Year Transit Development Plan (TDP) Major Update for the Citrus County transit system (dba Citrus County Transit), covering FYs 2026-2035. The adopted TDP is required to be submitted to FDOT by September 1, 2025.

The Consultant will prepare a TDP Major Update ensuring the preparation of a practical and implementable plan that truly reflects the near-term vision for a transit agency's growth and improvement over time. A primary goal identified for the TDP update is the identification of strategies to increase ridership and efficiency for current services and enhance connectivity to other services, local and/or regional. The resulting TDP will be compliant with the current TDP Rule outlined in Chapter 14-73, F.A.C.

As a strategic plan, a TDP will identify needs in an unconstrained fashion and identify service improvements for which currently there is no funding anticipated. The 10-year vision that will be generated during this plan update provides a beneficial tie and consistency with the Hernando-Citrus MPO's long range transportation goals and plans.

SCOPE OF SERVICES

The following scope of services describes the tasks and resulting deliverables that will be necessary to complete a major update of the TDP. The scope is organized into eight tasks, as listed below.

- Task 1: Project Management and Administration
- Task 2: Establish Baseline Conditions
- Task 3: Facilitate Public Involvement
- Task 4: Identify & Evaluate Existing Transit Services
- Task 5: Conduct Situation Appraisal
- Task 6: Estimate & Evaluate Demand & Mobility Needs
- Task 7: Review & Update Goals & Objectives
- Task 8: Prepare 10-Year Transit Development Plan

Task 1: Project Management and Administration

We understand the importance of providing oversight, quality control, and transparency throughout the life of any project. To that end, management of the TDP project will use a multi-faceted approach and partnership between the project team, including the Consultant, MPO, and Citrus County Transit staff.

Task 1.1: Project Management/Coordination

As part of executing the project, project coordination/update calls between key members of our project team and the County's project manager will be held. Other team members or County staff may participate, as appropriate. In addition, monthly progress reports will be prepared and submitted with project invoices.

Task 1.2: Kick-Off Meeting

A kick-off meeting with the project team will be scheduled, prepared for, and held. The primary purpose of the meeting will be to ensure that staff and the project team are "on the same page" regarding the overall scope, goals, and desired deliverables for the TDP effort. This will help ensure the success of the project once it has been completed.

Responsibilities of the Consultant:

- Prepare for and facilitate kickoff teleconference meeting.
- Prepare for and facilitate two (2) project coordination/update calls.
- Provide monthly progress reports with project invoices.

Responsibilities of the MPO/Citrus County Transit:

- Participate in kickoff teleconference meeting.
- Participate in two (2) project coordination/update calls.
- Review monthly progress reports.

Task 2: Establish Baseline Conditions

As with any strategic planning process, understanding the context in which Citrus County Transit is currently operating is critical. This task will establish the baseline conditions for demographic, socioeconomic, and other characteristics within Citrus County Transit's service area to be used during the remainder of the TDP analysis.

Sub-Task 2.1: Collect Data and Prepare Baseline Conditions

The Consultant will collect appropriate local data to document and assess the pertinent conditions in which Citrus County Transit operates. The documentation process will include tables, maps, and graphics that describe and illustrate the baseline conditions. Coordination will occur with MPO, Citrus County Transit, and other local agencies to identify the most current local information. Other secondary sources will be used as available (e.g., American Community Survey, American Housing Survey, Florida Statistical Abstract, etc.).

Sub-Task 2.2: Prepare Technical Memorandum 1

The Consultant will prepare draft Technical Memorandum 1 to report on the work completed for Tasks 2 and 4 (as described later). Upon completion, the draft document will be provided to MPO and Citrus County Transit staff for review. Comments received will be incorporated as appropriate into the draft TDP document that will compile the individual technical memoranda prepared throughout the project.

Responsibilities of the Consultant:

- Summarize data/findings from Tasks 2 and 4.
- Prepare draft Technical Memorandum 1.

Responsibilities of the MPO/Citrus County Transit:

- Review and comment on draft Technical Memorandum 1.

Task 3: Facilitate Public Involvement

The Florida TDP Rule emphasizes public involvement, as follows:

The TDP preparation process shall include opportunities for public involvement as outlined in a TDP public involvement plan, approved by the Department (FDOT), or the local Metropolitan Planning Organization's (MPO) Public Involvement Plan, approved by both the Federal Transit Administration and the Federal Highway Administration.

The rule also indicates that:

- The TDP must include a description of the public involvement process and activities.
- Comments must be solicited from the Workforce Development Board.
- The Department, Workforce Development Board, and MPO must be advised of all public meetings where the TDP is to be presented or discussed.
- The Department, Workforce Development Board, and MPO must be given an opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program.

The following sub-tasks highlight the specific activities that will occur as part of this task.

Sub-Task 3.1: Develop Public Involvement Plan

To accommodate the Rule requirements, the Consultant will develop a TDP Public Involvement Plan (PIP) that will consider the TDP requirements and a list of public outreach events to identify the unique needs and characteristics of the community. This plan will be submitted to FDOT District 7 for review and approval. The PIP will include, at a minimum, stakeholder interviews, public input surveys, discussion group workshops, and the use of internet and social media.

Sub-Task 3.2: Conduct Stakeholder Interviews

Since the understanding of local conditions should include knowledge of the perceptions and attitudes of community decision-makers and leaders towards transit, 10 stakeholder interviews will be conducted as part of the public involvement process. The Consultant will work with staff to identify and recruit appropriate individuals to interview. The Consultant will then schedule and conduct the interviews using a set of questions that will be developed and submitted to MPO and Citrus County Transit staff for review prior to the first interview. To make stakeholder participation in these interviews convenient and more efficient use of budget resources, the interviews will be conducted virtually.

Sub-Task 3.3: Conduct Open House Public Workshops

The Consultant will prepare for and conduct two (2) open house public workshops to further support the TDP public participation process. It is anticipated that the first workshop will occur early in the TDP process to identify transit needs and the other workshop will occur later in the project to gauge reaction to proposed alternative improvements and potential investment strategies. The Consultant will coordinate with MPO and Citrus County Transit staff to plan and schedule each workshop to target appropriate venues. To maximize opportunities for participation, locations will be selected to maximize geographic draw.

Sub-Task 3.4: Conduct Public Input Surveys

The Consultant will conduct two (2) public input surveys, one early in the TDP process to obtain public input on attitudes, preferences, and goals of the community related to public transit services and another later for the public to review and prioritize TDP alternatives. The surveys will be available on-line, through social media, and in hard copy at public outreach events. Access to the on-line surveys will be via links on the MPO and Citrus County websites, as well as other websites as identified and available. Hard copies will be provided at TDP workshops, any grassroots events, via bus pass outlets, and through partnering agencies and facilities such as libraries and other similar venues.

Sub-Task 3.5: Engage Public through MPO/County Websites, Social Media, and Email Blasts

The Consultant has found value in engaging citizens via social media and websites as part of the TDP update process. Therefore, the Consultant will provide information, including public surveys, project information, meeting dates, and highlights about the transit system, for the MPO and Citrus County Transit to post on their respective websites and social media. Emailing information via email lists maintained by the MPO, Citrus County, and other sources, will provide additional information and outreach to stakeholders, citizens, and riders.

Responsibilities of the Consultant:

- Prepare the Public Involvement Plan.
- Plan and conduct 10 stakeholder interviews by telephone.

- Plan and conduct two (2) open house public workshops.
- Conduct two public input surveys.
- Engage public through MPO/Citrus County Transit websites, social media, and email blasts.

Responsibilities of the MPO/Citrus County Transit:

- Review all materials and deliverables.
- Identify stakeholders or workshop participants.
- Assist with reserving venues and participate in open house public workshops.
- Assist in posting web/social media outreach and other coordination, as needed.

The results of this effort will be summarized as part of Technical Memorandum 2, to be prepared under Task 5.

Task 4: Identify & Evaluate Existing Transit Services

The Consultant will work with MPO and Citrus County Transit staff to collect up-to-date information on existing bus and transit services. This will support the review and evaluation of transit services being provided in the county. Information will also be collected and reviewed for other transportation services operating within the study area. The following sub-tasks are included in the identification and evaluation of existing transit services.

Sub-Task 4.1: Prepare Inventory of Existing Transportation Services

The Consultant will develop an inventory of transportation services and providers in Citrus County. The inventory will include operating (fares, eligibility criteria, span of service) and capital (vehicles) information as obtained from the service providers. The inventory effort may include providers of service to the transportation disadvantaged, bus operators, charter services, and taxis.

Sub-Task 4.2: Conduct Trend Analysis of Existing Transit Service

The Consultant will conduct a performance review of Citrus County Transit over a five-year period using the Florida Transit Information System (FTIS) and validated National Transit Database (NTD) information. This review will help assess existing bus services in terms of system performance, effectiveness, and efficiency trends for the agency’s fixed-route bus services.

This review of Citrus County Transit will be undertaken to assess the performance of the system over time using measures falling into three major categories: system performance indicators, effectiveness measures, and efficiency measures. This evaluation will be conducted using both historical and the most current validated data available from the NTD. As part of the overall performance review of the system, this analysis will be used to help assess the extent to which Citrus County Transit is meeting the stated goals and objectives for transit service.

Sub-Task 4.3: Conduct Peer Review Analysis of Existing Transit Service

The Consultant will use FTIS and NTD data to conduct a comparative peer review for Citrus County Transit's fixed-route services. This review will be completed to compare various performance characteristics to a group of transit peers. Peers will be selected using a specific methodology based on selected operating parameters. As in the trend analysis, the evaluation will utilize the same system performance indicators, effectiveness measures, and efficiency measures used for Task 4.2 to reflect how efficiently Citrus County Transit supplies transit service and how effective those services meet the needs of the area in relation to peer systems.

Responsibilities of the Consultant:

- Conduct inventory of existing services.
- Conduct trend analysis.
- Conduct peer review analysis.

Responsibilities of the MPO/Citrus County Transit:

- Provide necessary data to complete evaluation of services.
- Coordinate with Consultant as necessary.

The results of this effort will be summarized and provided to MPO and Citrus County Transit staff for review and comment; it later will be part of Technical Memorandum 2, to be prepared in Task 5.

Task 5: Conduct Situation Appraisal

Transit systems function best in an environment when they intimately understand the regulatory, geographic, environmental, land use, developmental, political, and other factors that can and do impact the provision of their services. The Consultant will conduct a situation appraisal to document such factors for Citrus County Transit so that staff will better understand its local environment. The following sub-tasks explain the work that will be conducted as part of this task.

Sub-Task 5.1: Review Local Plans & Documents

The Consultant will collect and review local plans and documents that may have a direct bearing on transit services in the county. The goal of this process will be to compile any existing transit-related community goals, objectives, and/or policies. The documents are expected to include the MPO's long range transportation goals and plans and other recent studies, previous TDP, Transportation Disadvantaged Service Plan (TDSP), various local government comprehensive plans, other recent MPO and Citrus County Transit studies, and other related documentation. Pertinent regional plans also will be considered in this process.

Sub-Task 5.2: Conduct Situation Appraisal

The Consultant will complete a situation appraisal for Citrus County Transit to help assess and document the key aspects of the transit agency's operating environment. This appraisal will involve examining the strengths and weaknesses of the system, as well as any existing barriers or threats to the provision of service in the county and key opportunities for addressing threats and/or enhancing the transit-friendliness of the operating environment.

FDOT-required elements of such an appraisal will be included to ensure compliance. This will include an assessment of the effects of land use, government policies and plans, development and growth trends, tourism and visitors, organization, and technology trends on transit services. Additionally, an estimation of the community's demand for transit services including 10-year annual ridership projections will be completed in Task 6 and referenced in the situation appraisal as appropriate. The results will provide an understanding of the challenges for transit service development focusing on current and planned development decisions and funding strategies.

Sub-Task 5.3: Prepare Technical Memorandum 2

The Consultant will prepare Draft Technical Memorandum 2 to report on the work completed for Tasks 1, 3 and 5.

Upon completion, the draft document will be provided to MPO and Citrus County Transit staff for review. Comments received will be incorporated as appropriate into the draft TDP document that will compile the individual technical memoranda prepared throughout the project.

Responsibilities of the Consultant:

- Review local plans/documents and identify community goals for transit services.
- Conduct situation appraisal.
- Prepare draft Technical Memorandum 2.

Responsibilities of the MPO/Citrus County Transit:

- Review and comment on community goals summary and situation appraisal.
- Coordinate with Consultant as necessary.
- Review and comment on Technical Memorandum 2.

Task 6: Estimate & Evaluate Demand & Mobility Needs

The Consultant will estimate the demand for Citrus County Transit's fixed-route bus service over the 10-year TDP horizon. This information, along with the results from the previous tasks, will be used to evaluate the transit needs of the county. The following sub-tasks detail the effort proposed to be completed during this task.

Sub-Task 6.1: Estimate Demand for Transit Services

The Consultant will develop fixed-route bus ridership demand estimates (at route and system levels) for the 10-year transit planning horizon. This will be done to reflect maintaining existing service levels throughout the 10-year period, as well as the implementation of proposed TDP improvements. Since these projections must be developed using an FDOT-approved planning tool (TBEST) or demand estimation technique, the Consultant will use the latest TBEST version available, as developed and distributed by FDOT.

If Mobility on Demand (MOD), a public on-demand point-to-point transit service, is identified as a component of the 10-year transit needs, the Consultant will utilize Remix, a transit planning software for on-demand and other flexible mobility services, to evaluate potential MOD ridership demand estimates.

Sub-Task 6.2: Assess Demand with Additional GIS-Based Tools

Other GIS-based transit demand assessment tools that will be used include the following:

- Transit Orientation Index (TOI) – potential for traditional transit use (residential-based index that looks low-income, vehicle ownership, youth population, and older adult population).
- Density Threshold Assessment (DTA) – potential for traditional and choice transit use (residential and employee-based assessment that reflects the direct relationship between population/employment density and propensity to choose to use transit).

It is important to note that these analyses will be at the county level and will not necessarily yield route-specific service design or scheduling recommendations.

Sub-Task 6.3: Identify & Assess Needs for Transit Services

The previous task efforts, particularly the results of the public involvement activities, will be critical in the assessment of potential future transit service improvement needs. The Consultant will use this information in conjunction with local conditions data to evaluate the need for new, improved, and/or expanded transit service. The GIS-based transit demand assessment tools discussed previously will be used as part of this process to assess traditional and discretionary transit markets in the county. The needs assessment also will include an examination of possible intermodal connections, coordination of service with other operators, and the potential implications for complementary ADA paratransit service. Alternative methods for potentially addressing gaps between identified needs and available services will be identified and assessed.

Sub-Task 6.4: Identify & Evaluate Alternatives

Using the results of the previous sub-task, the Consultant will identify and develop transit improvement alternatives that will best meet the desired vision over the next decade for transit

services in the county. The development of the alternatives will not consider cost at this stage and may range from no growth in the transit system, to considering new and innovative service concepts, or even a complete revisioning of the network. The Consultant then will prepare an evaluation methodology to support the development and evaluation of transit alternatives for the 10-year planning horizon. The outcome of the evaluation will be transit improvement priorities.

Responsibilities of the Consultant:

- Estimate demand for transit services (TBEST and Remix).
- Assess demand with additional GIS-based tools.
- Identify and assess needs for transit services.
- Identify and value potential 10-year TDP transit alternatives.

Responsibilities of the MPO/Citrus County Transit:

- Review and provide feedback on alternatives and the evaluation.

The results of this effort will be summarized and documented in Technical Memorandum 3, to be prepared in Task 7.

Task 7: Review & Update Goals & Objectives

The TDP goals and objectives will be reviewed and updated, ensuring a strong foundation for the community's updated 10-year transit plan.

Sub-Task 7.1: Integrate Situation Appraisal and Public Input

The Consultant will review the results of the public involvement activities, as well as the key aspects of the situation appraisal findings, to identify major themes, concepts, and focus areas to inform the transit goals and objectives for the transit system. The stakeholder interviews and input from the project team will be especially important to the goal development process.

Sub-Task 7.2: Develop Draft Goals & Objectives

The Consultant will develop a set of draft goals and objectives for MPO and Citrus County Transit staff to consider. Existing goals and objectives from the previous 10-year TDP will provide a starting point for the update process. It is important to note that consistency with the transportation and land use goals of the local community will be an important consideration during this process, and it is anticipated that the project management team will provide input in this regard.

Sub-Task 7.3: Prepare Technical Memorandum 3

The Consultant will prepare Draft Technical Memorandum 3 to report on the work completed for Tasks 6 and 7.

Upon completion, the draft document will be provided to MPO and Citrus County Transit staff for review. Comments received will be incorporated as appropriate into the draft TDP document that will compile the individual technical memoranda prepared throughout the project.

Responsibilities of the Consultant:

- Develop recommended goals and objectives.
- Prepare draft Technical Memorandum 3.
- Coordinate with MPO and Citrus County Transit staff as necessary.

Responsibilities of the MPO/Citrus County Transit:

- Review and provide feedback on goals and objectives.
- Review and comment on Technical Memorandum 3.
- Coordinate with Consultant as necessary.

Task 8: Prepare 10-Year Transit Development Plan

Upon completion of all the previous tasks, the Consultant will use the resulting information, from baseline conditions to public input to analytical results and priority alternatives, to prepare a 10-year TDP for Citrus County Transit. The strategic vision plan will be compiled from the previous technical memoranda with guidance and input from MPO and Citrus County Transit staff. It will contain guidance on the implementation of the plan, including considerations for potential new funding sources. The sub-tasks shown below outline the work that will be completed in this task.

Sub-Task 8.1: Prepare 10-Year Implementation & Finance Plans

The Consultant will prepare draft 10-year implementation and finance plans based on the four technical memoranda completed in the previous tasks. Among the key elements included in the plans will be the documentation of recommended service alternatives and improvements to help address identified transit needs and deficiencies; a phased plan for 10-year service and capital improvements, including a vehicle replacement plan; and a 10-year financial plan, which will detail all projected operating and capital expenses and revenues. It also will include potential new funding sources, unfunded recommendations, a policy element with system goals and objectives, and an annual farebox recovery ratio report.

Sub-Task 8.2: Review/Enhance Performance Monitoring Program

The Consultant will work with MPO and Citrus County Transit staff to review and enhance the transit performance monitoring program that will meet staff needs for tracking the performance of the transit agency's routes and overall system. The program will focus on efficiency and effectiveness of service and will be set up to use regularly collected operational data (such as that compiled for NTD reporting purposes). The program will provide step-level

guidance and appropriate thresholds to trigger consideration for potential route modification and elimination and be based as consistently as possible with nationally emerging performance standards and reporting.

Sub-Task 8.3: Prepare Draft TDP Document

The Consultant will prepare a complete Draft TDP document that integrates all previous task elements and results. The introduction to the TDP will include a checklist of all statutorily required TDP elements and their locations within the document to demonstrate compliance to the FDOT reviewer. The plan will then be submitted electronically to MPO and Citrus County Transit staff for review and comment. Any comments provided on the Draft TDP will be addressed in the Final TDP.

Sub-Task 8.4: Prepare and Conduct Report Presentation

A presentation of the Draft TDP will be made to the Citrus County Board of County Commissioners for the transit agency governing board approval prior to submitting the TDP to the FDOT for review. All presentation materials will be provided to MPO and Citrus County Transit staff for review and comment prior to the meetings.

Sub-Task 8.5: Prepare Draft TDP Executive Summary

The Consultant will prepare an Executive Summary of the Draft TDP document that will be concise and use graphics to illustrate key points. An electronic copy will be provided to MPO and Citrus County Transit staff for review and comment. Comments on the Draft TDP Executive Summary will be addressed in the final version.

Sub-Task 8.6: Prepare Final TDP Documents

Once the Draft TDP and Executive Summary have been approved, the Consultant will prepare and submit the Final TDP documents to MPO and Citrus County Transit staff.

Responsibilities of the Consultant:

- Prepare 10-year implementation and finance plans.
- Review/enhance performance monitoring system.
- Prepare draft TDP document.
- Prepare for and give one presentation.
- Prepare draft Executive Summary for TDP.

Responsibilities of the MPO/Citrus County Transit:

- Review and comment on draft TDP.
- Review and comment of draft executive summary of the TDP.
- Review and comment on presentation materials.
- Coordinate with Consultant as necessary.

SUMMARY OF PROJECT DELIVERABLES

Deliverables prepared as part of this scope of services are listed below. These will be provided for staff review. Any comments received will be incorporated as appropriate into the draft TDP document that will compile the individual technical memoranda prepared throughout the effort. All written deliverables will undergo an editorial review before being finalized for the MPO and Citrus County Transit.

- Technical Memorandum 1 – Baseline Conditions and Transit Service Identification and Evaluation (Tasks 2 and 4)
- Technical Memorandum 2 – Public Involvement and Situation Appraisal, (Tasks 3 and 5)
- Technical Memorandum 3 – Demand/Mobility Needs and Goals/Objectives (Tasks 6 and 7)
- Draft TDP Report and Executive Summary (electronic versions)

PROJECT BUDGET

The project budget is provided in Table 1. This lump sum budget includes all direct and indirect costs for services described in this scope. Benesch will submit monthly invoices based on the percent complete for each task, including monthly progress reports.

PROJECT SCHEDULE

The TDP Major Update will be finalized and adopted by the Citrus County Board of County Commissioners before September 1, 2025. A detailed project schedule will be prepared and reviewed as part of the project kickoff meeting.

Table 1
PROJECT BUDGET (May 16, 2024)
Benesch
10-YEAR MAJOR UPDATE OF CITRUS COUNTY TRANSIT DEVELOPMENT PLAN (2026-2035)
Hernando-Citrus MPO

Task #	SUBTASK DESCRIPTION	Chief Planner \$259.00	Senior Planner \$171.00	Project Planner \$131.00	Planner \$106.00	GIS Spec \$107.00	Admin/ Clerical \$90.00	Total Task Hours	Cost Per Task
1.0	Project Management and Administration	4.0	8.0	2.0	6.0	0.0	2.0	31.0	\$3,482
1.1	Project management/coordination	2.0	4.0	2.0	6.0	0.0	2.0	25.0	\$2,280
1.2	Prepare for and facilitate kickoff meeting (conference call).	2.0	4.0	0.0	0.0	0.0	0.0	6.0	\$1,202
2.0	Establish Baseline Conditions	2.0	16.0	10.0	42.0	24.0	6.0	100.0	\$12,124
2.1	Collect data and prepare baseline conditions.	0.0	8.0	6.0	30.0	16.0	4.0	64.0	\$7,406
2.2	Prepare Technical Memorandum No. 1 (Tasks 2 and 4).	2.0	8.0	4.0	12.0	8.0	2.0	36.0	\$4,718
3.0	Facilitate Public Involvement	4.0	24.0	22.0	44.0	6.0	18.0	118.0	\$14,948
3.1	Develop TDP public involvement plan (PIP).	1.0	4.0	0.0	6.0	2.0	0.0	13.0	\$1,793
3.2	Conduct stakeholder interviews (10 phone interviews).	0.0	12.0	2.0	2.0	0.0	4.0	20.0	\$2,886
3.3	Plan & conduct two open house public workshops	1.0	4.0	16.0	8.0	2.0	0.0	31.0	\$4,101
3.4	Conduct two public input surveys	2.0	4.0	4.0	20.0	0.0	8.0	38.0	\$4,566
3.5	Engage public through website, social media, and email	0.0	0.0	0.0	8.0	2.0	6.0	16.0	\$1,602
4.0	Identify & Evaluate Existing Transit Services	0.0	10.0	3.0	56.0	4.0	6.0	79.0	\$9,007
4.1	Prepare inventory existing transportation services.	0.0	2.0	1.0	8.0	4.0	6.0	21.0	\$2,289
4.2	Conduct trend analysis of existing transit service.	0.0	4.0	1.0	24.0	0.0	0.0	29.0	\$3,359
4.3	Conduct peer review analysis of existing transit service.	0.0	4.0	1.0	24.0	0.0	0.0	29.0	\$3,359
5.0	Conduct Situation Appraisal	3.0	18.0	4.0	40.0	10.0	11.0	86.0	\$10,679
5.1	Review local plans & documents	0.0	4.0	2.0	8.0	0.0	3.0	17.0	\$2,064
5.2	Conduct situation appraisal.	2.0	6.0	1.0	20.0	0.0	4.0	33.0	\$4,155
5.3	Prepare Technical Memorandum No. 2 (Tasks 1, 3 and 5).	1.0	8.0	1.0	12.0	10.0	4.0	36.0	\$4,460
6.0	Estimate & Evaluate Demand & Mobility Needs	3.0	22.0	7.0	52.0	116.0	1.0	201.0	\$23,470
6.1	Estimate demand for transit services (TBEST).	0.0	6.0	2.0	16.0	76.0	0.0	100.0	\$11,116
6.2	Assess demand with additional GIS-based tools.	0.0	6.0	3.0	16.0	12.0	0.0	37.0	\$4,399
6.3	Identify and assess needs for transit services.	2.0	4.0	2.0	8.0	12.0	0.0	28.0	\$3,596
6.4	Identify and evaluate alternatives.	1.0	6.0	0.0	12.0	16.0	1.0	36.0	\$4,359
7.0	Review & Update Goals & Objectives	4.0	14.0	3.0	32.0	0.0	4.0	57.0	\$7,575
7.1	Integrate situation appraisal and public input.	1.0	2.0	0.0	8.0	0.0	0.0	11.0	\$1,449
7.2	Develop draft goals & objectives.	2.0	4.0	2.0	10.0	0.0	0.0	18.0	\$2,524
7.3	Prepare Technical Memorandum No. 3 (Tasks 6 and 7).	1.0	8.0	1.0	14.0	0.0	4.0	28.0	\$3,602
8.0	Prepare Ten-Year Transit Development Plan	10.0	38.0	14.0	90.0	34.0	16.0	202.0	\$25,540
8.1	Prepare 10-year implementation and finance plans.	1.0	10.0	2.0	30.0	8.0	2.0	53.0	\$6,447
8.2	Review/enhance performance monitoring program.	0.0	4.0	0.0	8.0	0.0	0.0	12.0	\$1,532
8.3	Prepare draft TDP document.	2.0	8.0	2.0	20.0	14.0	4.0	50.0	\$6,126
8.4	Prepare and conduct report presentation.	5.0	2.0	4.0	6.0	0.0	0.0	17.0	\$2,797
8.5	Prepare draft TDP Executive Summary.	0.0	4.0	2.0	12.0	4.0	0.0	22.0	\$2,646
8.6	Prepare final TDP documents.	2.0	10.0	4.0	14.0	8.0	10.0	48.0	\$5,992
TOTALS		30.0	150.0	65.0	362.0	194.0	64.0	865.0	\$106,825
DISTRIBUTION OF HOURS BY CLASSIFICATION		3.5%	17.3%	7.5%	41.8%	22.4%	7.4%	100.0%	



AGENDA ITEM

TITLE

Review and Approval of Agreement to Transfer Trail Counters to the Florida Department of Transportation (FDOT)

BRIEF OVERVIEW

Attached is an agreement to transfer trail counters to the Florida Department of Transportation (FDOT). Four trail counters were purchased by the MPO in 2021 to collect data for reporting purposes on trail usage and the cost was reimbursed at 100% by FDOT. Unfortunately, one trail counter was stolen, an insurance claim was filed, and proceeds were received. The Federal Highway Administration and Florida Department of Transportation will advise the MPO on the disposition of the handling of the insurance proceeds.

In reviewing the program and the intent of the data collection activities, and pursuant to discussions with our partners at the Florida Department of Transportation (FDOT), it was determined that it would be in the best interests of the program if the FDOT managed the trail counters and was responsible for the operating and maintenance costs. The Hernando County Department of Public Works indicated that they could not utilize the trail counters in their operations.

The attached agreement outlines that FDOT will obtain ownership of the counters, retrieve and assimilate data for the use by the FDOT, Hernando/Citrus MPO, Hernando County, and the public for bicycle/pedestrian planning, and be responsible for the associated operating and maintenance costs.

On March 28, 2024, the MPO's Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/Pedestrian Advisory Committee conducted public meetings and voted to recommend the MPO Board approve the transfer of bicycle trail counters to FDOT.

FINANCIAL IMPACT

Ownership, operation, and maintenance responsibilities and costs of the trail counters will be the responsibility of the Florida Department of Transportation.

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board can take the recommended action.

RECOMMENDATION

It is recommended the Hernando/Citrus MPO Board approve the transfer of the trail counters to the Florida Department of Transportation and authorize the Chairman's signature upon the agreement.

FDOT Non-Motorized Traffic Monitoring Program Equipment Transfer

Memorandum of Agreement

This Memorandum of Agreement, hereinafter referred to as the "MOA" or "Agreement" is made and entered on the last date executed below, by and between the Florida Department of Transportation, an agency of the State of Florida, hereinafter referred to as the "Department," and Hernando Citrus MPO, hereinafter referred to as the "Partnering Agency."

RECITALS:

- A. WHEREAS the Department developed a statewide Non-Motorized Traffic Monitoring Program (the "Program") and seeks to continue expanding the Program.
- B. WHEREAS the partnering agency has installed Non-Motorized traffic monitoring count stations at the following locations: (28.683570, -82.498816), (28.548912, -82.385188), (28.589068, -82.230150),

NOW THEREFORE, in consideration of the mutual benefits contained in this Agreement, the parties agree as follows:

1. The Partnering Agency agrees to transfer ownership of the already installed non-motorized traffic data collection counters to the Department, at no cost to the department. It will hereby provide the Department with the original documents needed to fulfil this transfer.
2. The Department agrees to maintain the Non-Motorized Traffic Count stations mentioned in B and make the DATA available to the public as soon as practicable to be used for research purposes.
3. Each party further agrees that any DATA used by such party pursuant to this agreement, is provided by each party at no cost.
4. The parties recognize that a key aspect of this Agreement is to timely publish information. Accordingly, the parties' researchers will not be restricted from presenting at symposia, national, or regional professional meetings, or from publishing in abstracts, journals, theses, or dissertations, or otherwise, whether in printed or in electronic media, methods and results of their work relating to the DATA.
5. This MOA ends and supersedes any previously signed MOAs between the partnering agency and the department.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date(s) below:

Partnering Agency

SIGNED BY: _____

TITLE: _____

DATE: _____

Approved as to Form
and Legal Sufficiency



Hernando County Attorney's Office

FLORIDA DEPARTMENT OF TRANSPORTATION

SIGNED BY: _____

TITLE: Transportation Data and Analytics Office Manager

DATE: _____



Metropolitan Planning Organization

AGENDA ITEM

Meeting: 06/06/2024
Department: MPO
Prepared By: Mary Elwin
Initiator: Robert Esposito
DOC ID: 13769
Legal Request Number:
Bid/Contract Number:

TITLE

Review and Approval of an Amendment (Revision 3) to the FY 2023-FY 2024 Unified Planning Work Program

BRIEF OVERVIEW

Attached is a proposed amendment (Revision 3) to the adopted FY 2023-FY 2024 Unified Planning Work Program (UPWP). Revision 3 amends the UPWP by transferring personnel line item funds from Task 1 (LRTP) to Task 3 (Administration) in the amount of \$55,000 to align funds, adding language to purchase mobile recording audio/visual equipment (less than \$5,000) for public meetings, and adding the recently adopted MPO Board travel policy (Resolution 24-2). The amendment does not alter the funding level of the current UPWP nor its funding agreement (G2774). The proposed amendments appear in redline/strikethrough text in the attached excerpts.

On May 23, 2024, the MPO's Technical Advisory Committee, Citizen Advisory Committee, and the Bicycle/Pedestrian Committee conducted public meetings and voted to recommend the MPO Board approve the amendment (Revision 3) to the UPWP as outlined herein.

FINANCIAL IMPACT

No change to the funding agreement.

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to take the recommended action.

RECOMMENDATION

It is recommended the MPO Board approve and authorize Staff to transmit Revision 3 to the UPWP for FY 2023 - FY 2024 to the Florida Department of Transportation which addresses the following: transfer of funding in the amount of \$55,000 from Task 1 to Task 3 for the personnel line item, adds language to allow for the purchase of audio/visual equipment (less than \$5,000) for public meetings, and incorporates the adopted Travel Policy (Resolution 2024-2) into the document.

Hernando/Citrus Metropolitan Planning Organization

UNIFIED PLANNING WORK PROGRAM

**FISCAL YEARS: 2023 through 2024
(July 1, 2022 - June 30, 2024)**

Catalogue of Federal Domestic Assistance (CFDA) Numbers

- 20.205 Highway Planning Construction Grant Federal Highway Administration
- 20.505 Federal Transit Technical Studies Grant (Metropolitan Planning) Federal Transit Administration

Funded Jointly By:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Florida Department of Transportation (FDOT)
- Citrus County Board of County Commissioners
- Hernando County Board of County Commissioners

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, and U.S. Department of Transportation under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program] Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views of the U.S. Department of Transportation.

**FHWA Federal Aid Number: 0412-060-M;
FPN: 439335-4-14-01
FPN 401983-1-14-21 FAIN 1001-2020-7
FPN 401983-1-14-22 FAIN 1001-2021-7**



UPWP Adopted: May 5, 2022
Modification: July 15, 2022
Amendment: June 1, 2023
Amendment: June 6, 2024

Prepared by the
Hernando/Citrus
Metropolitan Planning
Organization

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UPWP 2023-2024 – REVISION HISTORY

Date	Revision #	Change Type	Explanation of the change
07/15/22	1	Modification	Expanded activities in Tasks 3, 4 and 5 specifying use of consultant services for clarification. There are no changes to the budget tables required.
6/1/2023	2	Amendment	<p>Increased FY 2024 Budget by 1) recognizing \$227,174 of remaining close-out balance from FY 2021-2022, and 2) increasing by \$1,610 of additional PL funds from FTA allocation for FY 2024. Total increase = \$228,784. Tasks 1-5 reflect the additional funding.</p> <p>Personnel Costs for FY2023 for Task 3 were increased by \$70,000 by reducing Personnel Costs in Task 1 by \$45,000 and Personnel Costs in Task 5 by \$25,000; a net zero sum change.</p> <p>Added language to the task budget tables allowing for consultant assignment of tasks if necessary.</p> <p>Removed local funding in the amount of \$450 each for FY 2023 and FY 2024.</p> <p>Identified the contracts for CTD funding and their FY 2024 amounts.</p>
6/6/2024	3	Amendment	<p>Moving Funds from Task 1 to Task 3 for personnel expenses. Re-allocation of capital equipment funds.</p> <p>Adding Travel Policy adopted 4-4-2024 addressing rates.</p>

Activity	Deliverable	Completion Date
Examine and modify/update (if needed) committee bylaws	Revised by-laws	June 2024
Maintain/upgrade/purchase office equipment and supplies, including identification materials (signs, display materials, etc.)	Office equipment and supplies	June 2024
Purchase new equipment (laptops and tablets) for the MPO Staff, Board and Committees	Office equipment, software, tablets	June 2024
Assist in the planning of appropriate locations of bus stops, signs, benches, and shelters for the transit systems and in compliance with the ADA transition plan, etc.	Planning Assistance	June 2024
Equipment lease/rental (copier)	Office equipment	June 2024
Purchase non-motorized traffic count systems to be placed on trails in Citrus County. This includes software training and physical equipment. Purchase mobile audio/visual recording equipment for public meetings/events.	<u>Trail Counters</u> <u>Audio/Visual</u> <u>Recording Equipment</u>	June 2024
Cell/SIM card service for non-motorized trail counters in Hernando and Citrus Counties to acquire data	Service	June 2024
Broadcasting services for MPO Meetings pursuant to Staff Services Agreement	Video services for MPO meetings	June 2023 June 2024
Legal services for review of MPO Agendas and associated assistance pursuant to the Staff Services Agreement	MPO Agenda Review	June 2023 June 2024
Lease for MPO Office Space	MPO Office Space	June 2023 June 2024

Responsible Agency: *Hernando/Citrus MPO, Hernando County*

Consultants may assist with these tasks. FHWA, FTA, and other funds may be used in support of these tasks. Projects are consistent with federal and state regulations and detailed in invoices submitted to FDOT for reimbursement.

SUMMARY BUDGET

BUDGET TABLES BY TASK

Task 1 Budget Table: L RTP 2050

Adopted May 5, 2022; Amended 6/1/2023; Amended 6/6/2024

Task 1 Long Range Transportation Plan (LRTP 2050)				
2023				
Funding Source	FHWA	FY 21 FTA 5305(d)	FY 22 FTA 5305(d)	FY 2023 Total
Contract Number	G2774	G1W20	G2249	
Source Level	PL	Federal	Federal	
Personnel (salary and benefits)	\$39,589	\$0	\$0	\$39,589
Consultant	\$205,470	\$7,319	\$87,211	\$300,000
2023 Totals	\$245,059	\$7,319	\$87,211	\$339,589
2024				
Funding Source	FHWA	FY 21 FTA 5305(d)	FY 22 FTA 5305(d)	FY 2024 Total
Contract Number	G2774	G1W20	G2249	
Source	PL	Federal	Federal	
Personnel (salary and benefits)	\$88,817 \$33,817	\$0	\$0	\$88,817 \$33,817
Consultant	\$199,289	\$0	\$0	\$199,289
2024 Totals	\$288,106 \$233,106	\$0	\$0	\$288,106 \$233,106

Task 2 Budget Table: TIP

Adopted May 5, 2022; Amended 6/1/2023

Task 2 Transportation Improvement Program (TIP)		
2023		
Funding Source	FHWA	FY 2023 Total
Contract Number	G2774	
Source Level	PL	
Personnel (salary and benefits)	\$23,184	\$23,184
2023 Totals	\$23,184	\$23,184
2024		
Funding Source	FHWA	FY 2024 Total
Contract Number	G2774	
Source	PL	
Personnel (salary and benefits)	\$24,343	\$24,343
Consultant	\$5,000	\$5,000
2024 Totals	\$29,343	\$29,343

Task 3 Budget Table: Administration

Adopted May 5, 2022; Amended 6/1/2023, Amended 6/6/2024

Task 3 Administration			
2023			
Funding Source	FHWA	Local	FY 2023 Total
Contract Number	G2774	Hernando	
Source Level	PL	Local	
Personnel (salary and benefits)	\$349,553	\$0	\$349,553
Consultant	\$34,030	\$0	\$34,030
Travel	\$1,000	\$0	\$1,000
Direct Expenses	\$72,176	\$0	\$72,176
Equipment	\$32,000	\$0	\$32,000
2023 Totals	\$488,759	\$0	\$488,759
2024			
Funding Source	FHWA	Local	FY 2024 Total
Contract Number	G2774	Hernando	
Source	PL	Local	
Personnel (salary and benefits)	\$293,531 <u>\$348,531</u>	\$0	\$293,531 <u>\$348,531</u>
Consultant	\$143,284	\$0	\$143,284
Travel	\$2,500	\$0	\$2,500
Direct Expenses	\$43,646	\$0	\$43,646
2024 Totals	\$482,961 <u>\$537,961</u>	\$0	\$482,961 <u>\$537,961</u>

Task 4 Budget Table: Data Collection

Adopted May 5, 2022; Amended 6/1/2023

Task 4 Data Collection			
2023			
Funding Source	FHWA	FY 2023 Total	
Contract Number	G2774		
Source Level	PL		
Personnel (salary and benefits)	\$5,465	\$5,465	
Consultant	\$40,000	\$40,000	
2023 Totals	\$45,465	\$45,465	
2024			
Funding Source	FHWA	FY 2024 Total	
Contract Number	G2774		
Source	PL		
Personnel (salary and benefits)	\$5,738	\$5,738	
Consultant	\$10,000	\$10,000	
2024 Totals	\$15,738	\$15,738	

TABLE SUMMARY BUDGET:HERNANDO/CITRUS MPO SUMMARY BUDGET TABLE FY 2023 & 2024

Adopted May 5, 2022; Amended 6/1/2023

Funding Source	CTD		CTD		FHWA		FY 21 FTA 5305(d)	FY 22 FTA 5305(d)	Local	
Contract	TDCitrus		TDHern		G2774		G1W20	G2249	Hernando	
Fiscal Year	2023	2024	2023	2024	2023	2024	2023	2023	2023	2024
Total Budget	\$23,088	\$24,398	\$23,987	\$25,285	\$1,124,716	\$913,004	\$7,319	\$87,211	\$0	\$0
Task 1 Long Range Transportation Plan (LRTP 2050)										
Personnel (salary and benefits)	\$0	\$0	\$0	\$0	\$39,589	\$88,817 \$33,817	\$0	\$0	\$0	\$0
Consultant	\$0	\$0	\$0	\$0	\$205,470	\$199,289	\$7,319	\$87,211	\$0	\$0
Sub Total	\$0	\$0	\$0	\$0	\$245,059	\$288,106 \$233,186	\$7,319	\$87,211	\$0	\$0
Task 2 Transportation Improvement Program (TIP)										
Personnel (salary and benefits)	\$0	\$0	\$0	\$0	\$23,184	\$24,343	\$0	\$0	\$0	\$0
Consultant	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0
Sub Total	\$0	\$0	\$0	\$0	\$23,184	\$29,343	\$0	\$0	\$0	\$0
Task 3 Administration										
Personnel (salary and benefits)	\$0	\$0	\$0	\$0	\$349,553	\$293,531 \$348,531	\$0	\$0	\$0	\$0
Consultant	\$0	\$0	\$0	\$0	\$34,030	\$143,284	\$0	\$0	\$0	\$0
Travel	\$0	\$0	\$0	\$0	\$1,000	\$2,500	\$0	\$0	\$0	\$0
Direct Expenses	\$0	\$0	\$0	\$0	\$72,176	\$43,646	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$32,000	\$0	\$0	\$0	\$0	\$0
Sub Total	\$0	\$0	\$0	\$0	\$488,759	\$482,961 \$537,961	\$0	\$0	\$0	\$0
Task 4 Data Collection										
Personnel (salary and benefits)	\$0	\$0	\$0	\$0	\$5,465	\$5,738	\$0	\$0	\$0	\$0
Consultant	\$0	\$0	\$0	\$0	\$40,000	\$10,000	\$0	\$0	\$0	\$0
Sub Total	\$0	\$0	\$0	\$0	\$45,465	\$15,738	\$0	\$0	\$0	\$0

5

Hernando/Citrus Metropolitan Planning Organization

Resolution 2024-2

A RESOLUTION OF THE HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) ESTABLISHING THE MPO TRAVEL RATE POLICY.

WHEREAS, Florida Statutes Section 112.061(14) allows MPOS to establish rates that vary from the standard state per diem rates by enactment of a resolution, and provided that the rates apply uniformity to all travel by that entity,

WHEREAS, the Code of Federal Regulations (2 CFR 200.474), Travel costs, states that such costs are to be: normally allowed in like circumstances for all of the non-federal entity's activities; in accordance with the entity's written travel reimbursement policies; and considered necessary and reasonable, and

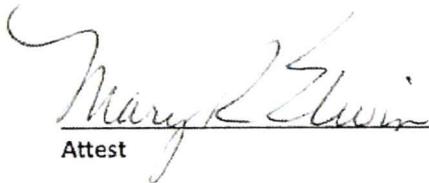
WHEREAS, the Code of Federal Regulations (2 CFR 200, Subpart E-Cost Principles) allows for setting an in-state travel rate and establishes that out-of-state travel should use Federal per diem rates or actual expenses, as justified by the Federal Travel Regulations.

NOW, THEREFORE, BE IT RESOLVED by the Hernando/Citrus Metropolitan Planning Organization as follows:

1. Pursuant to Florida Statute 112.061(14), the MPO has the authority to establish its travel rate structure, which applies to all in-state travel, including federally reimbursed and non-federally funded travel.
2. MPO funded in-state travel is considered necessary and reasonable.
3. MPO funded out-of-state travel shall follow the Federal per diem rates or actual expenses, as justified by the Federal Travel Regulations.
4. The MPO, for in-state travel, shall follow the guidelines for payment and/or reimbursement of travel expenses for Hernando County officers and employees.

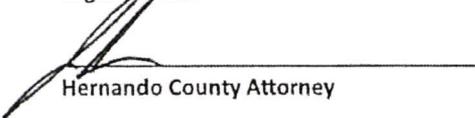
ADOPTED in the regular meeting of the Hernando/Citrus Metropolitan Planning Organization duly assembled on this 4th day of April 2024.

HERNANDO/CITRUS METROPOLITAN ORGANIZATION BOARD


Attest


Jerry Campbell, Chair

Approved as to Form
Legal Content


Hernando County Attorney



AGENDA ITEM

TITLE

Presentation by the General Planning Consultant, Kimley-Horn & Associates, on the Goals and Objectives for the 2050 Long-Range Transportation Plan (LRTP) and the 2050 Preliminary Needs Assessment

BRIEF OVERVIEW

The MPO's General Planning Consultant, Kimley-Horn & Associates, will be making a presentation on the Hernando/Citrus MPO's goals and objectives and the preliminary needs assessment associated with the 2050 Long-Range Transportation Plan (LRTP).

An analysis is required to address needs related to transit, bicycle and pedestrian facilities, intermodal facilities, and goods movement which sets the foundation for technical information that will be utilized to develop needed transportation projects. The Consultant will identify Context Classification designations for non-state roadways included in the MPO major roadway network. Resources for the assessment include: the 2045 LRTP, the Transportation Improvement Plans (current and proposed) and the current adopted bicycle/pedestrian plans.

Once the 2050 Multi-modal Needs Plan is completed, the MPO Prioritization Process will be reviewed and updated by the MPO to establish road widening/capacity project priorities for the final Needs Plan. The Consultant will work closely with MPO staff in the subsequent prioritization process. The results of the project prioritization process will be used subsequently in the development of the 2050 Multi-modal Cost Affordable Transportation Plan.

On May 23, 2024, the MPO's Technical Advisory Committee, the Citizen Advisory Committee, and the Bicycle/Pedestrian Advisory Committee reviewed the presentation of the preliminary draft maps that were based on the 2045 Long-Range Transportation Plan (LRTP) and made the following recommendations:

- Reflect more road/trail names/labels on the map and the utilization of varied or contrasting colors for two-lane and four-lane segments.
- Ensure priority projects contained in the Transportation Improvement Plan are reflected on the maps.
- Reflect current projects on the Bicycle/Pedestrian/Trail Needs map including such projects in Crystal River as the Jim LeGrone Memorial Park to Copeland Community Park along 8th Avenue, a Multi-Use Trail (MUT) along W. Halls River Road from Riverhaven to US 19, and a connector trail from Three Sisters Springs to Jim LeGrone Memorial Park in Crystal River.
- Additional emphasis be reflected on CR491 (an evacuation route) in Citrus County.
- Include transit route updates for Citrus County including the re-establishment of the Homosassa Line route, and the proposed routes in Hernando County for *TheBus*.
- Reflection of an interchange desired by Hernando County at the Suncoast Parkway at

Centralia Road.

- Next drafts of the maps be accompanied by a list comparing the changes from the 2045 LRTP to the 2050 LRTP.

FINANCIAL IMPACT

N/A

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to take the recommended action.

RECOMMENDATION

It is recommended that the MPO Board review the presentation and provide commentary to the consultant as desired.



2050



Hernando/Citrus MPO TRANSPORTATION PLAN

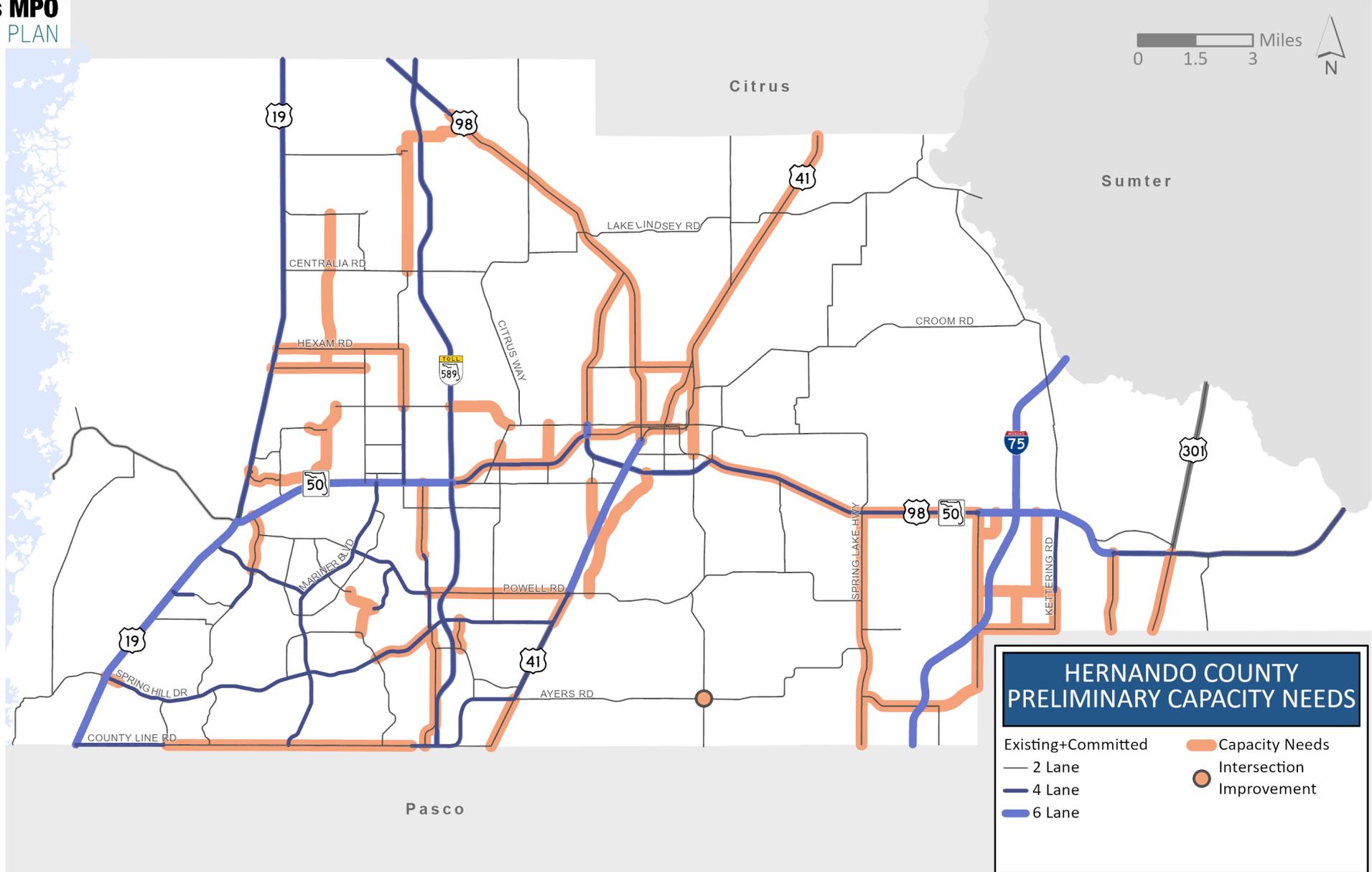
MPO Board – June 6, 2024





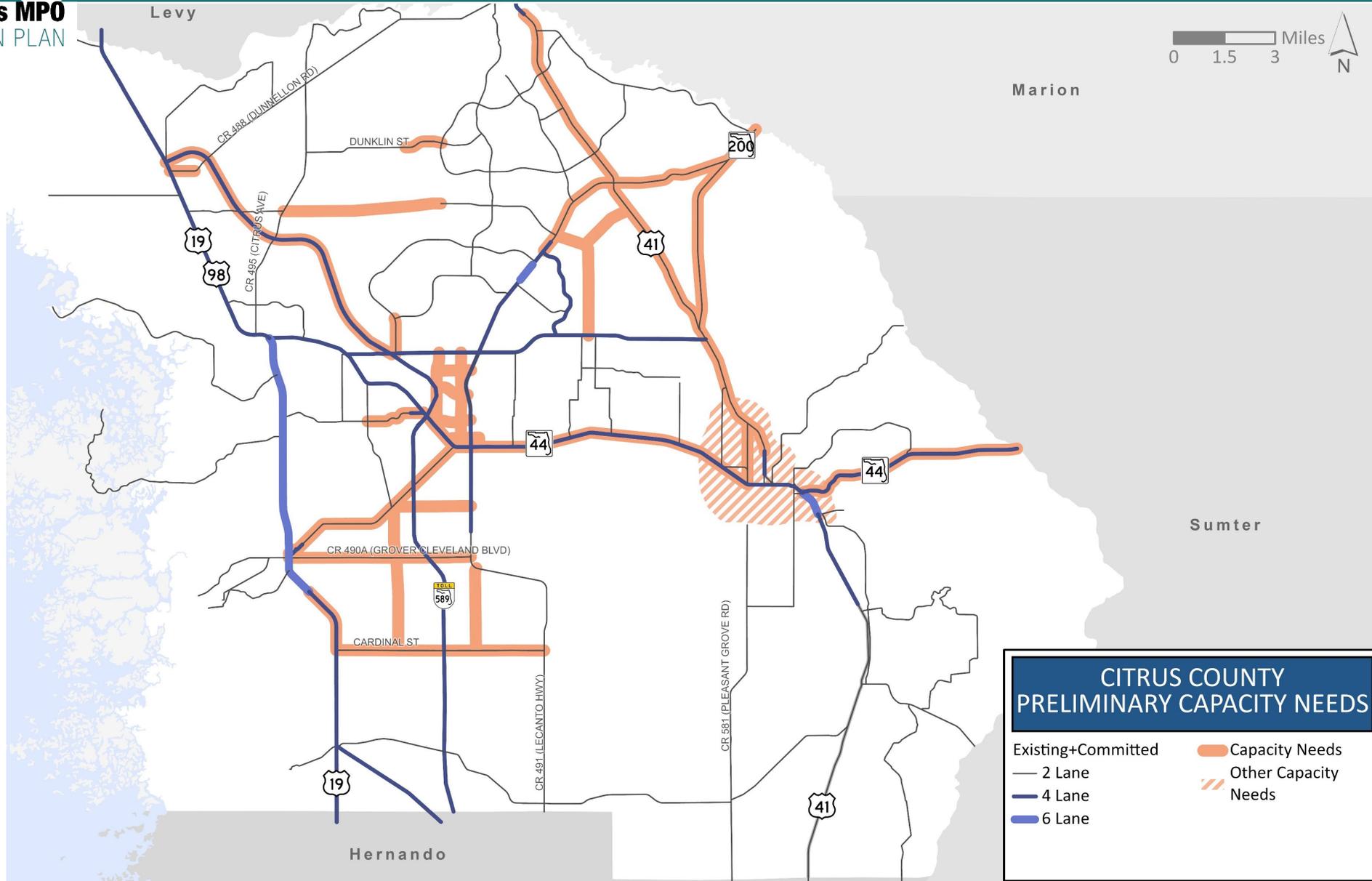
Preliminary Capacity Needs

Hernando County Capacity Needs



Lanes shown are reflective of Existing and Committed conditions

Citrus County Capacity Needs

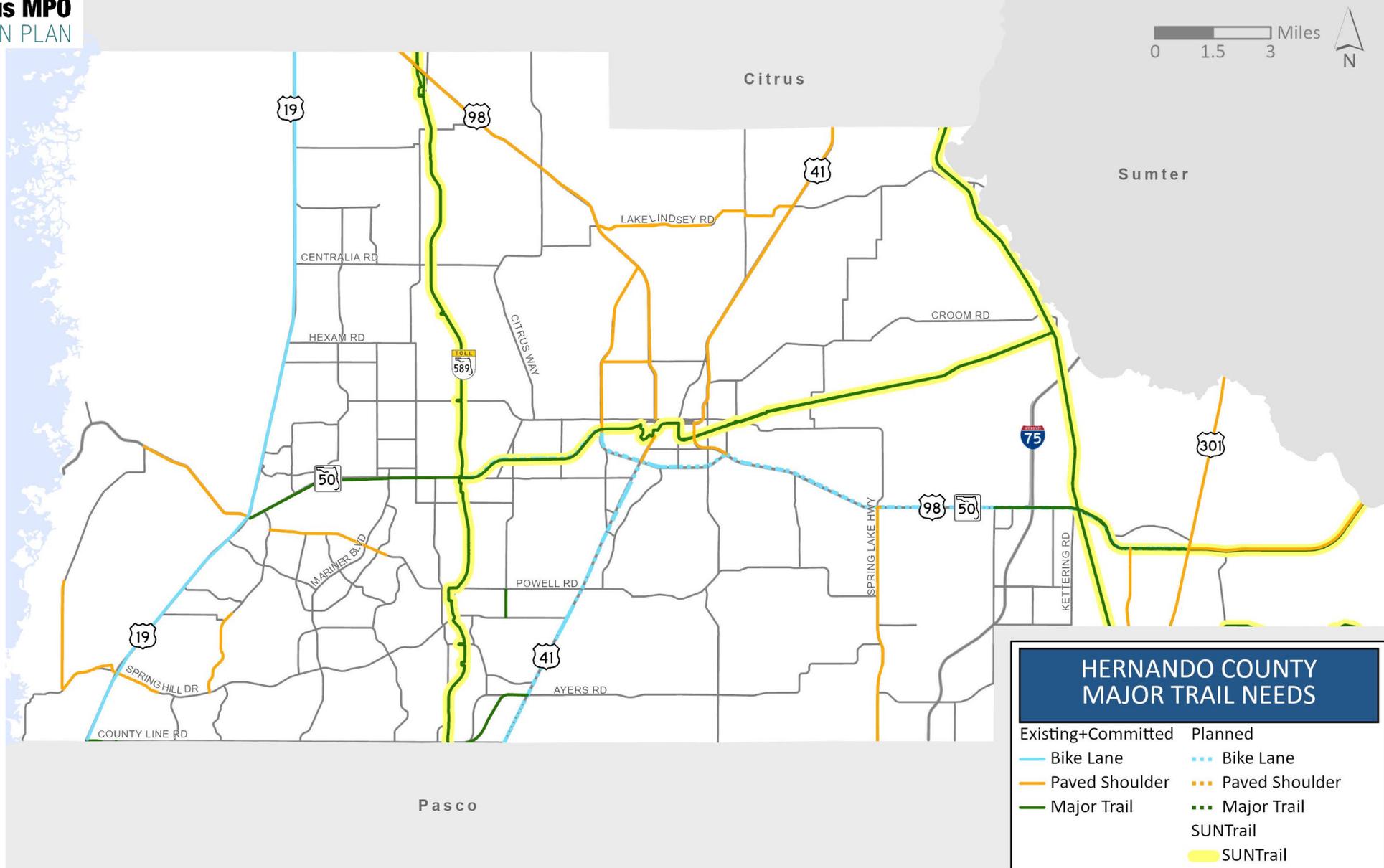


Lanes shown are reflective of Existing and Committed conditions



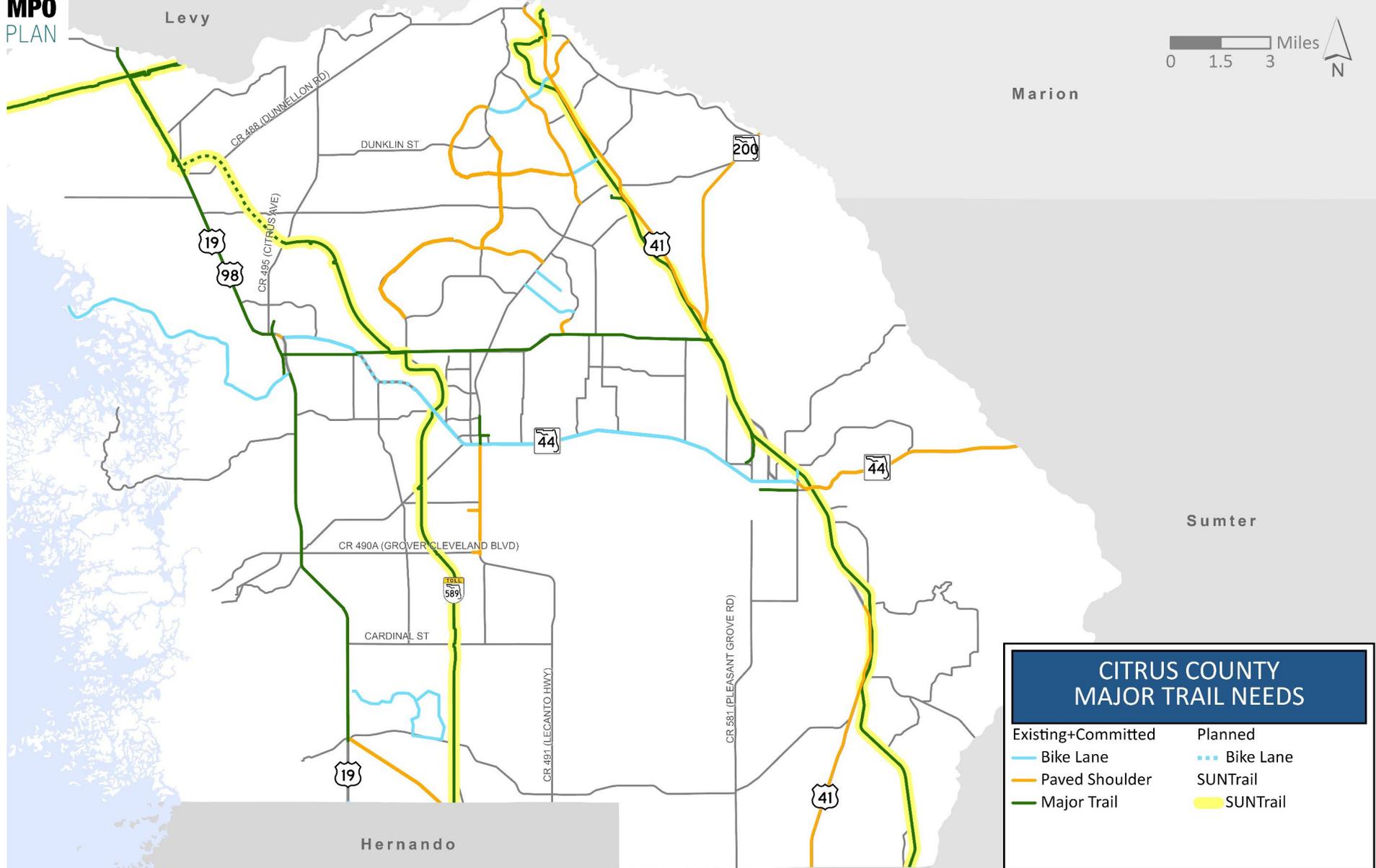
Preliminary Bike/Ped/Trail Needs

Hernando County Bike/Ped/Trail Needs



Committed projects include all projects fully-funded within the next five years

Citrus County Bike/Ped/Trail Needs

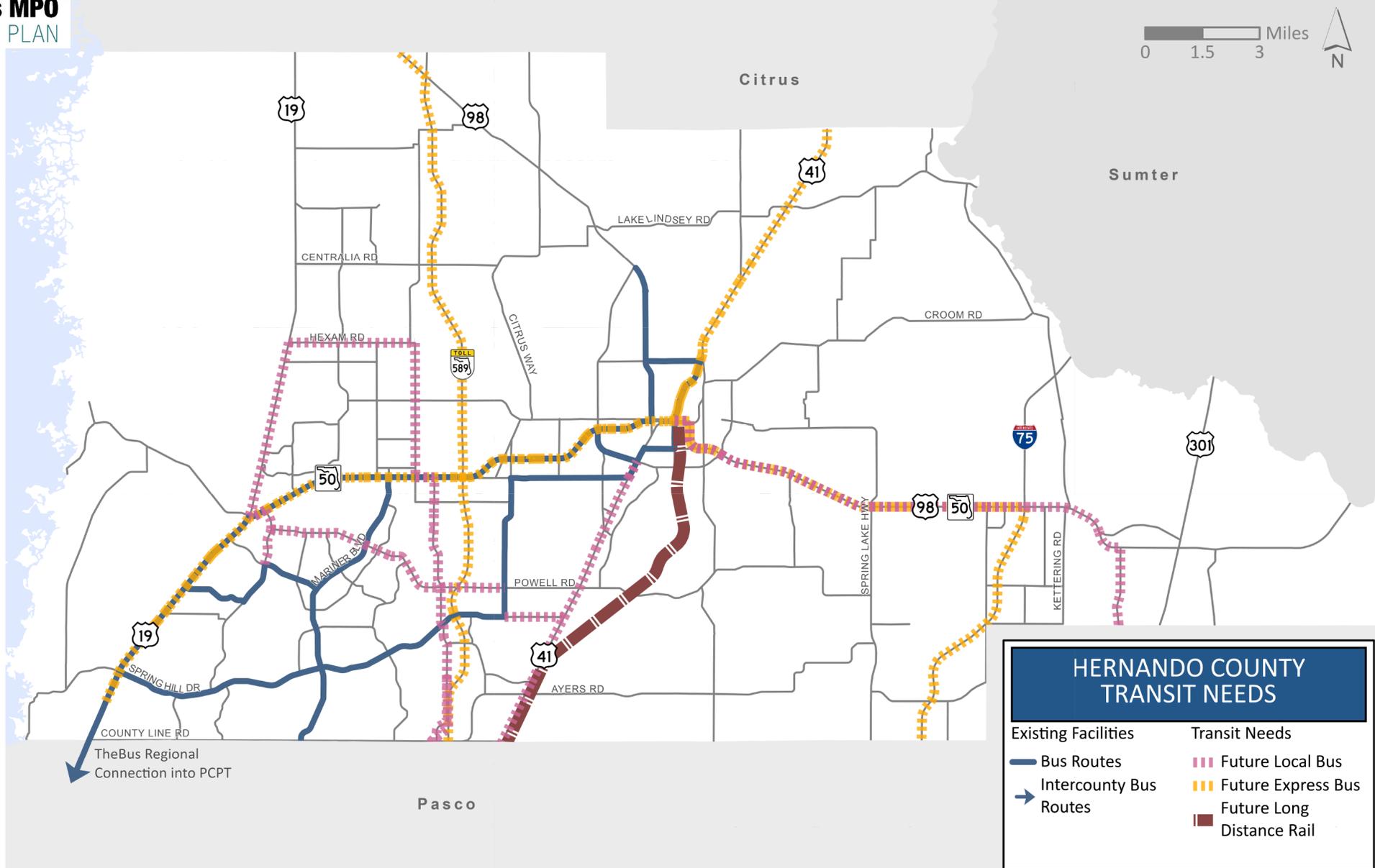


Committed projects include all projects fully-funded within the next five years

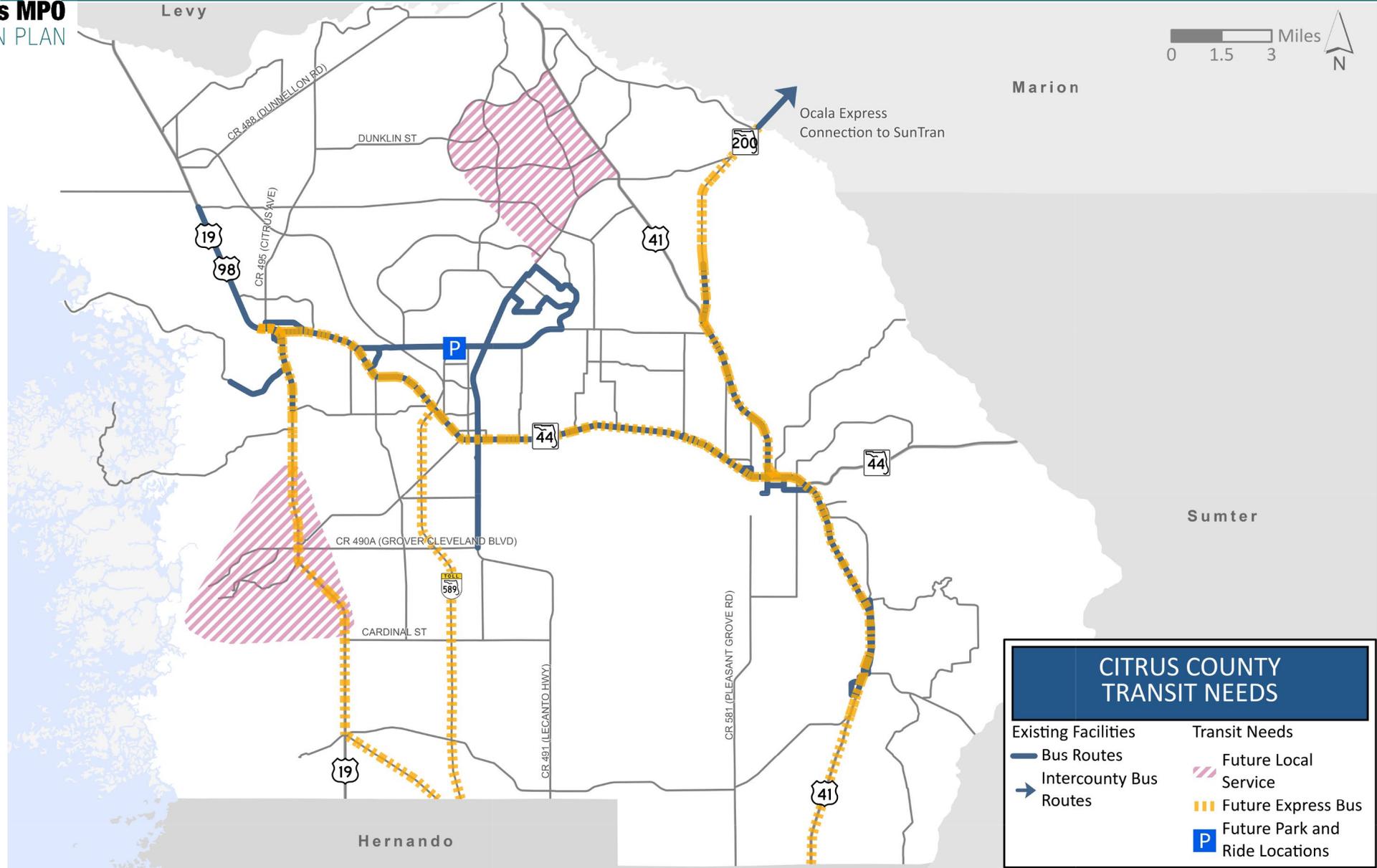


Preliminary Transit Needs

Hernando County Transit Needs



Citrus County Transit Needs





AGENDA ITEM

TITLE

Presentation by the General Planning Consultant, Benesch & Associates, on the Traffic Segment Studies in Citrus County (US 41 and SR 200) and Hernando County (US 41 and County Line Road)

BRIEF OVERVIEW

The General Planning Consultant, Benesch & Associates, was assigned to conduct traffic segment studies in Citrus County (US 41 and SR 200) and Hernando County (US 41 and County Line Road). The analysis is to assess the existing traffic conditions by determining a generalized level of service for the roadways and the severity of congestion to forecast an estimate on when the roadways may or will reach a failing condition. The studies considered daily and AM/PM peak hour conditions.

The study examined the following:

Hernando County

- County Line Road/Ayers Road (from US 19 to Ayers Road/US 41 intersection)
- US 41 (from County Line Road to Ayers Road/US 41 intersection)

Citrus County

- US 41 (from East Arlington Street to North Carl G Rose Highway)
- SR 200 (from East Adams Street to the Marion County Line)

On May 23, 2024, the MPO's Technical Advisory Committee, the Citizen Advisory Committee, and the Bicycle/Pedestrian Advisory Committee met in public meetings and voted to recommend the MPO Board approve the study.

FINANCIAL IMPACT

The study was financed with "PL" funding from Grant #G2774 (Fund 1031, Department 34050) in the amount of \$24,933, authorized by the Florida Department of Transportation and the MPO Board.

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to review and approve the analysis.

RECOMMENDATION

It is recommended that the MPO Board review the presentation, provide comments, and approve the study completed by Benesch & Associates.

TRAFFIC SEGMENT STUDIES FOR COUNTY LINE ROAD, US 41, AND SR 200

MAY 2024

PREPARED FOR:

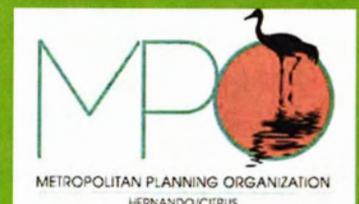
HERNANDO/CITRUS MPO
789 PROVIDENCE BOULEVARD
BROOKSVILLE, FL 34601-3043

PREPARED BY:

ALFRED BENESCH & Co.
1000 N ASHLEY DRIVE
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TAMPA, FL 33602

CONTRACT No. 23-RG0033/AP

BENESCH PROJECT No. 18200027.03



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APPENDICES

APPENDIX A: METHODOLOGY / SCOPE OF SERVICES

APPENDIX B: TRAFFIC COUNTS, HISTORICAL AADT, & TREND ANALYSES

APPENDIX C: 2023 Q/LOS GENERALIZED TABLES & PEAK SEASON CORRECTION FACTOR REPORTS

APPENDIX D: REPLICA ORIGIN/DESTINATION ANALYSIS MAPS

APPENDIX E: TBRPM 9.3 MODEL VOLUME PLOTS

DEFINITIONS

Annual average daily traffic (AADT)	The volume passing a point or segment of a roadway in both directions for one year, divided by the number of days in the year.
Capacity	The maximum sustainable hourly flow rate at which persons or vehicles can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions. (HCM 6th Edition). As typically used in the Q/LOS Handbook, the maximum number of vehicles that can pass a point in one hour under prevailing roadway, traffic and control conditions.
Context classification	A classification assigned to a roadway that broadly identifies the various built environments in Florida, based on existing or future land use characteristics, development patterns, and the roadway connectivity of an area.
K factor	The proportion of AADT that occurs during the peak hour. Standard K values are statewide fixed parameters that depend on the general area types (location) and facility types (roadway characteristics).
Level of service (LOS)	A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with “LOS A” representing the best operating conditions from the traveler’s perspective and “LOS F” the worst. (HCM Sixth Edition)
Maximum service volume (MSV)	The highest number of vehicles for a given LOS.
Traffic Analysis Zone (TAZ)	A traffic analysis zone (TAZ) is the unit of geography commonly used in transportation planning or travel demand models. The size of a zone can vary, but generally thresholds on land use intensity/socioeconomic data and trips generated may govern size of the zone. The spatial extent of zones typically varies in models, ranging from very large areas in the undeveloped areas to as small as a city block in central business districts.
Volume-to-capacity ratio (V/C)	Either the ratio of demand volume to capacity or the ratio of service flow volume to capacity, depending on the particular problem situation.

Source: 2023 Q/LOS Handbook, Florida Department of Transportation, 2023; Alfred Benesch & Co., 2024.

PURPOSE AND OBJECTIVES

With the recent, continued, and projected population growth in Hernando County and Citrus County there is an ever-increasing demand on the roadways. It is the responsibility of the Hernando/Citrus MPO to monitor and evaluate the performance of the transportation system, plan, and program roadway improvements to meet the existing and future demand on the area roadways.

The MPO monitors existing traffic through a traffic count program and future travel demand through the Tampa Bay Regional Planning Model (TBRPM). Using those data points and historic traffic count trends, the MPO desires to analyze the existing and future performance on certain vital roadways. This work effort includes conducting traffic studies as described herein for:

- County Line Road (including Ayers Road Extension), from US 19 to US 41.
- US 41 in Hernando County, from County Line Road to Ayers Road
- US 41 in Citrus County, from E Arlington Street to SR 200
- SR 200/Carl G Rose Highway, from E Adams Street to Marion County Line.

The objectives of the study are to assess the existing traffic conditions by determining generalized level of service (LOS) for the roadways and determine the severity of congestion and estimate over time when roadways may or will reach a failing condition. The studies will consider daily and AM and PM peak-hour conditions. The methodology/scope of services for this study can be found in **Appendix A**.

1 COUNTY LINE ROAD/AYERS ROAD, FROM US 19 TO US 41

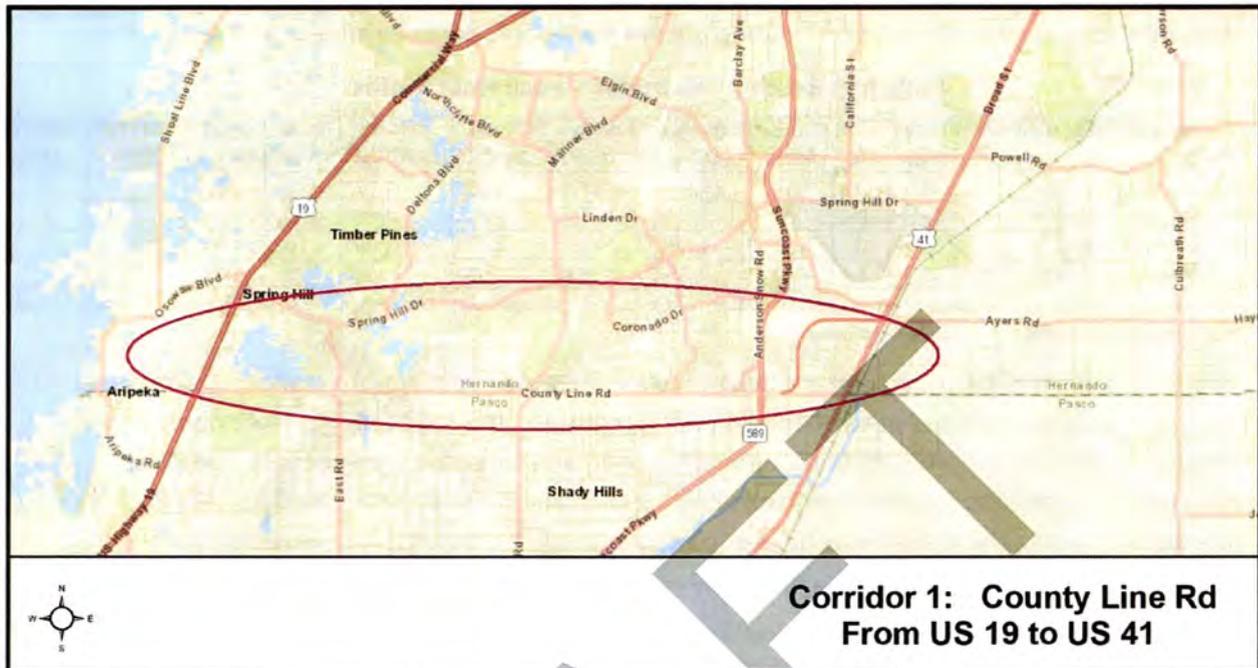
The County Line Road corridor runs east-west along the county line between Pasco County and Hernando County. For the purpose of this analysis, the corridor has been divided into the four following segments:

- US 19 to Cobblestone Drive (Hernando)/East Road (Pasco)
 - Functions as four lanes, divided roadway, 50 mph, C3R context classification.
- Cobblestone Drive/East Road to Mariner Boulevard (Hernando)/Shady Hills Road (Pasco)
 - Functions as two lanes, undivided roadway, 50 mph, C3R context classification.
- Mariner Boulevard/Shady Hills Road to Suncoast Parkway.
 - Functions as two lanes, undivided roadway, 50 mph, C3R context classification.
- Suncoast Parkway to Ayers Road Extension, then Ayers Extension to US 41.
 - Functions as four lanes, divided roadway, 45 mph, C3R context classification.

Note that the above context classification is from the FDOT 2023 Q/LOS Handbook and is being used for analysis purposes for this study. In keeping with the methodology agreement for this study and for consistency with the other corridor analyses within this report, the 2023 Q/LOS context classification-based capacity thresholds are being used for this facility.

Figure 1-1 illustrates the study corridor and its location in south-west Hernando County.

Figure 1-1: Corridor Location



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from both the FDOT and the Hernando/Citrus MPO. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT, Florida Traffic Information web site, and 2023 AADT was provided by the Hernando/Citrus MPO traffic counts program. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for each road segment. Volume to Capacity ratio (V/C) and LOS is based on the 2023 MPO traffic counts. For peak-hour analyses, the actual peak-hour volumes (seasonally adjusted to annual average values) were used, based on the 15-minute incremental traffic counts.

As can be seen in **Table 1-1**, the four-lane divided segments are operating at LOS C and the two-lane segments are operating at LOS F under daily existing traffic conditions.

Table 1-1: Existing Conditions – Daily Traffic

County Line Road - Hernando County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2022 AADT	2023 AADT*	2023 V/C	2023 LOS
US 19 to Cobblestone	4LD	50	D	C3R	32,585	35,435	21,000	19,675	0.56	C
Cobblestone to Mariner	2LU	50	D	C3R	17,640	20,160	20,000	22,594	1.12	F
Mariner to Suncoast	2LU	50	D	C3R	17,640	20,160	22,000	21,972	1.09	F
Suncoast to US 41 (Ayers Ext.)	4LD	45	D	C3R	32,585	35,435	N/A	6,842	0.19	C

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.

* 2023 AADT from 2023 Hernando/Citrus MPO counts. 2022 AADT from FDOT, FTI Historic AADT report.

As can be seen in **Table 1-2**, the four-lane divided segments are operating at LOS C during the AM and PM peak-hours and the two-lane segments are operating within adopted standards during the AM peak-hour but are operating at LOS F during the PM peak-hour, under existing traffic conditions.

Table 1-2: Existing Conditions – Peak-Hour Traffic

County Line Road - Hernando County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	2023 AM V/C	2023 PM V/C	2023 AM LOS	2023 PM LOS
US 19 to Cobblestone	4LD	D	C3R	2,936	3,192	1,365	1,627	0.43	0.51	C	C
Cobblestone to Mariner	2LU	D	C3R	1,584	1,818	1,496	1,850	0.82	1.02	C	F
Mariner to Suncoast	2LU	D	C3R	1,584	1,818	1,673	1,897	0.92	1.04	D	F
Suncoast to US 41 (Ayers Ext.)	4LD	D	C3R	2,936	3,192	501	584	0.16	0.18	C	C

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.
 * 2023 PH volumes from 2023 Hernando/Citrus MPO counts.

While the segments from Cobblestone Drive to Mariner Boulevard and from Mariner Boulevard to Suncoast Parkway are listed as two-lane undivided roadways, it is worth noting that approaches to the signalized intersections with Cobblestone, Mariner, and Suncoast, along County Line Road have been improved to four lanes with auxiliary turning lanes and restrictive medians. Additional intersections along these segments have also been improved with turn lanes to better maintain the flow of through traffic along County Line Road and overall operation of these intersections.

Corridor 2023 traffic counts and historical AADT reports can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the segments along this corridor. These growth rates were applied to the 2023 traffic counts and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period.

As can be seen in **Table 1-3**, the four-lane divided segments are anticipated to continue operating at LOS C and the two-lane segments are anticipated to continue operating at LOS F under future daily traffic conditions in 2028. Corridor Trend v03a worksheets can be seen in **Appendix B**.

Table 1-3: Five Year Forecast – Daily Traffic

County Line Road - Hernando County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AADT*	Est. 2028 AADT*	Est. 2028 LOS	Trend 3a AGR
US 19 to Cobblestone	4LD	50	D	C3R	32,585	35,435	19,675	20,032	C	0.36%
Cobblestone to Mariner	2LU	50	D	C3R	17,640	20,160	22,594	24,641	F	1.75%
Mariner to Suncoast	2LU	50	D	C3R	17,640	20,160	21,972	24,908	F	2.54%
Suncoast to US 41 (Ayers Ext.)	4LD	45	D	C3R	32,585	35,435	6,842	8,154	C	3.57%

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.
 * 2023 AADT from 2023 Hernando/Citrus MPO counts. 2028 AADT estimated using Trend v03a. 2022 & historic AADT used for Trend analysis from FDOT, FTI Historic AADT report.
 AGR is an annualized (compounding) growth rate.

Under future peak-hour traffic conditions, the four-lane divided segments are projected to continue operating at LOS C during the AM and PM peak-hours and the two-lane Cobblestone to Mariner segment is projected to continue operating within adopted standards during the AM peak-hour. However, the Mariner to Suncoast segment is anticipated to decline from LOS D to LOS F in the AM peak-hour by 2028. Both two-lane segments are projected to continue operating at LOS F during the PM peak-hour, under future 2028 traffic conditions, as can be seen in **Table 1-4**.

Table 1-4: Five Year Forecast – Peak-Hour Traffic

County Line Road - Hernando County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	Est. 2028 AM PH 2W Vol*	Est. 2028 PM PH 2W Vol*	Est. 2028 AM LOS	Est. 2028 PM LOS	Trend 3a AGR
US 19 to Cobblestone	4LD	D	C3R	2,936	3,192	1,365	1,627	1,390	1,656	C	C	0.36%
Cobblestone to Mariner	2LU	D	C3R	1,584	1,818	1,496	1,850	1,632	2,018	D	F	1.75%
Mariner to Suncoast	2LU	D	C3R	1,584	1,818	1,673	1,897	1,897	2,150	F	F	2.54%
Suncoast to US 41 (Ayers Ext.)	4LD	D	C3R	2,936	3,192	501	584	597	696	C	C	3.57%

Note: Context Classification and capacity is based on 2023 FDOT QLOS for C3R classification (non-State road). This classification has not been adopted by Hernando County.
 * 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report. AGR is an annualized growth rate.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along each segment of the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis. Due to the length of the corridor, each segment was selected individually for O/D analysis in order to show any differences in travel characteristics along the corridor.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

For the US 19 to Cobblestone segment, trip O/Ds were primarily limited to block groups local to the segment for trips over 500 per block group. Trip O/Ds between 100 and 500 were limited to Pasco and Hernando Counties, with regional trips notable to block groups below 100 trip O/Ds per block group.

For the Cobblestone to Mariner segment, trip O/Ds were identified for block groups extending from west of US 19 to US 41 and north and south locally into Hernando and Pasco Counties for trips over 500 per block group. Trip O/Ds between 100 and 500 were notable in Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were also more notable for block groups below 100 trip O/Ds per block group.

For the Mariner to Suncoast segment, trip O/Ds were identified for block groups extending from west of US 19 to I-75 in the east, and north and south locally into Hernando and Pasco Counties for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were also significant for block groups below 100 trip O/Ds per block group.

For the Suncoast to US 41 segment, trip O/Ds were primarily limited to block groups local to the segment in Pasco and Hernando Counties for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were significant for block groups below 100 trip O/Ds per block group.

In summary, segments closer to the Suncoast parkway tended to have more regional impact in terms of trip origins and destinations per block group.

The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 1-2** identifies these TAZs that best match these conditions in aggregate for all four roadway segments. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 1-5**, below.

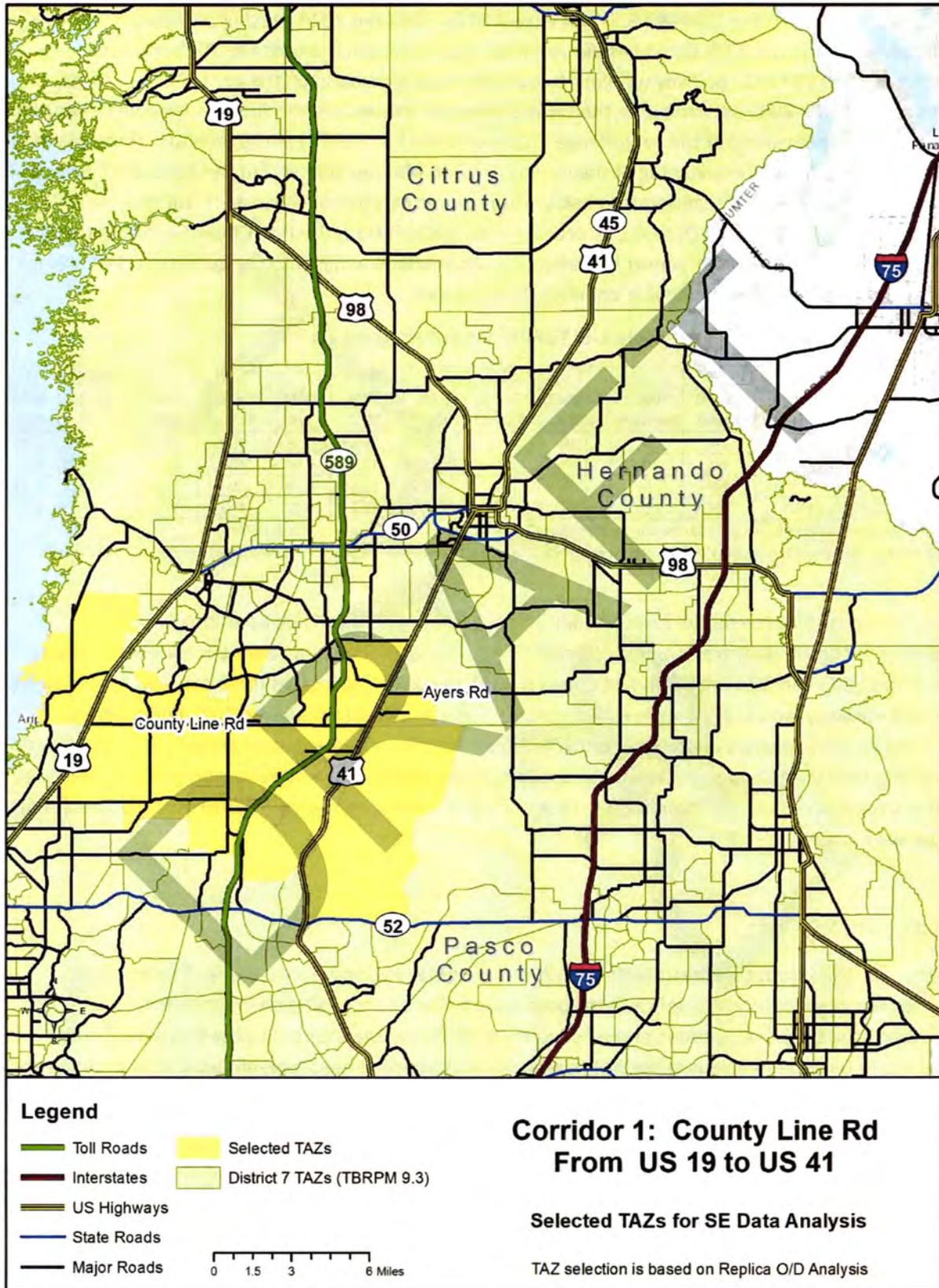
Table 1-5: Change in TBRPM Socioeconomic Data 2015 – 2045

	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	21,923	0.79%	25,681	0.95%	28,217	0.84%
Population	47,127	0.86%	55,938	0.94%	61,451	0.89%
Employees	14,895	1.04%	18,325	1.26%	20,761	1.11%
K-12 Enrol.	4,574	0.69%	5,252	0.19%	5,350	0.52%

Note: TAZs of influence selected using Replica O and D analysis
 AGR is an annualized (compounding) growth rate.

The average annual growth rate for the trip generating land uses in **Table 1-5** is approximately 1% per year, which is notably less than the Trend 03a growth rates listed in the section above for corridor traffic. This would reasonably support the Replica O/D based analysis indicating regional background traffic along the corridor.

Figure 1-2: Selected Traffic Analysis Zones from O/D Analysis



TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (LRTP) improvements. These planned improvements include the widening of the Cobblestone to Mariner segment in the 2036-2045 period of the current LRTP. The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 1-6: TBRPM 9.3 Future Forecast

County Line Road - Hernando County	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes	MSV 2024	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
US 19 to Cobblestone	50	D	C3R	4LD	35,435	19,819	0.56	4LD	35,435	17,486	0.49
Cobblestone to Mariner	50	D	C3R	2LU	20,160	18,872	0.94	4LD	35,435	18,592	0.52
Mariner to Suncoast	50	D	C3R	2LU	20,160	15,407	0.76	2LU	20,160	12,520	0.62
Suncoast to US 41 (Ayers Ext.)	45	D	C3R	4LD	35,435	18,325	0.52	4LD	35,435	19,617	0.55

¹ Number of Lanes from TBRPM scenario year. ² MSV is the capacity at the LOS standard for the segment based on the FDOT 2023 QLOS Handbook.

³ Volume has been adjusted to AADT using an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

While it appears that the model forecast indicates that all segments will be operating without deficiency for future daily traffic volumes according to the V/Cs shown in **Table 1-6** above, it is worth noting that 2045 volumes are projected to be lower than current counts on three segments west of the Suncoast Parkway, and that all segments are showing lower volumes than the 2024 model results. Given the current volumes and annual growth rates for traffic, plus the annual growth rates of area trip generating land uses, it appears that these specific model results may not be reasonable and should be used with caution if used for planning on these specific roadway segments. TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

County Line Road from Cobblestone Drive to Mariner Boulevard, and from Mariner Boulevard to Suncoast Parkway is currently deficient for both daily traffic and for PM peak-hour traffic conditions throughout the two-lane portions of the corridor. By 2028, the Mariner to Suncoast segment is also projected to become deficient in the AM peak-hour. No capacity improvements such as four-laning are funded at this time with the Cobblestone to Mariner segment showing as becoming four-laned between 2036 and 2045 in the LRTP.

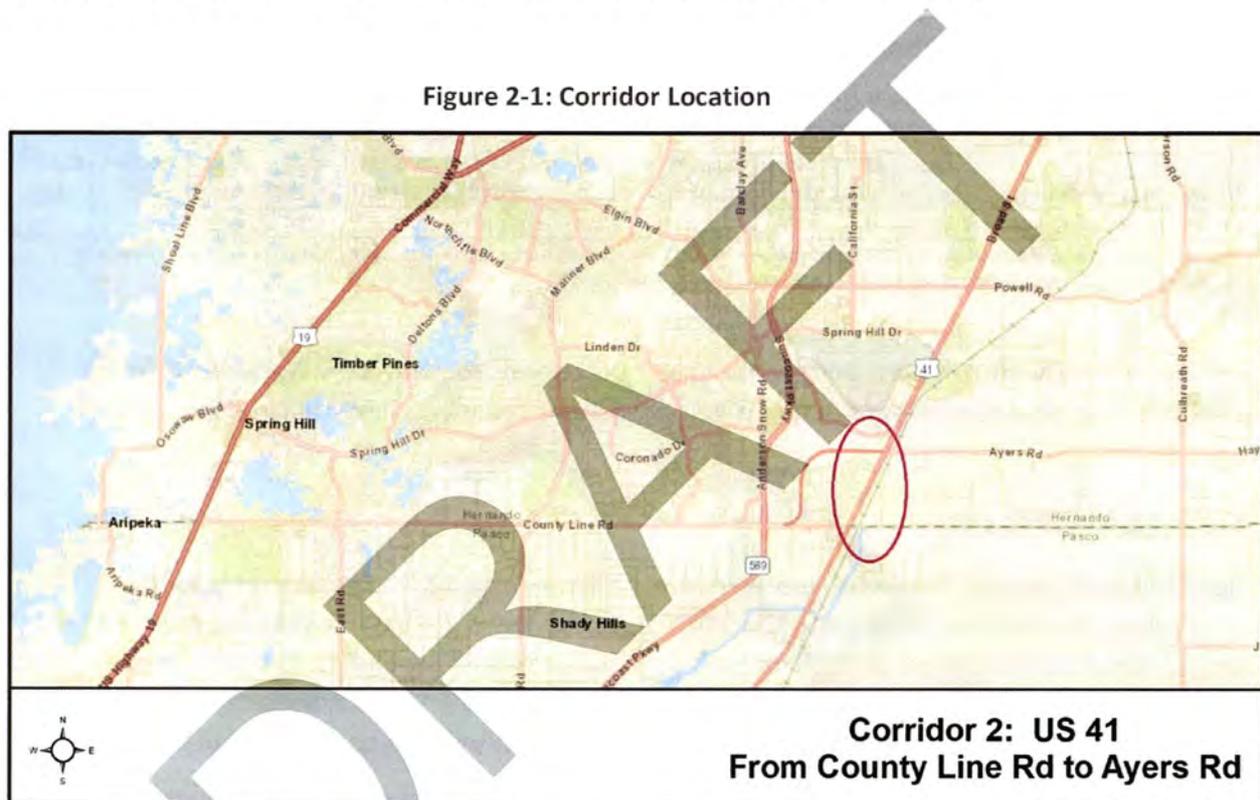
The O/D study suggests regional significance for traffic using the County Line Road corridor as identified in this study.

2 US 41 (BROAD ST), FROM COUNTY LINE ROAD TO AYERS ROAD

The US 41 corridor runs north-south, immediately north of the Pasco/Hernando County Line from County Line Road to Ayers Road. For the purpose of this analysis, the corridor is being analyzed as one segment.

This corridor has been identified with a C3R context classification in the 2023 FDOT District 7 LOS Report, and is a two-lane undivided roadway with a posted speed of 45 miles per hour, and an LOS standard of D.

Figure 2-1 illustrates the study corridor and its location in south Hernando County.



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from FDOT. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT Florida Traffic Information web site. Since no 2023 AADT was available from the Hernando/Citrus MPO traffic counts program 2023 AADT was estimated using a Trend 03a derived growth rate from historical AADT. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for the corridor. Volume to Capacity ratio (V/C) and LOS is based on the 2023 estimated AADT. For peak-hour analyses, peak-hour volumes were derived using the standard K factor provided with the most recent AADT report.

As can be seen in **Table 2-1**, the corridor is operating at LOS C with a V/C under 1.0 for daily traffic conditions.

Table 2-1: Existing Conditions – Daily Traffic

US 41 - Hernando County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2022 AADT	2023 Est AADT*	2023 V/C	2023 LOS
County Line Road to Ayers Road	2LU	45	D	C3R	19,600	22,400	16,100	16,410	0.73	C

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * 2023 AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

As can be seen in **Table 2-2**, the corridor operates at LOS C during the AM and PM peak-hours with V/Cs of less than 1.0 under peak hour existing traffic conditions.

Table 2-2: Existing Conditions – Peak Hour Traffic

US 41 - Hernando County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	2023 AM V/C	2023 PM V/C	2023 AM LOS	2023 PM LOS
County Line Road to Ayers Road	2LU	D	C3R	1,848	2,121	1,477	1,477	0.70	0.70	C	C

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * Peak hour volume estimated using Trend v03.a and FDOT, FTI Historic AADT report and K factor. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

Corridor historical AADT reports and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the traffic along this corridor. These growth rates were applied to the 2023 traffic volumes and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period.

As can be seen in **Table 2-3**, the corridor is anticipated to continue operating at LOS C under future daily traffic conditions in 2028.

Table 2-3: Five Year Forecast – Daily Traffic

US 41 - Hernando County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AADT*	Est. 2028 AADT*	Est. 2028 LOS	Trend 3a AGR
County Line Road to Ayers Road	2LU	45	D	C3R	19,600	22,400	16,410	18,057	C	1.93%

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

Under future peak-hour traffic conditions, the corridor is projected to continue operating at LOS C during the AM and PM peak-hours by 2028, as can be seen in **Table 2-4**.

Corridor Trend v03a worksheets can be seen in **Appendix B**.

Table 2-4: Five Year Forecast – Peak Hour Traffic

US 41 - Hernando County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	2028 AM PH 2W Vol*	2028 PM PH 2W Vol*	2028 AM LOS	2028 PM LOS	Trend 3a AGR	K Factor
County Line Road to Ayers Road	2LU	D	C3R	1,848	2,121	1,477	1,477	1,625	1,625	C	C	1.93%	9.0

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. * Peak hour volume estimated using Trend v03.a and FDOT, FTI Historic AADT report and K factor. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

Corridor trip O/Ds were identified for block groups extending east and west of US 41 and north and south locally into Hernando and Pasco Counties for trips over 500 per block group, including the area of Brooksville-Tampa Bay Regional Airport, just north of the corridor. Trip O/Ds between 100 and 500 were significant within Pasco and Hernando Counties with incidences into Hillsborough County. Regional trips were also significant for block groups below 100 trip O/Ds per block group.

The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 2-2** identifies these TAZs that best match these conditions. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 2-5**, below.

Figure 2-2: Selected Traffic Analysis Zones from O/D Analysis

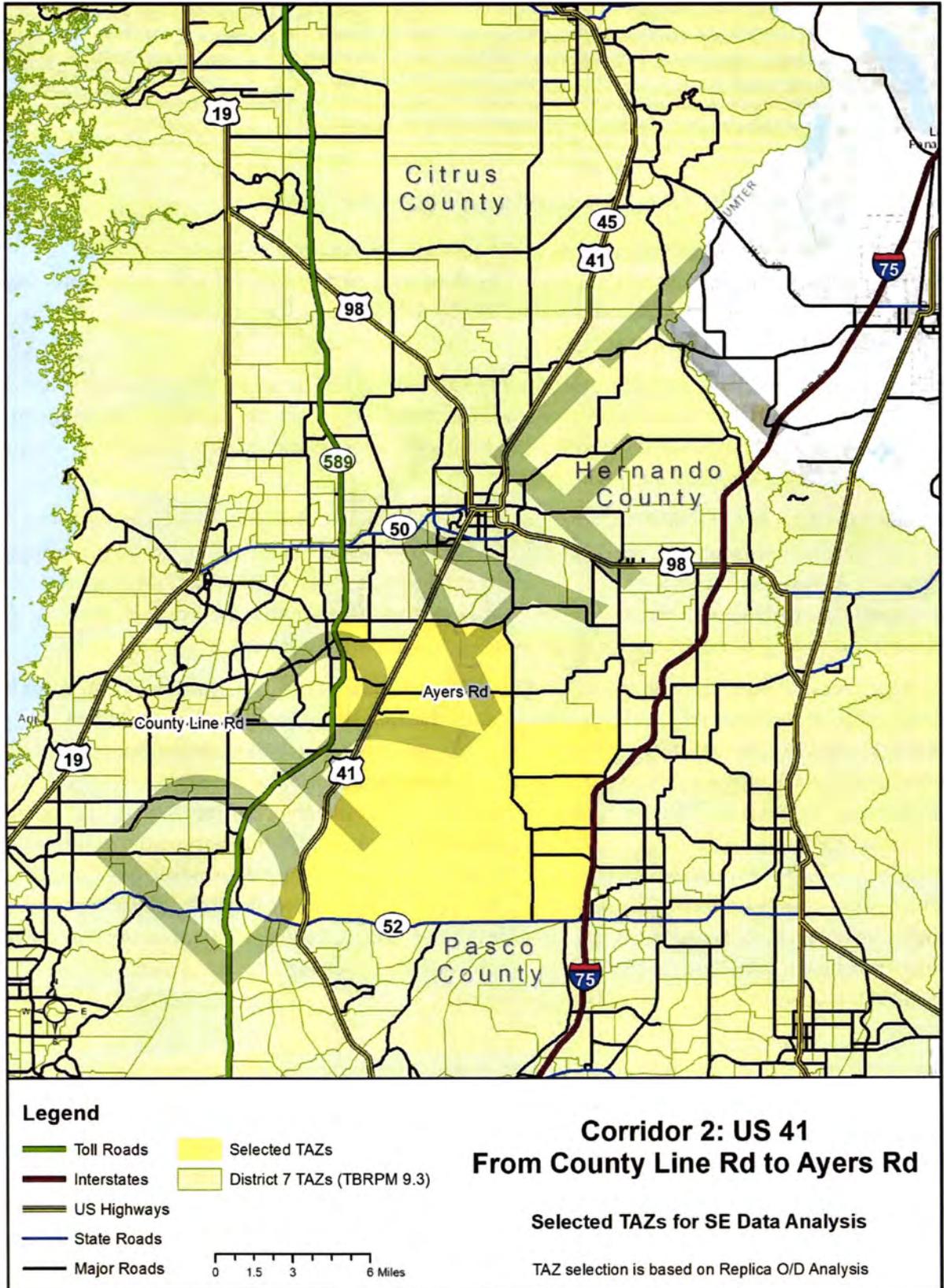


Table 2-5: Change in TBRPM Socioeconomic Data 2015 – 2045

	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	3,813	4.51%	9,222	2.42%	11,717	3.81%
Population	8,682	4.56%	21,197	2.42%	26,921	3.84%
Employees	5,488	2.61%	9,179	1.93%	11,118	2.38%
K-12 Enrol.	2,053	1.35%	2,685	1.52%	3,122	1.41%

Note: TAZs of influence selected using Replica O and D analysis.
AGR is an annualized (compounding) growth rate.

TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (LRTP) improvements. These planned improvements include the widening of the US 41 corridor from two to four lanes in the 2031-2035 period of the current LRTP. The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 2-6: TBRPM 9.3 Future Forecast

	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes	MSV 2024	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
US 41 - Hernando County											
County Line Road to Ayers Road	45	D	C3R	2LU	22,400	22,941	1.02	4LD	37,300	22,889	0.61

¹ Number of Lanes from TBRPM scenario year. ² MSV is the capacity at the LOS standard for the segment based on the FDOT 2023 QLOS Handbook.

³ Volume has been adjusted to AADT using an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

As shown in **Table 2-6** above, the model indicates deficiency under E+C network conditions by 2045. This corresponds with the Trend 03a derived growth rate identified in the section above, projecting volume exceeding existing capacity by 2040 when applied to the estimated 2023 AADT as shown in **Table 2-1** above.

TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

US 41 from County Line Road to Ayers Road is currently operating within adopted LOS standard at LOS C with V/C of less than 1.0. Current growth rates for the corridor and future volume estimates from the TBRPM suggest corridor volumes exceeding existing capacity by 2040. This corridor is currently listed in the LRTP as being widened from two to four lanes between 2031 and 2035.

3 US 41, FROM E ARLINGTON STREET TO SR 200

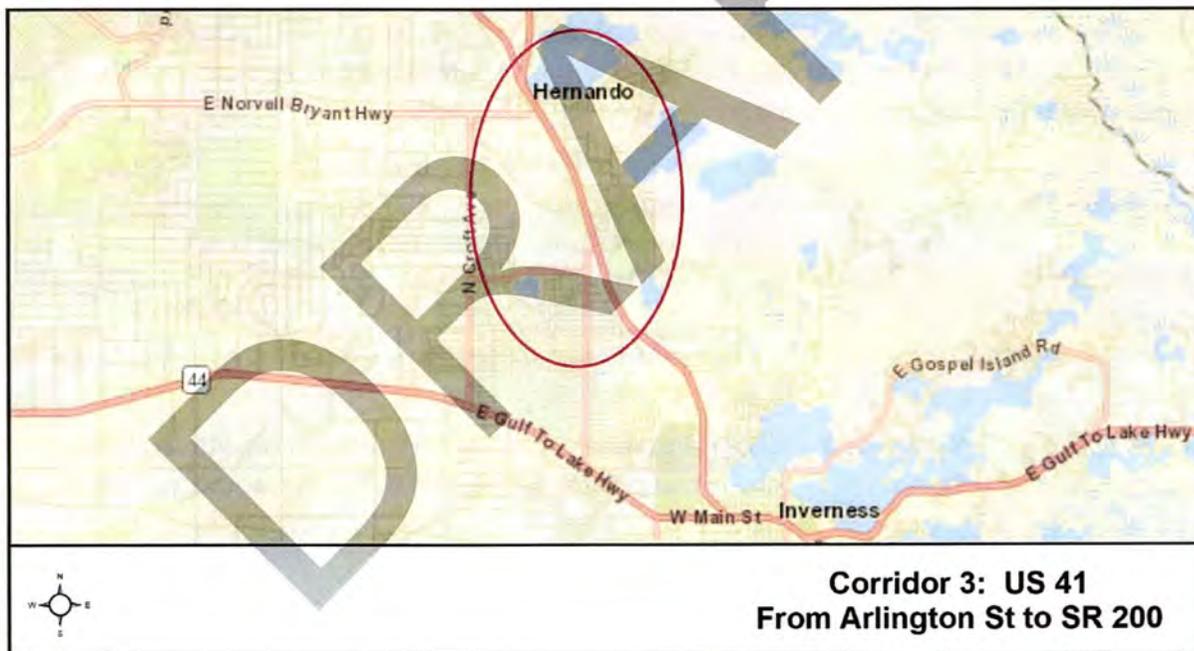
This US 41 corridor runs north-south between SR 44 and SR 200, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the three following segments:

- East Arlington Street to Independence Highway.
 - Functions as two lanes, undivided roadway, 50 mph, C3R context classification.
- Independence Highway to Norvell Bryant Highway/CR 486.
 - Functions as two lanes, undivided roadway, 50 mph, C3C context classification.
- Norvell Bryant Highway/CR 486 to SR 200/Carl G Rose Highway.
 - Functions as two lanes, undivided roadway, 50 mph, C3C context classification.

This corridor has been identified with C3R and C3C context classifications in the 2023 FDOT District 7 LOS Report, and is a two-lane undivided roadway with a posted speed of 50 miles per hour, and an LOS standard of D.

Figure 3-1 illustrates the study corridor and its location in north Citrus County.

Figure 3-1: Corridor Location



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from both the FDOT and the Hernando/Citrus MPO. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT, Florida Traffic Information web site, and 2023 AADT was provided by the

Hernando/Citrus MPO traffic counts program. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for each road segment. Volume to Capacity ratio (V/C) and LOS is based on the 2023 MPO traffic counts. For peak-hour analyses, the actual peak-hour volumes (seasonally adjusted to annual average values) were used, based on the 15-minute incremental traffic counts. For the segment of Arlington to Independence, 2023 AADT was not available from the Hernando/Citrus MPO traffic counts program so 2023 AADT was estimated using a Trend 03a derived growth rate from historical AADT.

As can be seen in **Table 3-1**, the corridor segments are operating at LOS D under daily existing traffic conditions. However, the Arlington to Independence segment is very near capacity.

Table 3-1: Existing Conditions –Daily Traffic

US 41 - Citrus County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2022 AADT	2023 Est AADT*	2023 V/C	2023 LOS
E Arlington to Independence	2LU	50	D	C3R	19,600	23,520	22,000	22,306	0.95	D
Independence to Norvell Bryant	2LU	50	D	C3C	15,300	22,785	22,000	19,798	0.87	D
Norvell Bryant to SR200	2LU	50	D	C3C	15,300	22,785	23,000	19,683	0.86	D

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.
 *2023 AADT from 2023 Hernando/Citrus MPO counts N of Independence. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

As can be seen in **Table 3-2**, the segments are operating within the adopted LOS standard during the AM and PM peak-hours under existing traffic conditions. As with the daily existing traffic conditions, the Arlington to Independence segment is approaching capacity.

Table 3-2: Existing Conditions – Peak Hour Traffic

US 41 - Citrus County	Lanes /Type	LOS Stan	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	2023 AM V/C	2023 PM V/C	2023 AM LOS	2023 PM LOS
E Arlington to Independence	2LU	D	C3R	1,848	2,121	1,980	1,980	0.93	0.93	D	D
Independence to Norvell Bryant	2LU	D	C3C	1,449	2,048	1,470	1,703	0.72	0.83	D	D
Norvell Bryant to SR 200	2LU	D	C3C	1,449	2,048	1,427	1,694	0.70	0.83	C	D

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.
 *2023 AADT from 2023 Hernando/Citrus MPO counts N of Independence. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

2023 traffic counts, corridor historical AADT reports, and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the segments along this corridor. These growth rates were applied to the 2023 traffic volumes and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period. However, the segment immediately south of Arlington Road is listed as a Priority Project in the TIP with widening from two to four lanes in 2027.

As can be seen in **Table 3-3**, the Arlington to Independence segment is projected to exceed capacity by 2028 under daily future traffic conditions. The two segments from Independence to SR 200 are anticipated to continue operating at LOS D, however they are projected to be nearing capacity under future daily traffic conditions by 2028.

Table 3-3: Five Year Forecast – Daily Traffic

US 41 - Citrus County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2023 Est AADT*	Est. 2028 AADT*	Est. 2028 LOS	Trend 3a AGR
E Arlington to Independence	2LU	50	D	C3R	19,600	23,520	22,306	23,900	F	1.39%
Independence to Norvell Bryant	2LU	50	D	C3C	15,300	22,785	19,798	21,213	D	1.39%
Norvell Bryant to SR 200	2LU	50	D	C3C	15,300	22,785	19,683	20,924	D	1.23%

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

* 2023 AADT from 2023 Hernando/Citrus MPO counts N of Independence. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

AGR is an annualized growth rate.

Under future peak-hour traffic conditions, the Arlington to Independence segment is projected to exceed capacity by 2028 under peak-hour future traffic conditions. As with the projected daily traffic conditions, the two segments from Independence to SR 200 are anticipated to continue operating at LOS D during the PM peak-hour, under future 2028 traffic conditions, as can be seen in **Table 3-4**.

Table 3-4: Five Year Forecast – Peak Hour Traffic

US 41 - Citrus County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	Est. 2028 AM PH 2W Vol*	Est. 2028 PM PH 2W Vol*	Est. 2028 AM LOS	Est. 2028 PM LOS	Trend 3a AGR
E Arlington to Independence	2LU	D	C3R	1,848	2,121	1,980	1,980	2,121	2,121	F	F	1.39%
Independence to Norvell Bryant	2LU	D	C3C	1,449	2,048	1,470	1,703	1,575	1,825	D	D	1.39%
Norvell Bryant to SR 200	2LU	D	C3C	1,449	2,048	1,427	1,694	1,517	1,801	D	D	1.23%

Note: Capacity is based on 2023 FDOT QLOS for C3R/C3C classifications. Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report. AGR is an annualized growth rate.

Corridor historical AADT reports and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

Corridor trip O/Ds were identified for block groups extending east and west of US 41 and north into Marion County for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Citrus County, with incidences into Marion County. Regional trips were also significant for block groups below 100 trip O/Ds per block group, most notable in Citrus, Pasco, Hernando, Sumter, Marion, and Levy Counties.

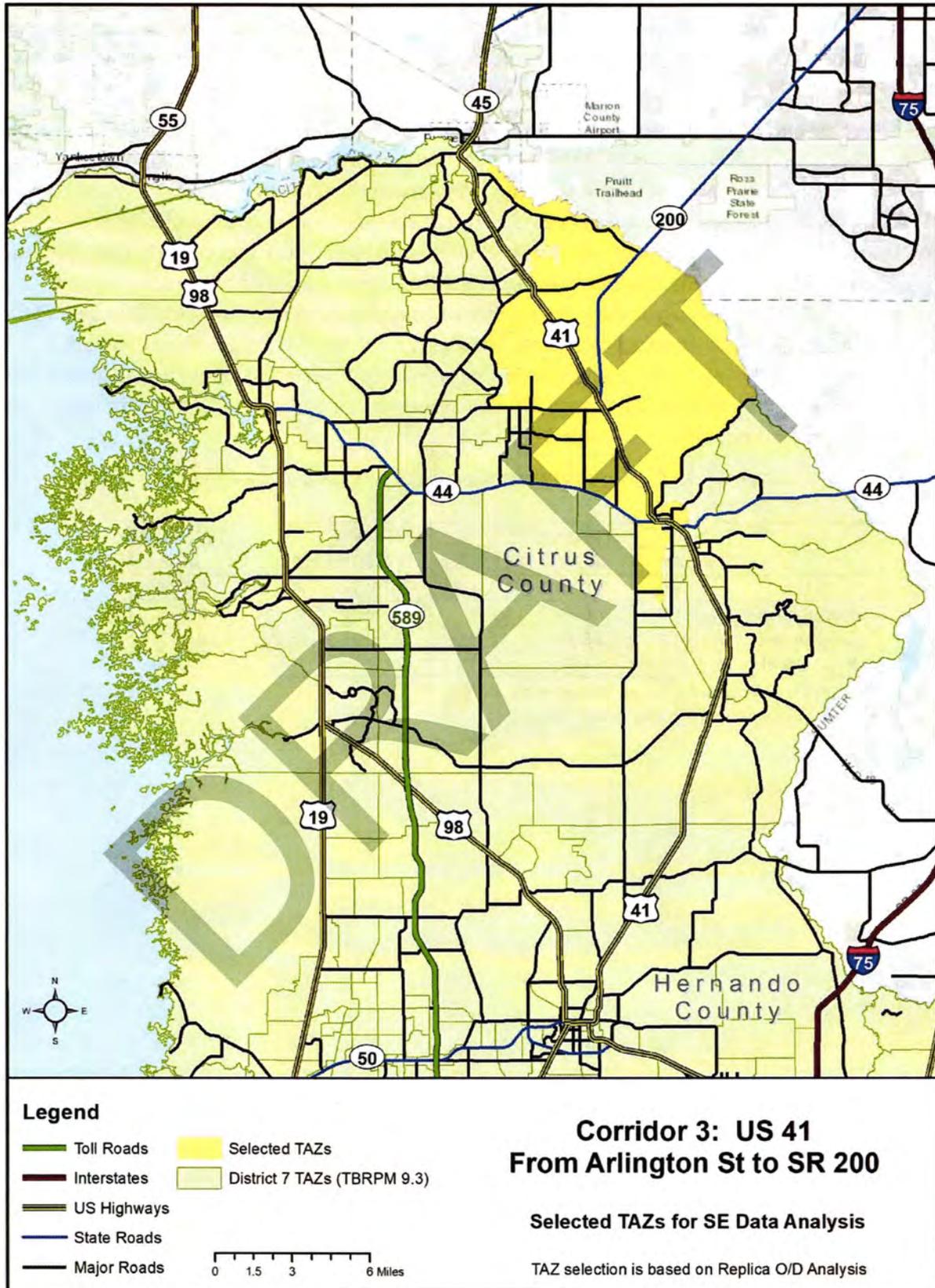
The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 3-2** identifies these TAZs that best match these conditions. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 3-5**, below.

Table 3-5: Change in TBRPM Socioeconomic Data 2015 – 2045

	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	12,969	1.03%	15,926	0.73%	17,125	0.93%
Population	22,442	1.09%	27,869	0.76%	30,068	0.98%
Employees	10,283	0.90%	12,292	0.73%	13,213	0.84%
K-12 Enrol.	5,594	1.18%	7,075	0.83%	7,682	1.06%

Note: TAZs of influence selected using Replica O and D analysis
 AGR is an annualized (compounding) growth rate.

Figure 3-2: Selected Traffic Analysis Zones (TAZs) from O/D Analysis



TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (LRTP) improvements. These planned improvements include the widening of US 41 from Arlington to Van Ness in the 2031-2035 period of the current LRTP, and from Van Ness to SR 200 in the 2036-2045 period. The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 3-6: TBRPM 9.3 Future Forecast

US 41 - Citrus County	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes ¹	MSV 2024 ²	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
E Arlington to Independence	50	D	C3R	2LU	23,520	12,662	0.54	4LD	37,300	18,830	0.50
Independence to Norvell Bryant	50	D	C3C	2LU	22,785	18,269	0.80	4LD	36,600	20,669	0.56
Norvell Bryant to SR 200	50	D	C3C	2LU	22,785	23,350	1.02	4LD	36,600	22,504	0.61

¹ Number of Lanes from TBRPM scenario year. ² MSV is the capacity at the LOS standard for the segment based on the FDOT 2023 QLOS Handbook.

³ Volume has been adjusted to AADT using an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

As shown in **Table 3-6** above, the model indicates deficiency under 2024 E+C model network conditions for the Norvell Bryant to SR 200 segment by 2045. However, the projected volumes for the Arlington to Norvell Bryant segments are less than, or near, existing traffic conditions. Given the current volumes and annual growth rates for traffic, plus the annual growth rates of area trip generating land uses, it appears that these specific model results may not be reasonable and should be used with caution if used for planning on these specific roadway segments. Growth rates based on historic AADT suggest that the segments between Independence and SR 200 will become deficient between 2030 and 2035.

TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

US 41 from E Arlington Street to Independence Highway, is projected to become deficient for both daily traffic and for peak-hour traffic conditions by 2028. While the model appears to be inconsistent with counts and trending growth rates for this specific corridor, growth rates based on historic AADT suggest that the segments between Independence and SR 200 will become deficient between 2030 and 2035. No capacity improvements such as adding lanes are funded at this time although the corridor is showing as becoming four-laned between 2031 and 2045 in the LRTP.

4 SR 200, FROM E ADAM STREET TO MARION COUNTY LINE

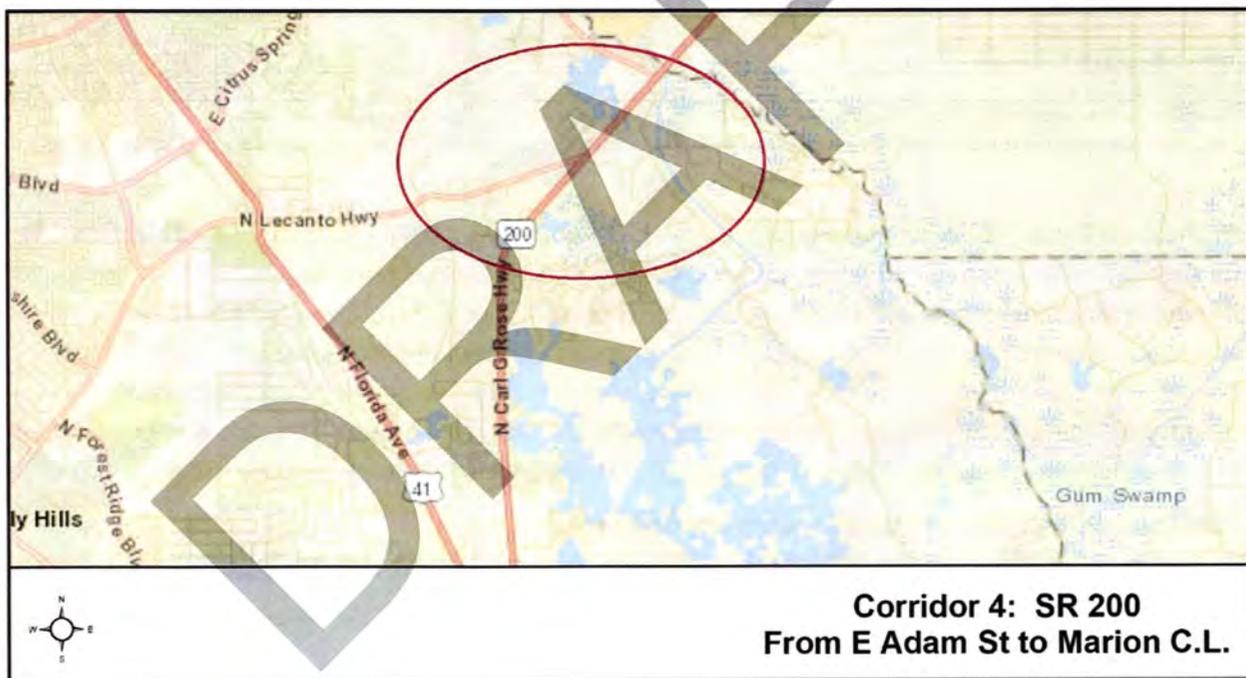
The SR 200 corridor runs north-south between US 41 and the Marion County Line, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the two following segments:

- East Adam Street to N Lecanto Highway/CR491.
 - Functions as two lanes, undivided roadway, 55 mph, C2T context classification.
- N Lecanto Highway/CR491 to Marion County Line.
 - Functions as two lanes, undivided roadway, 55 mph, C2 context classification.

This corridor has been identified with C2T and C2 context classifications in the 2023 FDOT District 7 LOS Report and is a two-lane undivided roadway with a posted speed of 55 miles per hour, and an LOS standard of D for the C2T segment and an LOS standard of C for the C2 segment.

Figure 4-1 illustrates the study corridor and its location in north Citrus County.

Figure 4-1: Corridor Location



EXISTING CONDITIONS

For the existing conditions analysis, traffic data was collected from both the FDOT and the Hernando/Citrus MPO. Available historic annual average daily traffic (AADT) through 2022 was collected from the FDOT, Florida Traffic Information web site, and 2023 AADT was provided by the Hernando/Citrus MPO traffic counts program. Roadway capacity is based on the FDOT 2023 Q/LOS Handbook and the adopted Level of Service (LOS) for each road segment. Volume to Capacity ratio

(V/C) and LOS is based on the 2023 MPO traffic counts. For peak-hour analyses, the actual peak-hour volumes (seasonally adjusted to annual average values) were used, based on the 15-minute incremental traffic counts. For the segment of E Adam to N Lecanto, 2023 AADT was estimated using a Trend 03a derived growth rate from historical AADT.

As can be seen in **Table 4-1**, the E Adam to N Lecanto segment is operating at LOS C under daily existing traffic conditions. However, the N Lecanto to Marion County Line segment is currently deficient at LOS F under daily existing traffic conditions.

Table 4-1: Existing Conditions –Daily Traffic

SR 200 - Citrus County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2022 AADT	2023 Est AADT*	2023 V/C	2023 LOS
E Adams to N Lecanto Hwy	2LU	55	D	C2T	13,800	18,000	11,300	11,618	0.65	C
N Lecanto Hwy to Marion CL	2LU	55	C	C2	8,200	14,000	16,100	14,869	1.81	F

Note: Capacity is based on 2023 FDOT QLOS. Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report.

*2023 AADT from 2023 Hernando/Citrus MPO counts N of CR 491. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

As can be seen in **Table 4-2**, the E Adam to N Lecanto segment operates at LOS C during the AM and PM peak-hours under existing traffic conditions. As with the daily existing traffic conditions, the N Lecanto to Marion County Line segment is currently deficient, exceeding the LOS C capacity during the AM and PM peak-hours.

Table 4-2: Existing Conditions – Peak Hour Traffic

SR 200 - Citrus County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	2023 AM V/C	2023 PM V/C	2023 AM LOS	2023 PM LOS
E Adams to N Lecanto Hwy	2LU	D	C2T	1,310	1,710	494	576	0.29	0.34	C	C
N Lecanto Hwy to Marion CL	2LU	C	C2	780	1,330	1,091	1,240	1.40	1.59	D	D

Note: Capacity is based on 2023 FDOT QLOS. Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report.

2023 traffic counts, corridor historical AADT reports, and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

FIVE YEAR FORECAST

Historical AADT and the Trend v03a tool were used to develop annualized growth rates for the segments along this corridor. These growth rates were applied to the 2023 traffic volumes and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period. However, the corridor is listed as an unfunded Priority Project.

As can be seen in **Table 4-3**, the N Lecanto to Marion County Line segment is projected to continue to exceed capacity in 2028 under daily future traffic conditions. The E Adam to N Lecanto segment is

anticipated to continue operating at LOS C, however it is projected to be nearing LOS D under future daily traffic conditions by 2028.

Table 4-3: Five Year Forecast – Daily Traffic

SR 200 - Citrus County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2023 Est AADT*	Est. 2028 AADT*	Est. 2028 LOS	Trend 3a AGR
E Adams to N Lecanto Hwy	2LU	55	D	C2T	13,800	18,000	11,618	13,344	C	2.81%
N Lecanto Hwy to Marion CL	2LU	55	C	C2	8,200	14,000	14,869	16,296	F	1.85%

Note: Capacity is based on 2023 FDOT QLOS . Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

*2023 AADT from 2023 Hernando/Citrus MPO counts N of CR 491. Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

Under future peak-hour traffic conditions, the N Lecanto to Marion County Line segment is projected to continue to exceed capacity in 2028 under peak-hour future traffic conditions. As with the projected daily traffic conditions, the E Adam to N Lecanto segment is anticipated to continue operating at LOS C during the AM and PM peak-hours, under future 2028 traffic conditions, as can be seen in **Table 4-4**.

Table 4-4: Five Year Forecast – Peak Hour Traffic

SR 200 - Citrus County	Lanes /Type	LOS Std.	Context Class	Capacity at LOS C	Capacity at LOS D	2023 AM PH 2W Vol*	2023 PM PH 2W Vol*	Est. 2028 AM PH 2W Vol*	Est. 2028 PM PH 2W Vol*	Est. 2028 AM LOS	Est. 2028 PM LOS	Trend 3a AGR
E Adams to N Lecanto Hwy	2LU	D	C2T	1,310	1,710	494	576	567	662	C	C	2.81%
N Lecanto Hwy to Marion CL	2LU	C	C2	780	1,330	1,091	1,240	1,196	1,359	D	F	1.85%

Note: Capacity is based on 2023 FDOT QLOS . Context Classification and LOS Standard taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03a and FDOT, FTI Historic AADT report.

Corridor historical AADT reports and the Trend 03a work sheets can be seen in **Appendix B**. The 2023 Q/LOS generalized tables used for evaluating roadway capacity can be seen in **Appendix C**.

ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

To better understand the existing traffic using the corridor, the Replica database was accessed to estimate the origins and destinations (O/D) of trips along the corridor. This was to provide insight into the regional significance of the roadway, and to assist in Traffic Analysis Zone (TAZ) selection for the model socioeconomic data growth analysis.

The Replica database provides O/D estimates by Census block group for a specific roadway corridor or segment. The number of trips per block group was classified to the following ranges for mapping and analysis purposes: 1-100, 101-500, 501-1500, & >1500. Detailed block Group O/D maps can be seen in **Appendix D** for each segment along the corridor.

Corridor trip O/Ds were identified for block groups immediately east and west of SR 200 in Citrus County for trips over 500 per block group. Trip O/Ds between 100 and 500 were significant within Citrus County and Marion County. Regional trips were also significant for block groups below 100 trip O/Ds per block group, most notable in Citrus, Pasco, Hernando, and Marion Counties.

The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the O/D analysis allowed for the selection of TAZs with trip origins and destinations significant to the corridor. For this selection, TAZs were selected that were made up of block groups with trip O/Ds above 500 trips and contiguous to the corridor. **Figure 4-2** identifies these TAZs that best match these conditions. The TBRPM provides datasets for population and employment data for the base year of 2015, interim year 2035, and horizon year 2045. The yearly totals for dwelling units, population, employment, and school enrollment land uses for the selected TAZs were summarized and annualized growth rates were calculated for the base to interim, interim to horizon, and base to horizon years. The results of this analysis can be seen in **Table 4-5**, below.

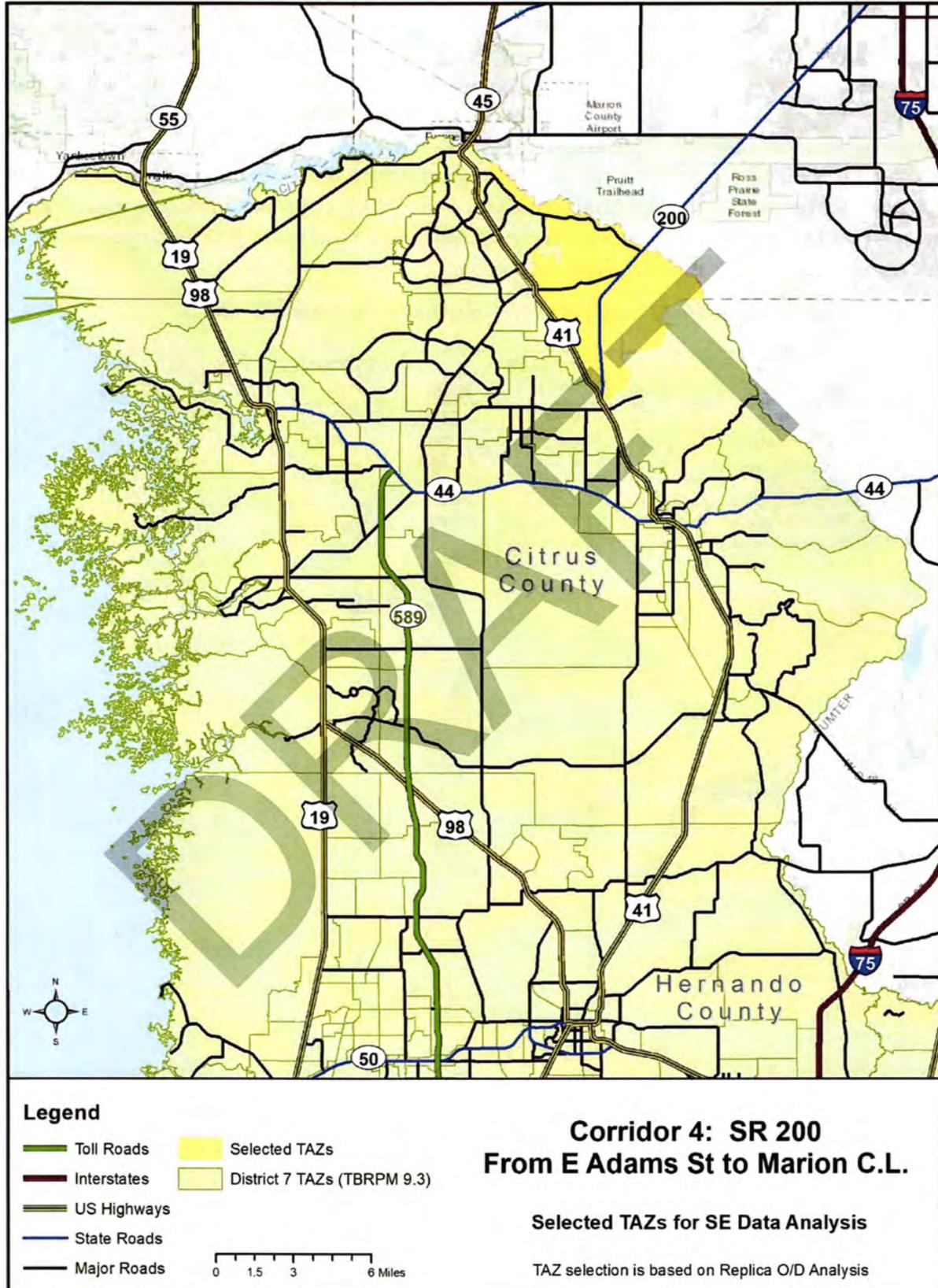
Table 4-5: Change in TBRPM Socioeconomic Data 2015 - 2045

	2015	2015-2035 AGR	2035	2035-2045 AGR	2045	2015-2045 AGR
D.U.s	3,279	0.84%	3,876	0.62%	4,123	0.77%
Population	5,024	0.91%	6,026	0.67%	6,441	0.83%
Employees	549	3.31%	1,052	1.93%	1,273	2.84%
K-12 Enrol.	0	0.00%	0	0.00%	0	0.00%

Note: TAZs of influence selected using Replica O and D analysis
 AGR is an annualized (compounding) growth rate.

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Figure 4-2: Selected Traffic Analysis Zones from O/D Analysis



TBRPM FORECAST

The current version of the TBRPM, v9.3, was executed for both the 2024 existing plus committed (E+C) model scenario and the 2045 Cost Feasible scenario. The 2024 scenario uses the 2045 socioeconomic forecast on the 2024 E+C roadway network to evaluate future demand on the committed roadway network, while the 2045 scenario uses the same socioeconomic dataset on the cost feasible network to evaluate the effectiveness of the Long-Range Transportation Plan (LRTP) improvements. These planned improvements include the widening of SR 200 from north of E Adam Street to N Lecanto Highway (partially funded) in the 2045 LRTP.

The model generates peak season volume estimates. These were adjusted to AADT using the most recent Model Output Correction Factor (MOCF) from the FDOT Peak Season Correction Factor (PSCF) report. The PSCF report can be seen in **Appendix C** along with the 2023 Q/LOS Handbook tables used for the Maximum Service Volumes (MSV) shown.

Table 4-6: TBRPM 9.3 Future Forecast

SR 200 - Citrus County	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes	MSV 2024	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
E Adams to N Lecanto Hwy	55	D	C2T	2LU	18,000	23,350	1.30	2LU/4LD	18,000	22,504	1.25
N Lecanto Hwy to Marion CL	55	C	C2	2LU	8,200	28,505	3.48	2LU	8,200	28,494	3.47

¹ Number of Lanes from TBRPM scenario year. ² MSV is the capacity at the LOS standard for the segment based on the FDOT 2023 QLOS Handbook.

³ Volume has been adjusted to AADT using an MOCF of 0.95 from the most recent FDOT Peak Season Correction Report. 2024 model uses 2045 SE data on the 2024E+C network.

As shown in **Table 4-6** above, the model indicates deficiency under E+C network conditions by 2045. The N Lecanto Highway to Marion County Line segment is currently deficient.

TBRPM model volume plots can be seen in **Appendix E**.

CONCLUSIONS

SR 200 from US 41 to Marion County Line is currently listed in the TIP as an unfunded Priority Project. SR 200 from North Lecanto Highway to Marion County Line is currently deficient at LOS F under existing daily and peak-hour traffic conditions. All remaining two-lane sections of this roadway are projected to be deficient by 2045 as estimated by the TBRPM 9.3 LRTP 2045 Cost Feasible model scenario.

This SR 200 corridor has limited regional impact throughout Citrus, Pasco, Hernando, and Marion County, with notable travel between Citrus and Marion Counties, as indicated by the Replica based O/D analysis.

**APPENDIX A:
METHODOLOGY / SCOPE OF SERVICES**

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**Hernando/Citrus MPO
Traffic Segment Studies for
County Line Road, US 41, and SR 200**

Scope of Services

December 5, 2023

Purpose and Objectives

With the recent, continued, and projected population growth in Hernando County and Citrus County there is an ever increasing demand on the roadways. It is the responsibility of the Hernando/Citrus MPO to monitor and evaluate the performance of the transportation system, plan, and program roadway improvements to meet the existing and future demand on the area roadways.

The MPO monitors existing traffic through a traffic count program and future travel demand through the Tampa Bay Regional Planning Model. Using those data points and historic traffic count trends, the MPO desires to analyze the existing and future performance on certain vital roadways. This work effort includes conducting traffic studies as described herein for County Line Road (including Ayers Road Extension/County Line Road intersection) and two, one-mile segments of US 41 in Hernando County and US 41 and SR 200 in Citrus County.

The objectives of the study are to assess the existing traffic conditions by determining generalized level of service for the roadways and determine the severity of congestion and estimate over time when roadways may or will reach a failing condition. The studies will consider daily and AM and PM peak conditions.

Tasks and Deliverables

Traffic studies will be completed for the following roadways within the identified limits. Each study will include the tasks described below.

Hernando County Study Corridors

Task 1 - County Line Rd./Ayers Rd. (from US 19 to Ayers Rd./US 41 intersection)

Task 2 – US 41 (from County Line Rd. to Ayers Rd./US 41 intersection)

Citrus County Study Corridors

Task 3 - US 41 (from E of Arlington St. to N Carl G Rose Highway)

Task 4 – SR 200 (from E Adams Street to Marion County Line)

Conducting the Studies

Subtask 1 – Data Gathering and Traffic Inputs

The CONSULTANT will compile the latest available traffic volume count information from the Hernando and Citrus traffic count programs and the Florida Department of Transportation (FDOT). This information will be used to establish the average daily traffic to be used in the existing conditions analysis. It will also be used to establish a reasonable growth rate or trend line for estimating future daily corridor volumes.

The CONSULTANT will refer to the projected volumes from the most recently approved Tampa Bay Regional Planning Model (TBRPM) to ascertain future volumes along the study corridors.

As a primary guide throughout the studies, the CONSULTANT will refer to the latest FDOT Multimodal/Quality Level of Service Handbook dated 06/06/2023.

The CONSULTANT will obtain and review the latest plans and programs of the MPO, FDOT, and the Counties to account for any identified roadway improvements which will be considered in the studies.

Subtask 2 – Traffic Analysis

The CONSULTANT will conduct a planning-level traffic analysis use the procedures and data table in the FDOT Multimodal/Quality Level of Service Handbook dated 06/06/2023. This will determine existing and future levels of service. An analysis of daily peaking conditions will be conducted to determine if operational measures may need to be considered to address conditions during these time periods. If the corridors are not already in a failing level of service condition, forecast future traffic will be analyzed to estimate a year in which the failing conditions will occur.

To better understand the existing traffic, the REPLICA database will be used to determine the origins and destinations of trips along the corridor. This will provide insight into the regional significance of the roadway, the purpose of trips along the corridor, and the modes of travel.

A review of existing and anticipated change in population and employment along the study corridors will be completed using data found within the TBRPM. In conjunction with this, a review of existing land uses along the study corridor will be conducted and compared to the TBRPM data to confirm that planned and potential growth is represented in the TBRPM.

Subtask 3 – Documentation, Deliverables, and Presentation

The CONSULTANT will record all study activities, processes, and results in a single electronic document. The document will include separate, clearly marked sections for each of the four study tasks. The study process and results will be described in text and illustrated using tables, figures, and maps.

The CONSULTANT will prepare and provide a presentation of the study results to the MPO Board and a date and time to be agreed upon by the MPO staff.

Deliverables:

- Draft Traffic Studies Document
- Final Traffic Studies Document
- PowerPoint presentation to be delivered by the CONSULTANT to the MPO Board

Schedule

The draft Traffic Studies documentation will be completed within two (2) months of a notice-to-proceed (NTP) being issued by the MPO.

Full completion of this task work order is dependent on the receipt of review comments on the draft documentation from the MPO staff and the MPO Board schedule.

Fee

The estimated fee to complete all tasks and subtasks of the Traffic Studies described in this scope of services is \$24,933.

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**APPENDIX B:
TRAFFIC COUNTS, HISTORICAL AADT, & TREND ANALYSES**

VOLUME

County Line Rd/CR 578 Bet. US 19/SR 55 & Cobblestone Dr

Day: Tues-Thurs
Date: March 21-23, 2023

Average Annual Daily Traffic

City: Hudson
Project #: FL23_120075_010

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	9,803	9,872	19,675

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			13	13	26	12:00			152	154	306	
00:15			11	10	21	12:15			152	159	311	
00:30			11	10	21	12:30			158	163	321	
00:45			9	44	9	12:45			160	622	168	644
01:00			12	6	18	13:00			159	156	315	
01:15			7	8	15	13:15			161	149	310	
01:30			5	6	11	13:30			166	157	323	
01:45			5	29	8	13:45			164	650	156	618
02:00			6	6	12	14:00			164	161	325	
02:15			7	4	11	14:15			178	144	322	
02:30			6	5	11	14:30			182	145	327	
02:45			5	24	7	14:45			175	699	160	610
03:00			6	7	13	15:00			213	156	369	
03:15			9	8	17	15:15			197	172	369	
03:30			10	10	20	15:30			231	182	413	
03:45			8	33	12	15:45			192	833	171	681
04:00			13	17	30	16:00			215	176	391	
04:15			12	16	28	16:15			225	152	377	
04:30			15	34	49	16:30			222	167	389	
04:45			18	58	30	16:45			228	890	172	667
05:00			23	37	60	17:00			233	176	409	
05:15			34	47	81	17:15			258	171	429	
05:30			32	75	107	17:30			215	155	370	
05:45			48	137	81	17:45			191	897	141	643
06:00			48	100	148	18:00			181	140	321	
06:15			73	117	190	18:15			180	129	309	
06:30			79	142	221	18:30			149	129	278	
06:45			85	285	149	18:45			150	660	115	513
07:00			92	153	245	19:00			143	102	245	
07:15			106	193	299	19:15			122	98	220	
07:30			131	236	367	19:30			120	80	200	
07:45			127	456	230	19:45			106	491	82	362
08:00			120	213	333	20:00			110	64	174	
08:15			118	190	308	20:15			102	78	180	
08:30			121	192	313	20:30			96	63	159	
08:45			130	489	190	20:45			82	390	57	262
09:00			119	186	305	21:00			75	55	130	
09:15			113	173	286	21:15			78	52	130	
09:30			134	151	285	21:30			67	43	110	
09:45			130	496	158	21:45			60	280	43	193
10:00			124	145	269	22:00			56	41	97	
10:15			120	155	275	22:15			48	30	78	
10:30			142	170	312	22:30			40	28	68	
10:45			134	520	154	22:45			29	173	22	121
11:00			129	155	284	23:00			34	18	52	
11:15			127	158	285	23:15			32	17	49	
11:30			139	153	292	23:30			25	17	42	
11:45			140	535	162	23:45			21	112	15	67
TOTALS			3106	4491	7597	TOTALS			6697	5381	12078	
SPLIT %			40.9%	59.1%	38.6%	SPLIT %			55.4%	44.6%	61.4%	

DAILY TOTALS		NB	SB	EB	WB	Total
		0	0	9,803	9,872	19,675

AM Peak Hour	11:45	07:15	07:30	PM Peak Hour	16:30	15:15	16:30
AM Pk Volume	602	872	1365	PM Pk Volume	941	701	1627
Pk Hr Factor	0.953	0.924	0.930	Pk Hr Factor	0.912	0.963	0.948
7 - 9 Volume	945	1597	2542	4 - 6 Volume	1787	1310	3097
7 - 9 Peak Hour	07:30	07:15	07:30	4 - 6 Peak Hour	16:30	16:30	16:30
7 - 9 Pk Volume	496	872	1365	4 - 6 Pk Volume	941	686	1627
Pk Hr Factor	0.947	0.924	0.930	Pk Hr Factor	0.912	0.974	0.948

2022 FDOT Seasonal Factor: 0.95

VOLUME

County Line Rd/CR 578 Bet. Cobblestone Dr & Spring Time St

Day: Tues-Thurs

City: Spring Hill

Date: March 21-23, 2023

Average Annual Daily Traffic

Project #: FL23_120075_011

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	11,091	11,503	22,594

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
0:00			12	23	35	12:00			162	168	330				
0:15			12	17	29	12:15			162	181	343				
0:30			9	15	24	12:30			159	176	335				
0:45			11	44	14	69	25	113	168	651	181	706	349	1357	
1:00			11	11	22	13:00			177	179	356				
1:15			6	11	17	13:15			169	188	357				
1:30			5	10	15	13:30			173	192	365				
1:45			7	29	8	40	15	69	185	704	177	736	362	1440	
2:00			6	8	14	14:00			168	183	351				
2:15			8	6	14	14:15			191	172	363				
2:30			8	7	15	14:30			184	191	375				
2:45			8	30	9	30	17	60	195	738	208	754	403	1492	
3:00			8	9	17	15:00			227	196	423				
3:15			15	8	23	15:15			222	218	440				
3:30			15	9	24	15:30			208	253	461				
3:45			12	50	13	39	25	89	203	860	236	903	439	1763	
4:00			27	11	38	16:00			193	230	423				
4:15			27	13	40	16:15			218	214	432				
4:30			31	27	58	16:30			210	242	452				
4:45			42	127	21	72	63	199	216	837	225	911	441	1748	
5:00			57	32	89	17:00			240	258	498				
5:15			77	37	114	17:15			230	229	459				
5:30			93	60	153	17:30			198	235	433				
5:45			116	343	56	185	172	528	210	878	211	933	421	1811	
6:00			108	91	199	18:00			168	220	388				
6:15			135	85	220	18:15			170	182	352				
6:30			140	116	256	18:30			140	170	310				
6:45			169	552	115	407	284	959	144	622	159	731	303	1353	
7:00			150	127	277	19:00			134	144	278				
7:15			179	174	353	19:15			123	132	255				
7:30			180	204	384	19:30			116	121	237				
7:45			200	709	187	692	387	1401	100	473	114	511	214	984	
8:00			182	185	367	20:00			87	109	196				
8:15			171	187	358	20:15			111	103	214				
8:30			167	215	382	20:30			89	97	186				
8:45			181	701	203	790	384	1491	81	368	90	399	171	767	
9:00			174	190	364	21:00			68	90	158				
9:15			150	170	320	21:15			71	70	141				
9:30			159	159	318	21:30			74	65	139				
9:45			167	650	166	685	333	1335	56	269	55	280	111	549	
10:00			147	164	311	22:00			43	56	99				
10:15			143	156	299	22:15			40	48	88				
10:30			162	171	333	22:30			36	49	85				
10:45			146	598	159	650	305	1248	33	152	33	186	66	338	
11:00			155	152	307	23:00			33	40	73				
11:15			145	178	323	23:15			27	31	58				
11:30			149	171	320	23:30			28	27	55				
11:45			150	599	175	676	325	1275	19	107	20	118	39	225	
TOTALS				4432	4335	8767	TOTALS		6659	7168	13827				
SPLIT %				50.6%	49.4%	38.8%	SPLIT %		48.2%	51.8%	61.2%				

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	11,091	11,503	22,594

AM Peak Hour	7:15	8:15	7:30	PM Peak Hour	16:30	16:30	16:30
AM Pk Volume	741	795	1496	PM Pk Volume	896	954	1850
Pk Hr Factor	0.926	0.924	0.966	Pk Hr Factor	0.933	0.924	0.929
7 - 9 Volume	1410	1482	2892	4 - 6 Volume	1715	1844	3559
7 - 9 Peak Hour	7:15	8:00	7:30	4 - 6 Peak Hour	16:30	16:30	16:30
7 - 9 Pk Volume	741	790	1496	4 - 6 Pk Volume	896	954	1850
Pk Hr Factor	0.926	0.919	0.966	Pk Hr Factor	0.933	0.924	0.929

2022 FDOT Seasonal Factor: 0.94

VOLUME

County Line Rd/CR 578 Bet. Farnsworth Blvd & Linden Dr

Day: Tues-Thurs

City: Spring Hill

Date: March 21-23, 2023

Average Annual Daily Traffic

Project #: FL23_120075_013

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	11,027	10,945	21,972				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			11	14	25	12:00			149	147	296			
00:15			8	9	17	12:15			157	147	304			
00:30			8	11	19	12:30			130	157	287			
00:45			9	36	8	42	12:45		145	581	164	615	309	1196
01:00			7	9	16	13:00			154	154	308			
01:15			7	5	12	13:15			154	171	325			
01:30			7	7	14	13:30			157	165	322			
01:45			8	29	7	28	13:45		168	633	173	663	341	1296
02:00			6	4	10	14:00			155	178	333			
02:15			7	8	15	14:15			176	172	348			
02:30			9	5	14	14:30			165	195	360			
02:45			9	31	8	25	14:45		177	673	211	756	388	1429
03:00			10	6	16	15:00			189	213	402			
03:15			13	7	20	15:15			236	219	455			
03:30			15	6	21	15:30			215	228	443			
03:45			19	57	11	30	15:45		221	861	222	882	443	1743
04:00			21	6	27	16:00			196	211	407			
04:15			25	14	39	16:15			215	229	444			
04:30			37	20	57	16:30			202	253	455			
04:45			37	120	20	60	16:45		230	843	240	933	470	1776
05:00			49	22	71	17:00			250	242	492			
05:15			69	28	97	17:15			230	249	479			
05:30			91	48	139	17:30			209	247	456			
05:45			113	322	44	142	17:45		187	876	234	972	421	1848
06:00			150	63	213	18:00			167	205	372			
06:15			158	84	242	18:15			151	195	346			
06:30			190	110	300	18:30			144	173	317			
06:45			196	694	112	369	18:45		123	585	166	739	289	1324
07:00			202	158	360	19:00			155	144	299			
07:15			218	186	404	19:15			117	127	244			
07:30			228	201	429	19:30			94	118	212			
07:45			197	845	231	776	19:45		95	461	110	499	205	960
08:00			204	194	398	20:00			97	102	199			
08:15			207	211	418	20:15			87	87	174			
08:30			214	212	426	20:30			84	77	161			
08:45			163	788	199	816	20:45		79	347	78	344	157	691
09:00			174	153	327	21:00			63	80	143			
09:15			161	153	314	21:15			59	74	133			
09:30			159	164	323	21:30			54	52	106			
09:45			153	647	147	617	21:45		42	218	43	249	85	467
10:00			154	128	282	22:00			34	38	72			
10:15			152	143	295	22:15			34	33	67			
10:30			143	148	291	22:30			25	33	58			
10:45			143	592	147	566	22:45		25	118	25	129	50	247
11:00			160	133	293	23:00			25	23	48			
11:15			133	155	288	23:15			23	25	48			
11:30			146	152	298	23:30			21	21	42			
11:45			146	585	161	601	23:45		16	85	23	92	39	177
TOTALS			4746	4072	8818	TOTALS			6281	6873	13154			
SPLIT %			53.8%	46.2%	40.1%	SPLIT %			47.7%	52.3%	59.9%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	11,027	10,945	21,972

AM Peak Hour	07:15	07:45	07:30	PM Peak Hour	16:45	16:30	16:45
AM Pk Volume	847	848	1673	PM Pk Volume	919	984	1897
Pk Hr Factor	0.929	0.918	0.975	Pk Hr Factor	0.919	0.972	0.964
7 - 9 Volume	1633	1592	3225	4 - 6 Volume	1719	1905	3624
7 - 9 Peak Hour	07:15	07:45	07:30	4 - 6 Peak Hour	16:45	16:30	16:45
7 - 9 Pk Volume	847	848	1673	4 - 6 Pk Volume	919	984	1897
Pk Hr Factor	0.929	0.918	0.975	Pk Hr Factor	0.919	0.972	0.964

2022 FDOT Seasonal Factor: 0.94

VOLUME

County Line Rd/CR 578 Bet. Suncoast Pkwy & Broad St/US 41

Day: Tues-Thurs
Date: May 16-18, 2023

Average Annual Daily Traffic

City: Spring Hill
Project #: FL23_120075_016

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	3,481	3,361	6,842					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00			5	5	10	12:00			50	52	102			
0:15			4	7	11	12:15			44	40	84			
0:30			3	5	8	12:30			48	42	90			
0:45			5	17	4	21	9	38	47	189	46	180	93	369
1:00			5	4	9	13:00			41	43	84			
1:15			4	4	8	13:15			36	40	76			
1:30			4	2	6	13:30			46	43	89			
1:45			3	16	2	12	5	28	43	166	51	177	94	343
2:00			3	2	5	14:00			41	48	89			
2:15			5	4	9	14:15			45	48	93			
2:30			7	3	10	14:30			50	54	104			
2:45			5	20	2	11	7	31	48	184	48	198	96	382
3:00			8	2	10	15:00			51	65	116			
3:15			10	5	15	15:15			58	64	122			
3:30			9	5	14	15:30			63	62	125			
3:45			12	39	4	16	15	55	63	235	63	254	126	489
4:00			11	6	17	16:00			76	71	147			
4:15			17	7	24	16:15			67	79	146			
4:30			13	10	23	16:30			78	70	148			
4:45			16	57	6	29	22	86	75	296	58	278	133	574
5:00			24	5	29	17:00			68	84	152			
5:15			49	14	63	17:15			74	75	149			
5:30			44	15	59	17:30			74	76	150			
5:45			53	170	18	52	71	222	51	267	65	300	116	567
6:00			50	31	81	18:00			52	60	112			
6:15			36	35	71	18:15			55	76	131			
6:30			59	46	105	18:30			47	60	107			
6:45			68	213	43	155	111	368	43	197	55	251	98	448
7:00			66	57	123	19:00			47	43	90			
7:15			68	68	136	19:15			25	42	67			
7:30			58	72	130	19:30			37	36	73			
7:45			58	250	54	251	112	501	33	142	28	149	61	291
8:00			51	52	103	20:00			35	37	72			
8:15			60	54	114	20:15			30	31	61			
8:30			59	60	119	20:30			29	26	55			
8:45			52	222	42	208	94	430	31	125	24	118	55	243
9:00			48	43	91	21:00			25	21	46			
9:15			46	36	82	21:15			20	22	42			
9:30			52	57	109	21:30			20	20	40			
9:45			42	188	42	178	84	366	17	82	16	79	33	161
10:00			44	38	82	22:00			16	25	41			
10:15			40	43	83	22:15			13	15	28			
10:30			35	45	80	22:30			9	13	22			
10:45			36	155	43	169	79	324	12	50	15	68	27	118
11:00			34	32	66	23:00			9	9	18			
11:15			44	49	93	23:15			10	8	18			
11:30			47	41	88	23:30			7	11	18			
11:45			45	170	48	170	93	340	5	31	9	37	14	68
TOTALS				1517	1272			2789	TOTALS		1964	2089		4053
SPLIT %				54.4%	45.6%			40.8%	SPLIT %		48.5%	51.5%		59.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,481	3,361	6,842

AM Peak Hour	6:30	7:00	7:00	PM Peak Hour	16:00	17:00	16:45
AM Pk Volume	261	251	501	PM Pk Volume	296	300	584
Pk Hr Factor	0.960	0.872	0.921	Pk Hr Factor	0.949	0.893	0.961
7 - 9 Volume	472	459	931	4 - 6 Volume	563	578	1141
7 - 9 Peak Hour	7:00	7:00	7:00	4 - 6 Peak Hour	16:00	17:00	16:45
7 - 9 Pk Volume	250	251	501	4 - 6 Pk Volume	296	300	584
Pk Hr Factor	0.919	0.872	0.921	Pk Hr Factor	0.949	0.893	0.961

2022 FDOT Seasonal Factor: 0.99

VOLUME

US 41/SR 45 Bet. N Sportsmans Point & N Independence Pkwy

Day: Tues-Thurs

City: Inverness

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_045

DAILY TOTALS					NB	SB	EB	WB	Total
					8,460	8,630	0	0	17,090

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	11	6			17	12:00	137	136			273
00:15	7	6			13	12:15	133	130			263
00:30	6	6			12	12:30	120	142			262
00:45	8	32	6	24	14	12:45	122	512	144	552	266
01:00	9	5			14	13:00	128	140			268
01:15	8	4			12	13:15	122	141			263
01:30	4	6			10	13:30	142	136			278
01:45	4	25	3	18	7	13:45	136	528	149	566	285
02:00	7	6			13	14:00	134	144			278
02:15	6	7			13	14:15	150	137			287
02:30	7	7			14	14:30	149	149			298
02:45	7	27	7	27	14	14:45	175	608	143	573	318
03:00	4	4			8	15:00	210	131			341
03:15	7	8			15	15:15	184	139			323
03:30	5	11			16	15:30	181	159			340
03:45	6	22	11	34	17	15:45	156	731	156	585	312
04:00	5	13			18	16:00	182	147			329
04:15	11	15			26	16:15	185	170			355
04:30	18	21			39	16:30	212	138			350
04:45	13	47	29	78	42	16:45	196	775	154	609	350
05:00	14	36			50	17:00	218	143			361
05:15	20	41			61	17:15	206	173			379
05:30	30	55			85	17:30	170	148			318
05:45	39	103	73	205	112	17:45	165	759	132	596	297
06:00	36	77			113	18:00	151	130			281
06:15	55	105			160	18:15	114	116			230
06:30	70	117			187	18:30	110	101			211
06:45	84	245	153	452	237	18:45	117	492	88	435	205
07:00	75	184			259	19:00	111	75			186
07:15	120	203			323	19:15	95	70			165
07:30	135	179			314	19:30	91	65			156
07:45	132	462	167	733	299	19:45	88	385	55	265	143
08:00	128	155			283	20:00	89	62			151
08:15	122	179			301	20:15	75	53			128
08:30	115	162			277	20:30	73	49			122
08:45	112	477	157	653	269	20:45	61	298	44	208	105
09:00	108	162			270	21:00	58	42			100
09:15	121	148			269	21:15	73	46			119
09:30	129	140			269	21:30	48	36			84
09:45	119	477	162	612	281	21:45	42	221	33	157	75
10:00	127	146			273	22:00	34	29			63
10:15	128	130			258	22:15	30	22			52
10:30	127	138			265	22:30	27	21			48
10:45	137	519	151	565	288	22:45	24	115	16	88	40
11:00	132	125			257	23:00	23	16			39
11:15	130	135			265	23:15	20	12			32
11:30	130	140			270	23:30	18	13			31
11:45	133	525	146	546	279	23:45	14	75	8	49	22
TOTALS	2961	3947			6908	TOTALS	5499	4683			10182
SPLIT %	42.9%	57.1%			40.4%	SPLIT %	54.0%	46.0%			59.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,460	8,630	0	0	17,090

AM Peak Hour	11:30	07:00	07:15	PM Peak Hour	16:30	15:30	16:30
AM Pk Volume	533	733	1219	PM Pk Volume	832	632	1440
Pk Hr Factor	0.973	0.903	0.943	Pk Hr Factor	0.954	0.929	0.950
7 - 9 Volume	939	1386	2325	4 - 6 Volume	1534	1205	2739
7 - 9 Peak Hour	07:30	07:00	07:15	4 - 6 Peak Hour	16:30	16:45	16:30
7 - 9 Pk Volume	517	733	1219	4 - 6 Pk Volume	832	618	1440
Pk Hr Factor	0.957	0.903	0.943	Pk Hr Factor	0.954	0.893	0.950

2022 FDOT Seasonal Factor: 0.94

VOLUME

US 41/SR 45 Bet. N Independence Pkwy & E Norvell Bryant Hwy

Day: Tues-Thurs
Date: April 11-13, 2023

City: Hernando
Project #: FL23_120075_046

Average Annual Daily Traffic

DAILY TOTALS						NB	SB	EB	WB	Total	
						9,723	10,075	0	0	19,798	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	12	8			20	12:00	156	152			308
0:15	9	7			16	12:15	152	162			314
0:30	7	9			16	12:30	145	164			309
0:45	10	38	8	32	18	12:45	137	590	166	644	1234
1:00	8	5			13	13:00	137	169			306
1:15	10	4			14	13:15	140	163			303
1:30	6	7			13	13:30	153	153			306
1:45	5	29	3	19	8	13:45	162	592	177	662	1254
2:00	7	6			13	14:00	148	155			303
2:15	6	9			15	14:15	170	165			335
2:30	7	10			17	14:30	174	168			342
2:45	7	27	8	33	15	14:45	177	669	179	667	1336
3:00	6	6			12	15:00	214	160			374
3:15	8	7			15	15:15	220	170			390
3:30	9	12			21	15:30	205	188			393
3:45	8	31	13	38	21	15:45	195	834	184	702	1536
4:00	7	13			20	16:00	208	179			387
4:15	14	14			28	16:15	207	191			398
4:30	22	23			45	16:30	225	185			410
4:45	23	66	28	78	51	16:45	235	875	178	733	1608
5:00	21	39			60	17:00	236	183			419
5:15	29	44			73	17:15	244	217			461
5:30	44	64			108	17:30	202	166			368
5:45	56	150	75	222	131	17:45	180	862	156	722	1584
6:00	54	81			135	18:00	169	162			331
6:15	67	108			175	18:15	138	130			268
6:30	87	133			220	18:30	124	114			238
6:45	101	309	170	492	271	18:45	119	550	104	510	1060
7:00	115	203			318	19:00	112	96			208
7:15	144	217			361	19:15	106	82			188
7:30	159	236			395	19:30	99	86			185
7:45	160	578	222	878	382	19:45	93	410	74	338	748
8:00	137	195			332	20:00	91	67			158
8:15	150	192			342	20:15	93	63			156
8:30	149	182			331	20:30	71	61			132
8:45	140	576	187	756	327	20:45	71	326	57	248	574
9:00	133	184			317	21:00	58	50			108
9:15	145	164			309	21:15	71	53			124
9:30	144	162			306	21:30	50	47			97
9:45	139	561	189	699	328	21:45	45	224	37	187	411
10:00	144	152			296	22:00	30	29			59
10:15	156	159			315	22:15	36	26			62
10:30	150	153			303	22:30	27	22			49
10:45	152	602	165	629	317	22:45	25	118	19	96	214
11:00	162	154			316	23:00	23	18			41
11:15	152	160			312	23:15	23	12			35
11:30	160	156			316	23:30	16	15			31
11:45	154	628	166	636	320	23:45	16	78	9	54	132
TOTALS	3595	4512			8107	TOTALS	6128	5563			11691
SPLIT %	44.3%	55.7%			40.9%	SPLIT %	52.4%	47.6%			59.1%

DAILY TOTALS						NB	SB	EB	WB	Total
						9,723	10,075	0	0	19,798
AM Peak Hour	11:00	7:00			7:15	PM Peak Hour	16:30	16:30		16:30
AM Pk Volume	628	878			1470	PM Pk Volume	940	763		1703
Pk Hr Factor	0.969	0.930			0.930	Pk Hr Factor	0.963	0.879		0.924
7 - 9 Volume	1154	1634			2788	4 - 6 Volume	1737	1455		3192
7 - 9 Peak Hour	7:30	7:00			7:15	4 - 6 Peak Hour	16:30	16:30		16:30
7 - 9 Pk Volume	606	878			1470	4 - 6 Pk Volume	940	763		1703
Pk Hr Factor	0.947	0.930			0.930	Pk Hr Factor	0.963	0.879		0.924

2022 FDOT Seasonal Factor: 0.94

VOLUME

US 41/SR 45 Bet. E Norvell Bryant Hwy & SR 200/N Cari G Rose Hwy

Day: Tues-Thurs

City: Hernando

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_047

DAILY TOTALS					NB	SB	EB	WB	Total
					9,878	9,805	0	0	19,683

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	11	10			21	12:00	156	141			297
0:15	11	7			18	12:15	156	156			312
0:30	5	9			14	12:30	156	166			322
0:45	8	35	10	36	18	12:45	148	616	162	625	310
1:00	8	6			14	13:00	150	155			305
1:15	10	7			17	13:15	141	155			296
1:30	8	8			16	13:30	165	165			330
1:45	4	30	5	26	9	13:45	174	630	169	644	343
2:00	7	8			15	14:00	157	155			312
2:15	4	9			13	14:15	174	169			343
2:30	6	11			17	14:30	183	170			353
2:45	7	24	9	37	16	14:45	173	687	164	658	337
3:00	8	9			17	15:00	201	166			367
3:15	9	7			16	15:15	217	175			392
3:30	7	11			18	15:30	203	192			395
3:45	13	37	12	39	25	15:45	201	822	176	709	377
4:00	10	10			20	16:00	226	179			405
4:15	16	11			27	16:15	205	190			395
4:30	20	22			42	16:30	235	190			425
4:45	23	69	32	75	55	16:45	229	895	184	743	413
5:00	24	35			59	17:00	228	183			411
5:15	32	42			74	17:15	253	192			445
5:30	47	55			102	17:30	197	171			368
5:45	56	159	74	206	130	17:45	187	865	168	714	355
6:00	61	68			129	18:00	175	151			326
6:15	69	97			166	18:15	149	136			285
6:30	87	119			206	18:30	120	117			237
6:45	114	331	159	443	273	18:45	122	566	107	511	229
7:00	126	186			312	19:00	107	93			200
7:15	156	196			352	19:15	107	91			198
7:30	157	229			386	19:30	97	86			183
7:45	156	595	203	814	359	19:45	97	408	80	350	177
8:00	137	193			330	20:00	95	72			167
8:15	141	170			311	20:15	88	66			154
8:30	133	178			311	20:30	68	62			130
8:45	133	544	173	714	306	20:45	76	327	56	256	132
9:00	149	171			320	21:00	57	49			106
9:15	146	149			295	21:15	66	57			123
9:30	145	163			308	21:30	46	47			93
9:45	148	588	163	646	311	21:45	42	211	36	189	78
10:00	143	135			278	22:00	31	30			61
10:15	160	148			308	22:15	30	28			58
10:30	153	143			296	22:30	29	22			51
10:45	162	618	157	583	319	22:45	24	114	19	99	43
11:00	166	146			312	23:00	24	17			41
11:15	149	159			308	23:15	21	13			34
11:30	149	168			317	23:30	15	16			31
11:45	169	633	159	632	328	23:45	14	74	10	56	24
TOTALS	3663	4251			7914	TOTALS	6215	5554			11769
SPLIT %	46.3%	53.7%			40.2%	SPLIT %	52.8%	47.2%			59.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,878	9,805	0	0	19,683

AM Peak Hour	10:15	7:15	7:15	PM Peak Hour	16:30	16:30	16:30
AM Pk Volume	641	821	1427	PM Pk Volume	945	749	1694
Pk Hr Factor	0.965	0.896	0.924	Pk Hr Factor	0.934	0.975	0.952
7 - 9 Volume	1139	1528	2667	4 - 6 Volume	1760	1457	3217
7 - 9 Peak Hour	7:15	7:15	7:15	4 - 6 Peak Hour	16:30	16:30	16:30
7 - 9 Pk Volume	606	821	1427	4 - 6 Pk Volume	945	749	1694
Pk Hr Factor	0.965	0.896	0.924	Pk Hr Factor	0.934	0.975	0.952

2022 FDOT Seasonal Factor: 0.94

VOLUME

SR 200/Gari G Rose Hwy Bet. E Adams St & CR 491/N Lecanto Hwy

Day: Tues-Thurs

City: Hernando

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_049

DAILY TOTALS						NB	SB	EB	WB	Total		
						3,520	3,366	0	0	6,886		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	5	6			11	12:00	60	44			104	
00:15	4	7			11	12:15	53	46			99	
00:30	3	5			8	12:30	47	60			107	
00:45	3	15	4	22	7	12:45	49	209	50	200	99	409
01:00	2	3			5	13:00	52	56			108	
01:15	3	4			7	13:15	55	52			107	
01:30	3	2			5	13:30	50	53			103	
01:45	4	12	2	11	6	13:45	56	213	61	222	117	435
02:00	3	5			8	14:00	60	53			113	
02:15	2	3			5	14:15	51	62			113	
02:30	2	3			5	14:30	56	61			117	
02:45	3	10	4	15	7	14:45	51	218	64	240	115	458
03:00	4	3			7	15:00	55	63			118	
03:15	5	3			8	15:15	60	71			131	
03:30	5	3			8	15:30	59	71			130	
03:45	11	25	4	13	15	15:45	57	231	81	286	138	517
04:00	5	2			7	16:00	68	83			151	
04:15	12	3			15	16:15	63	81			144	
04:30	10	5			15	16:30	57	81			138	
04:45	15	42	6	16	21	16:45	59	247	84	329	143	576
05:00	14	9			23	17:00	65	86			151	
05:15	24	10			34	17:15	65	76			141	
05:30	31	10			41	17:30	55	85			140	
05:45	37	106	10	39	47	17:45	54	239	85	332	139	571
06:00	46	13			59	18:00	45	66			111	
06:15	54	17			71	18:15	50	52			102	
06:30	56	31			87	18:30	25	56			81	
06:45	68	224	43	104	111	18:45	31	151	45	219	76	370
07:00	77	36			113	19:00	27	47			74	
07:15	85	44			129	19:15	25	42			67	
07:30	75	50			125	19:30	25	39			64	
07:45	71	308	48	178	119	19:45	25	102	29	157	54	259
08:00	79	42			121	20:00	20	36			56	
08:15	65	45			110	20:15	28	34			62	
08:30	67	49			116	20:30	19	29			48	
08:45	56	267	43	179	99	20:45	19	86	22	121	41	207
09:00	57	34			91	21:00	14	31			45	
09:15	60	40			100	21:15	16	25			41	
09:30	69	44			113	21:30	13	18			31	
09:45	57	243	41	159	98	21:45	9	52	15	89	24	141
10:00	60	40			100	22:00	12	16			28	
10:15	68	42			110	22:15	11	14			25	
10:30	65	44			109	22:30	9	14			23	
10:45	53	246	37	163	90	22:45	6	38	8	52	14	90
11:00	51	47			98	23:00	5	8			13	
11:15	50	50			100	23:15	7	7			14	
11:30	52	40			92	23:30	9	11			20	
11:45	56	209	51	188	107	23:45	6	27	6	32	12	59
TOTALS	1707	1087			2794	TOTALS	1813	2279			4092	
SPLIT %	61.1%	38.9%			40.6%	SPLIT %	44.3%	55.7%			59.4%	

DAILY TOTALS						NB	SB	EB	WB	Total
						3,520	3,366	0	0	6,886
AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	15:30	16:15		16:00
AM Pk Volume	310	201			494	PM Pk Volume	247	332		576
Pk Hr Factor	0.912	0.838			0.957	Pk Hr Factor	0.908	0.965		0.954
7 - 9 Volume	575	357			932	4 - 6 Volume	486	661		1147
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:00	16:15		16:00
7 - 9 Pk Volume	310	185			494	4 - 6 Pk Volume	247	332		576
Pk Hr Factor	0.912	0.925			0.957	Pk Hr Factor	0.908	0.965		0.954

2022 FDOT Seasonal Factor: 0.94

VOLUME

SR 200/Gari G Rose Hwy Bet. CR 491/N Lecanto Hwy & Marion County Line

Day: Tues-Thurs

City: Hernando

Date: April 11-13, 2023

Average Annual Daily Traffic

Project #: FL23_120075_050

DAILY TOTALS					NB	SB	EB	WB	Total
					7,626	7,243	0	0	14,869

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	8	17			25	12:00	126	91			217	
00:15	6	11			17	12:15	113	109			222	
00:30	9	9			18	12:30	110	111			221	
00:45	7	30	8	45	15	12:45	108	457	104	415	212	872
01:00	7	7			14	13:00	108	111			219	
01:15	4	8			12	13:15	122	112			234	
01:30	4	5			9	13:30	110	115			225	
01:45	7	22	7	27	14	13:45	110	450	121	459	231	909
02:00	8	8			16	14:00	118	114			232	
02:15	6	5			11	14:15	104	134			238	
02:30	6	6			12	14:30	118	133			251	
02:45	6	26	5	24	11	14:45	119	459	137	518	256	977
03:00	9	9			18	15:00	112	137			249	
03:15	13	7			20	15:15	117	147			264	
03:30	11	9			20	15:30	127	141			268	
03:45	22	55	7	32	29	15:45	117	473	181	606	298	1079
04:00	27	6			33	16:00	133	166			299	
04:15	38	12			50	16:15	137	159			296	
04:30	38	12			50	16:30	125	168			293	
04:45	38	141	16	46	54	16:45	132	527	177	670	309	1197
05:00	48	19			67	17:00	132	178			310	
05:15	63	22			85	17:15	140	175			315	
05:30	76	27			103	17:30	126	180			306	
05:45	87	274	34	102	121	17:45	114	512	173	706	287	1218
06:00	107	39			146	18:00	98	145			243	
06:15	143	65			208	18:15	101	123			224	
06:30	152	74			226	18:30	62	111			173	
06:45	153	555	67	245	220	18:45	63	324	105	484	168	808
07:00	175	83			258	19:00	60	98			158	
07:15	179	96			275	19:15	55	76			131	
07:30	177	121			298	19:30	54	71			125	
07:45	152	683	108	408	260	19:45	49	218	71	316	120	534
08:00	158	98			256	20:00	37	64			101	
08:15	150	102			252	20:15	47	72			119	
08:30	129	109			238	20:30	39	66			105	
08:45	113	550	103	412	216	20:45	35	158	52	254	87	412
09:00	131	83			214	21:00	33	53			86	
09:15	128	100			228	21:15	32	58			90	
09:30	137	97			234	21:30	28	36			64	
09:45	115	511	87	367	202	21:45	22	115	34	181	56	296
10:00	127	84			211	22:00	23	33			56	
10:15	127	92			219	22:15	16	33			49	
10:30	132	94			226	22:30	20	26			46	
10:45	125	511	87	357	212	22:45	15	74	15	107	30	181
11:00	116	88			204	23:00	13	18			31	
11:15	112	102			214	23:15	15	15			30	
11:30	107	102			209	23:30	13	21			34	
11:45	116	451	101	393	217	23:45	9	50	15	69	24	119
TOTALS	3809	2458			6267	TOTALS	3817	4785			8602	
SPLIT %	60.8%	39.2%			42.1%	SPLIT %	44.4%	55.6%			57.9%	

DAILY TOTALS					NB	SB	EB	WB	Total
					7,626	7,243	0	0	14,869

AM Peak Hour	06:45	07:30	07:00	PM Peak Hour	16:45	16:45	16:45
AM Pk Volume	684	429	1091	PM Pk Volume	530	710	1240
Pk Hr Factor	0.955	0.886	0.915	Pk Hr Factor	0.946	0.986	0.984
7 - 9 Volume	1233	820	2053	4 - 6 Volume	1039	1376	2415
7 - 9 Peak Hour	07:00	07:30	07:00	4 - 6 Peak Hour	16:45	16:45	16:45
7 - 9 Pk Volume	683	429	1091	4 - 6 Pk Volume	530	710	1240
Pk Hr Factor	0.954	0.886	0.915	Pk Hr Factor	0.946	0.986	0.984

2022 FDOT Seasonal Factor: 0.94

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 9601 - CR 578, BETWEEN 'US 19' AND 'WATERFALL DR'

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	21000 C	E 10500	W 10500	9.00	54.50	9.60
1	20500 C	E 10500	W 10000	9.00	54.20	7.00

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 2015 - COUNTY LINE RD, EAST OF COBBLESTONE DR (HPMS)

R	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	20000 S	E	10000	W 10000	9.00	54.50	9.60
L	19300 F	E	9700	W 9600	9.00	54.20	7.00
0	18900 C	E	9500	W 9400	9.00	54.30	5.90
9	19500 X		0	0	9.00	54.30	6.90
3	19000 X		0	0	9.00	54.40	6.40
7	18500 X		0	0	9.00	55.60	2.90
5	17500 E		0	0	9.00	54.80	4.70
5	16700 E				9.00	55.00	3.80
4	16600 S	E	8100	W 8500	9.00	56.00	6.80
3	16800 F	E	8200	W 8600	9.00	56.80	6.80
2	17000 C	E	8300	W 8700	9.00	55.00	6.80
L	14800 S	E	7400	W 7400	9.00	55.00	5.50
0	14800 F	E	7400	W 7400	9.74	54.68	5.50
9	15000 C	E	7500	W 7500	9.60	55.47	5.50
3	16800 C	E	8500	W 8300	9.72	54.99	8.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 2030 - COUNTY LINE ROAD, EAST OF MARINER BLVD (HPMS)

	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2	22000 C	E	11500	W	10500	9.00	54.50	8.00
L	22000 C	E	11000	W	11000	9.00	54.20	8.00
2	16800 S	E	8200	W	8600	9.00	55.00	6.10
L	17000 F	E	8300	W	8700	9.00	55.00	6.10
2	17200 C	E	8400	W	8800	9.74	54.68	6.10

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 2020 - COUNTY LINE RD, EAST OF SUNCOAST PKWY (HPMS)

	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2	16600 S	E	8300	W	8300	9.00	54.50	9.60
L	16000 F	E	8000	W	8000	9.00	54.20	7.00
0	15600 C	E	7800	W	7800	9.00	54.30	5.90
9	12000 X		0		0	9.00	54.30	6.90
3	11500 X		0		0	9.00	54.40	6.40
7	11000 X		0		0	9.00	55.60	2.90
5	10300 E		0		0	9.00	54.80	4.70
5	9800 E					9.00	55.00	3.80
4	9700 S	E	4800	W	4900	9.00	56.00	6.90
3	9900 F	E	4900	W	5000	9.00	56.80	6.90
2	9900 C	E	4900	W	5000	9.00	55.00	6.90
L	10100 S	E	5000	W	5100	9.00	55.00	8.20
0	10100 F	E	5000	W	5100	9.74	54.68	8.20
9	10300 C	E	5100	W	5200	9.60	55.47	8.20
3	9900 C	E	4900	W	5000	9.72	54.99	11.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

3: 0031 - SR 45/US 41/BROAD ST, APPROX 1/2 MILE NORTH OF PASCO COUNTY

	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2	16100 F	N	8000	S	8100	9.00	54.50	12.30	
1	15500 C	N	7700	S	7800	9.00	54.20	12.30	
0	15300 C	N	7700	S	7600	9.00	54.30	5.00	
3	14500 E					9.00	54.30	5.80	
3	14200 S	N	7100	S	7100	9.00	54.40	9.30	
7	13800 F	N	6900	S	6900	9.00	55.60	9.30	
5	13000 C	N	6500	S	6500	9.00	54.80	9.30	
5	13400 F	N	6900	S	6500	9.00	55.00	8.50	
4	12700 C	N	6500	S	6200	9.00	56.00	7.50	
3	11700 C	N	5800	S	5900	9.00	56.80	8.00	
2	10600 C	N	5300	S	5300	9.00	55.00	8.30	
1	10200 C	N	5100	S	5100	9.00	55.00	7.30	
0	11300 C	N	5600	S	5700	9.74	54.68	7.20	
3	12200 C	N	6000	S	6200	9.60	55.47	7.90	
3	12900 C	N	6500	S	6400	9.72	54.99	9.90	
7	12400 C	N	6200	S	6200	9.34	56.51	16.40	

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

3: 0238 - SR 45/US 41/N FLORIDA AVE, SOUTH OF NORVELL BRYANT/PARSON POINT

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	22000 F	N 11000	S 11000	9.00	51.40	7.20
L	21000 C	N 10500	S 10500	9.00	51.10	7.20
0	16600 C	N 8100	S 8500	9.00	53.20	7.30
9	18200 F	N 8900	S 9300	9.00	53.10	7.20
3	18200 C	N 8900	S 9300	9.00	52.90	7.20
7	16100 F	N 7800	S 8300	9.00	53.30	5.80
5	15500 C	N 7500	S 8000	9.00	53.10	5.80
5	17000 C	N 8300	S 8700	9.00	53.20	6.10
4	15800 C	N 7700	S 8100	9.00	53.30	6.30
3	15800 C	N 7600	S 8200	9.00	52.90	5.90
2	16200 C	N 7800	S 8400	9.00	54.60	5.50
L	16000 C	N 7800	S 8200	9.00	52.90	6.20
0	16300 C	N 7900	S 8400	10.10	53.81	6.00
9	16500 C	N 8100	S 8400	9.82	54.59	4.90
3	16600 C	N 8100	S 8500	10.01	53.97	5.80
7	16000 C	N 7900	S 8100	9.88	54.20	6.10



AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

3: 1009 - SR 45/US 41/N FLORIDA AVE, SOUTH OF SR200/CARL G ROSE HWY

R	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	23000 F	N 11000	S 12000	9.00	51.40	5.90
1	22000 C	N 10500	S 11500	9.00	51.10	5.90
0	16600 C	N 8300	S 8300	9.00	53.20	8.00
3	18600 F	N 9300	S 9300	9.00	53.10	7.20
3	18600 C	N 9300	S 9300	9.00	52.90	7.20
7	16100 F	N 8000	S 8100	9.00	53.30	5.80
5	15500 C	N 7700	S 7800	9.00	53.10	5.80
5	16800 C	N 8300	S 8500	9.00	53.20	5.90
4	16000 C	N 7900	S 8100	9.00	53.30	5.50
3	15900 C	N 7900	S 8000	9.00	52.90	6.40
2	17700 C	N 8800	S 8900	9.00	54.60	4.80
1	16500 C	N 8200	S 8300	9.00	52.90	5.90
0	16700 C	N 8300	S 8400	10.10	53.81	6.00
3	16800 C	N 8400	S 8400	9.82	54.59	5.00
3	17200 C	N 8600	S 8600	10.01	53.97	6.10
7	17800 C	N 8900	S 8900	9.88	54.20	6.90

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

VTY: 02 - CITRUS

E: 8606 - FL 200, CR 491 TO E ADAMS ST

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	7300 F	E 3700	W 3600	9.00	51.40	7.50
1	7100 C	E 3600	W 3500	9.00	51.10	7.80

DRAFT

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

3: 0200 - SR 200/CARL ROSE HIGHWAY, SOUTH OF CR 39

	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2	16100 F	N	8100	S	8000	9.50	51.40	7.10	
1	15500 C	N	7800	S	7700	9.50	51.10	7.10	
0	12300 C	N	6200	S	6100	9.50	53.20	9.00	
3	13500 F	N	6800	S	6700	9.50	53.10	7.30	
3	13500 C	N	6800	S	6700	9.50	52.90	7.30	
7	12900 F	N	6500	S	6400	9.50	53.30	6.40	
5	12500 C	N	6300	S	6200	9.50	53.10	6.40	
5	12300 C	N	6200	S	6100	9.50	53.20	7.50	
1	11500 C	N	5800	S	5700	9.50	53.30	6.20	
3	11100 C	N	5600	S	5500	9.50	52.90	7.10	
2	11300 C	N	5700	S	5600	9.50	54.60	6.50	
1	11500 F	N	5800	S	5700	9.50	52.90	5.40	
0	11500 C	N	5800	S	5700	10.10	53.81	5.40	
3	11700 C	N	5900	S	5800	9.82	54.59	6.10	
3	11500 C	N	5800	S	5700	10.01	53.97	6.80	
7	12000 C	N	6000	S	6000	9.88	54.20	7.90	

DRAFT

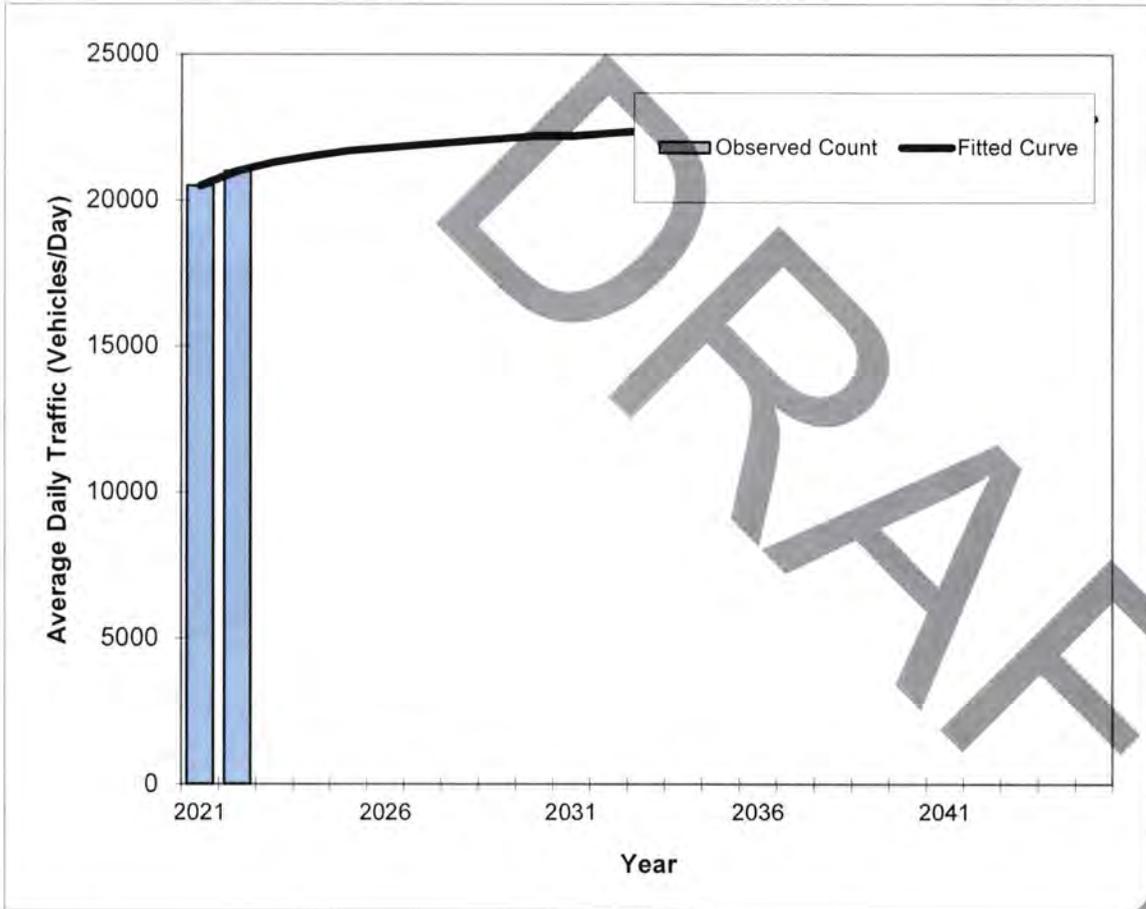
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SITE: 9601 - CR 578, BETWEEN 'US 19' AND 'WATERFALL DR' --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	1 - CR 578, BETWEEN 'US 19' AND 'WATERFALL DR'



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	20500	20500
2022	21000	21000
2028 Opening Year Trend		
2028	N/A	22000
2035 Mid-Year Trend		
2035	N/A	22500
2045 Design Year Trend		
2045	N/A	22800
TRANPLAN Forecasts/Trends		

Trend R-squared:	100.00%
Compounded Annual Historic Growth Rate:	2.44%
Compounded Growth Rate (2022 to Design Year):	0.36%
Printed:	25-Mar-24
Decaying Exponential Growth Option	

*Axle-Adjusted

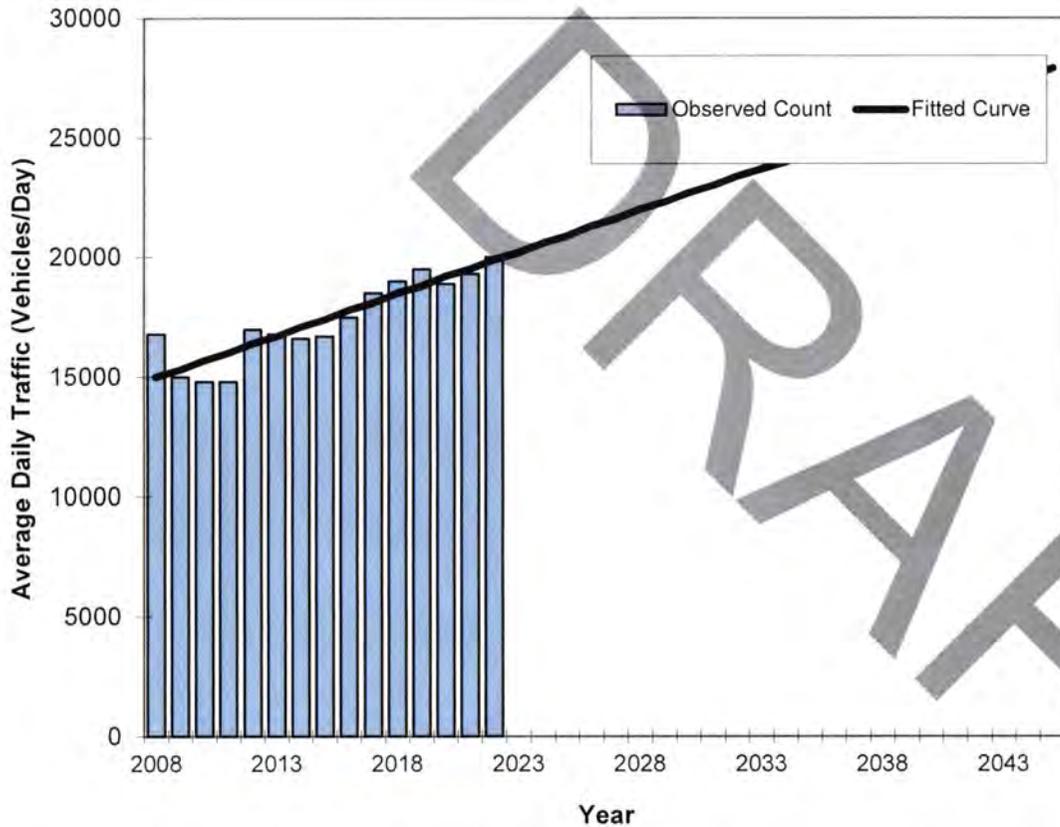
B - 19

Traffic Trends - V03.a

SITE: 2015 - COUNTY LINE RD, EAST OF COBBLESTONE DR (HPMS) --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	COUNTY LINE RD, EAST OF COBBLESTON



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	16800	15000
2009	15000	15300
2010	14800	15700
2011	14800	16000
2012	17000	16400
2013	16800	16700
2014	16600	17100
2015	16700	17400
2016	17500	17800
2017	18500	18100
2018	19000	18500
2019	19500	18800
2020	18900	19200
2021	19300	19500
2022	20000	19900
2028 Opening Year Trend		
2028	N/A	22000
2035 Mid-Year Trend		
2035	N/A	24400
2045 Design Year Trend		
2045	N/A	27900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 349
 Trend R-squared: 81.15%
 Trend Annual Historic Growth Rate: 2.33%
 Trend Growth Rate (2022 to Design Year): 1.75%
 Printed: 25-Mar-24

Straight Line Growth Option

*Axle-Adjusted

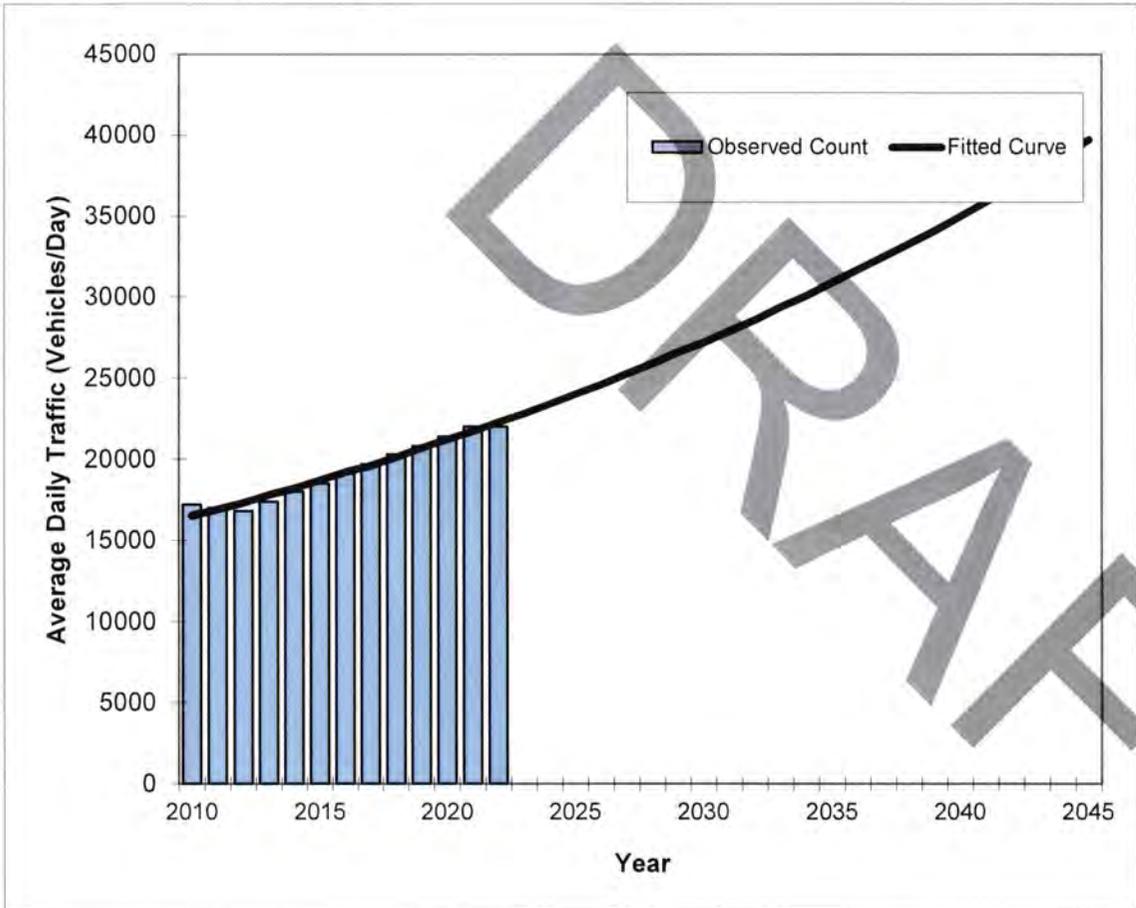
B - 20

Traffic Trends - V03.a

SITE: 2030 - COUNTY LINE ROAD, EAST OF MARINER BLVD (HPMS) --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	COUNTY LINE ROAD, EAST OF MARINER



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	17200	16500
2011	17000	16900
2012	16800	17300
2013	17400	17800
2014	18000	18200
2015	18500	18700
2016	19100	19200
2017	19700	19600
2018	20300	20100
2019	20800	20700
2020	21400	21200
2021	22000	21700
2022	22000	22300

2028 Opening Year Trend		
2028	N/A	25900
2035 Mid-Year Trend		
2035	N/A	30900
2045 Design Year Trend		
2045	N/A	39700
TRANPLAN Forecasts/Trends		

Trend R-squared:	96.59%
Compounded Annual Historic Growth Rate:	2.54%
Compounded Growth Rate (2022 to Design Year):	2.54%
Printed:	25-Mar-24
Exponential Growth Option	

*Axle-Adjusted

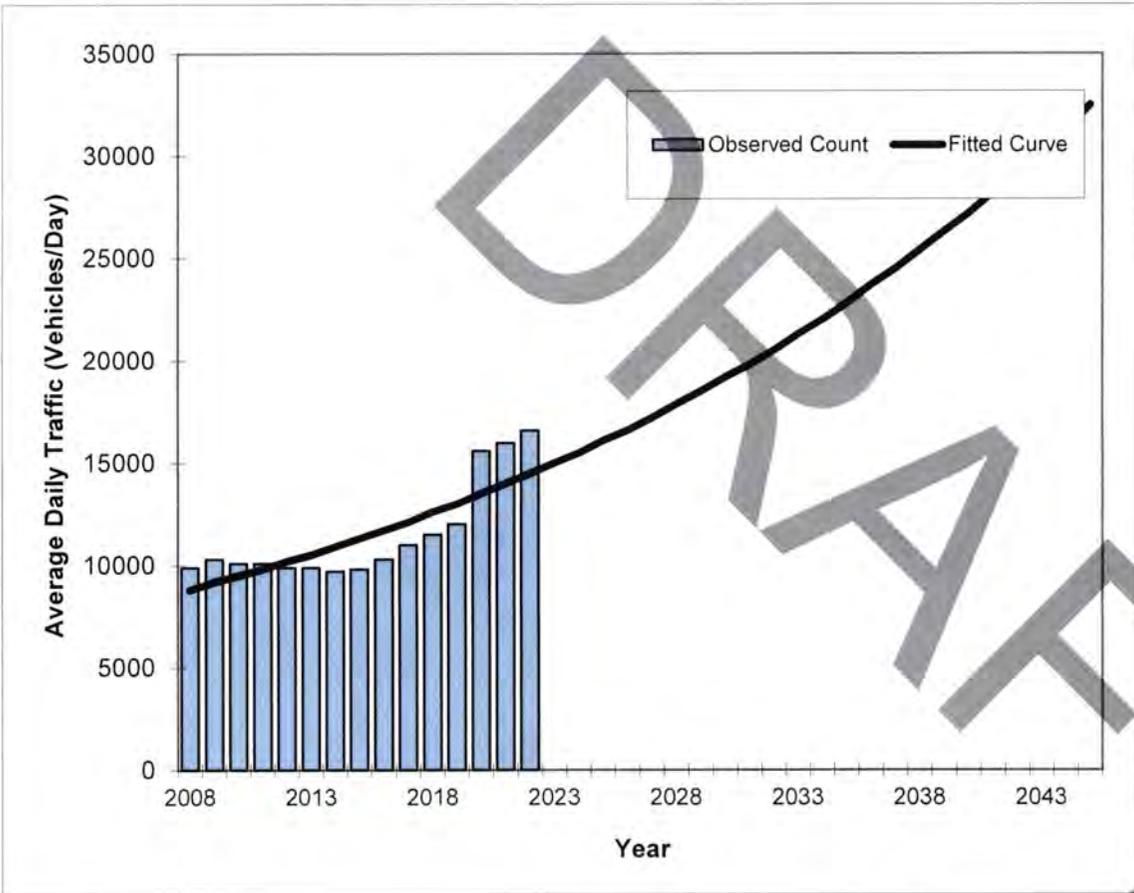
B - 21

Traffic Trends - V03.a

SITE: 2020 - COUNTY LINE RD, EAST OF SUNCOAST PKWY (HPMS) --

FIN#	1234
Location	1

County:	Hernando (08)
Station #:	0
Highway:	COUNTY LINE RD, EAST OF SUNCOAST P



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	9900	8800
2009	10300	9200
2010	10100	9500
2011	10100	9800
2012	9900	10200
2013	9900	10500
2014	9700	10900
2015	9800	11300
2016	10300	11700
2017	11000	12100
2018	11500	12600
2019	12000	13000
2020	15600	13500
2021	16000	14000
2022	16600	14500

2028 Opening Year Trend		
2028	N/A	17900
2035 Mid-Year Trend		
2035	N/A	22800
2045 Design Year Trend		
2045	N/A	32500

TRANPLAN Forecasts/Trends		

Trend R-squared:	67.08%
Compounded Annual Historic Growth Rate:	3.63%
Compounded Growth Rate (2022 to Design Year):	3.57%
Printed:	8-May-24
Exponential Growth Option	

*Axle-Adjusted

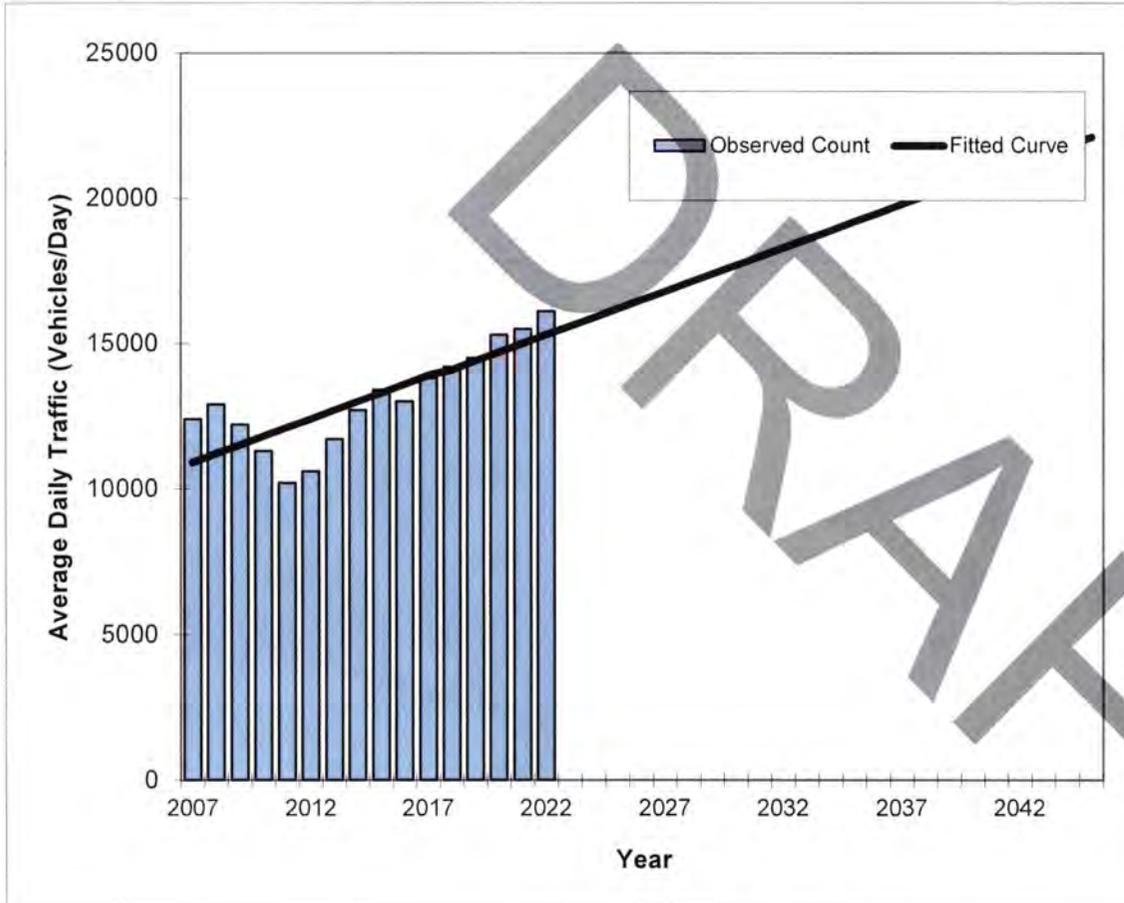
B - 22

Traffic Trends - V03.a

0031 - SR 45/US 41/BROAD ST, APPROX 1/2 MILE NORTH OF PASCO COU

FIN#	1234
Location	1

County:	0
Station #:	0
Highway:	SR 41/BROAD ST, APPROX 1/2 MILE NORTH



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	12400	10900
2008	12900	11200
2009	12200	11500
2010	11300	11800
2011	10200	12100
2012	10600	12400
2013	11700	12700
2014	12700	13000
2015	13400	13300
2016	13000	13600
2017	13800	13900
2018	14200	14100
2019	14500	14400
2020	15300	14700
2021	15500	15000
2022	16100	15300

2028 Opening Year Trend		
2028	N/A	17100
2035 Mid-Year Trend		
2035	N/A	19200
2045 Design Year Trend		
2045	N/A	22100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** 295
Trend R-squared: 66.30%
Trend Annual Historic Growth Rate: 2.69%
Trend Growth Rate (2022 to Design Year): 1.93%
Printed: 25-Mar-24

Straight Line Growth Option

*Axle-Adjusted

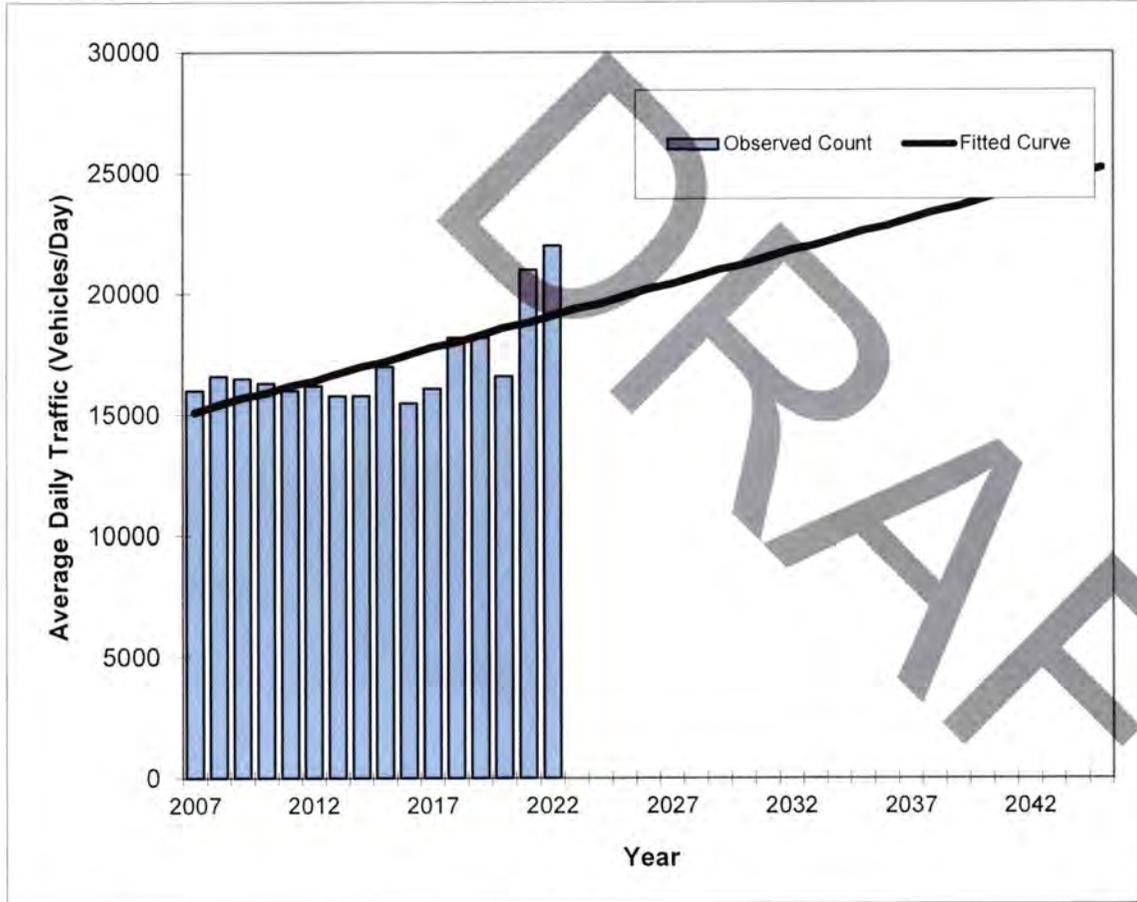
B - 23

Traffic Trends - V03.a

8 - SR 45/US 41/N FLORIDA AVE, SOUTH OF NORVELL BRYANT/PARSON

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	1/N FLORIDA AVE, SOUTH OF NORVELL B



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	16000	15100
2008	16600	15400
2009	16500	15700
2010	16300	15900
2011	16000	16200
2012	16200	16400
2013	15800	16700
2014	15800	17000
2015	17000	17200
2016	15500	17500
2017	16100	17800
2018	18200	18000
2019	18200	18300
2020	16600	18600
2021	21000	18800
2022	22000	19100
2030 Opening Year Trend		
2030	N/A	21200
2035 Mid-Year Trend		
2035	N/A	22600
2045 Design Year Trend		
2045	N/A	25200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 266
 Trend R-squared: 44.98%
 Trend Annual Historic Growth Rate: 1.77%
 Trend Growth Rate (2022 to Design Year): 1.39%
 Printed: 29-Mar-24

Straight Line Growth Option

*Axle-Adjusted

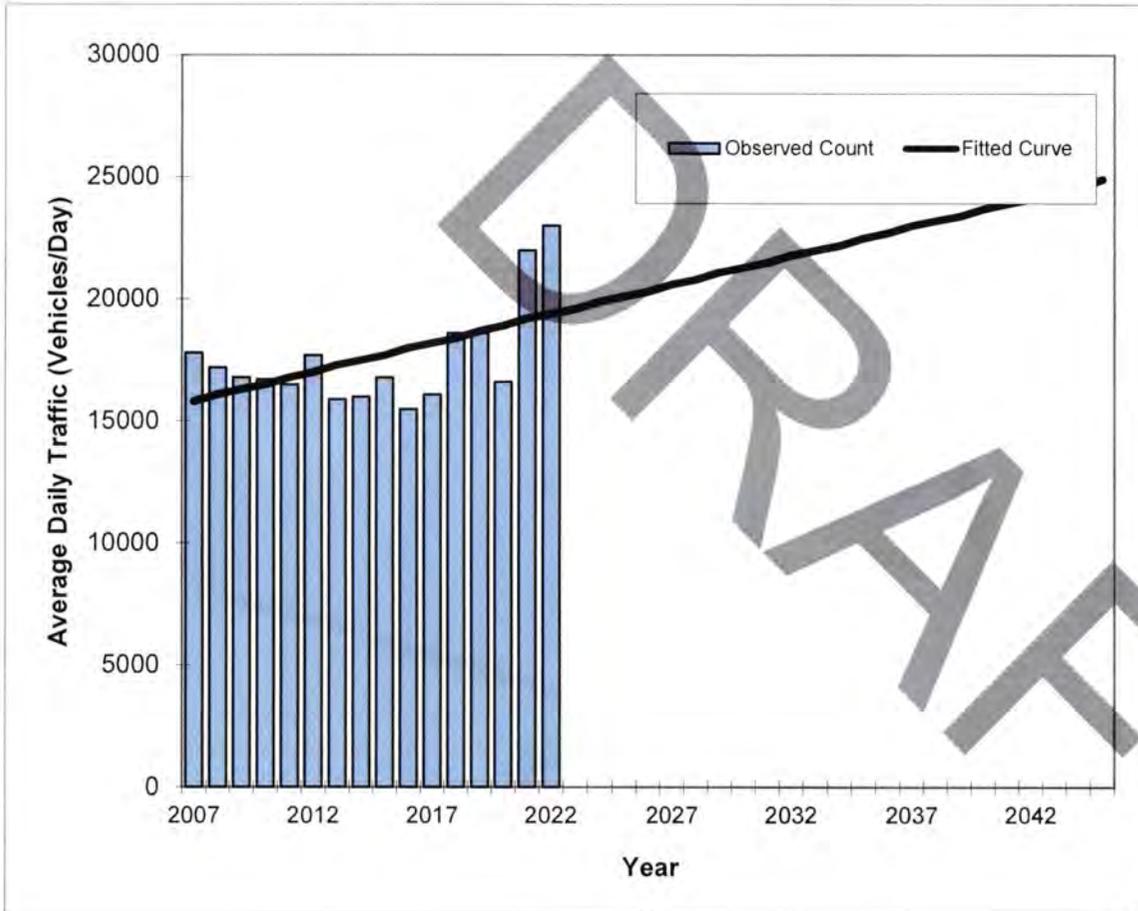
B - 24

Traffic Trends - V03.a

: 1009 - SR 45/US 41/N FLORIDA AVE, SOUTH OF SR200/CARL G ROSE HW

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	US 41/N FLORIDA AVE, SOUTH OF SR200/



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	17800	15800
2008	17200	16100
2009	16800	16300
2010	16700	16500
2011	16500	16800
2012	17700	17000
2013	15900	17300
2014	16000	17500
2015	16800	17700
2016	15500	18000
2017	16100	18200
2018	18600	18400
2019	18600	18700
2020	16600	18900
2021	22000	19200
2022	23000	19400
2028 Opening Year Trend		
2028	N/A	20800
2035 Mid-Year Trend		
2035	N/A	22500
2045 Design Year Trend		
2045	N/A	24900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 238
 Trend R-squared: 28.60%
 Trend Annual Historic Growth Rate: 1.52%
 Trend Growth Rate (2022 to Design Year): 1.23%
 Printed: 27-Mar-24

Straight Line Growth Option

*Axle-Adjusted

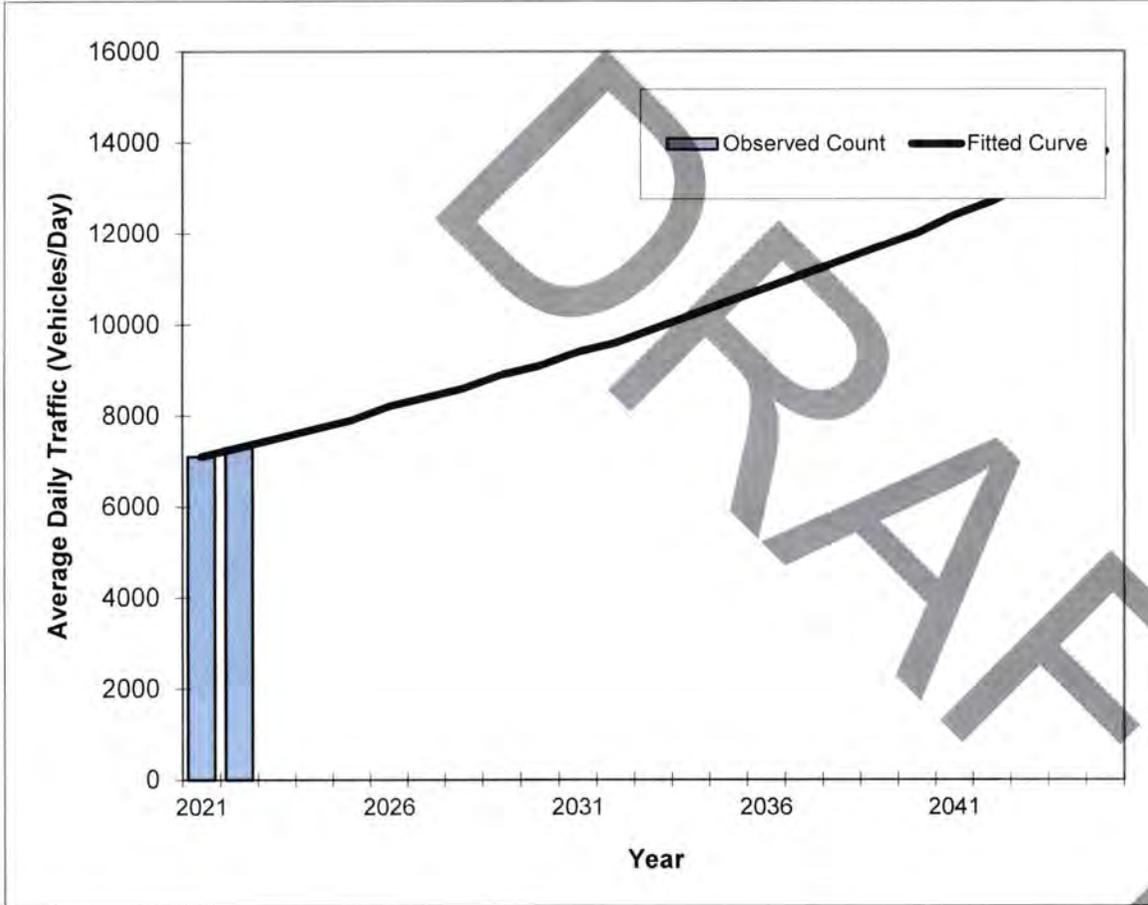
B - 25

Traffic Trends - V03.a

SITE: 8606 - FL 200, CR 491 TO E ADAMS ST --

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	SITE: 8606 - FL 200, CR 491 TO E ADAMS S



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	7100	7100
2022	7300	7300
2028 Opening Year Trend		
2028	N/A	8600
2035 Mid-Year Trend		
2035	N/A	10500
2045 Design Year Trend		
2045	N/A	13800
TRANPLAN Forecasts/Trends		

Trend R-squared: 100.00%
 Compounded Annual Historic Growth Rate: 2.82%
 Compounded Growth Rate (2022 to Design Year): 2.81%
 Printed: 19-Mar-24

Exponential Growth Option

*Axle-Adjusted

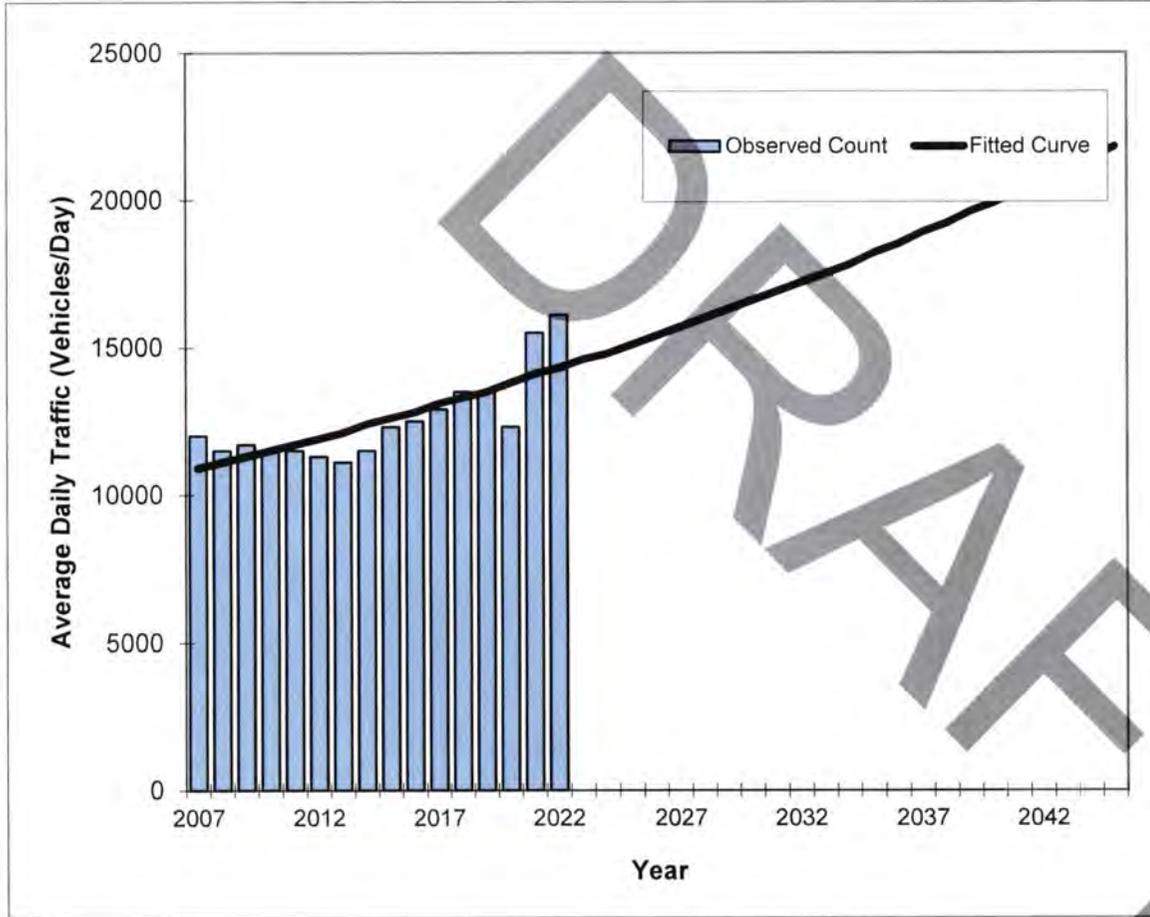
B - 26

Traffic Trends - V03.a

SITE: 0200 - SR 200/CARL ROSE HIGHWAY, SOUTH OF CR 39 --

FIN#	1234
Location	1

County:	Citrus (02)
Station #:	0
Highway:	D - SR 200/CARL ROSE HIGHWAY, SOUTH



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	12000	10900
2008	11500	11100
2009	11700	11300
2010	11500	11500
2011	11500	11700
2012	11300	11900
2013	11100	12100
2014	11500	12400
2015	12300	12600
2016	12500	12800
2017	12900	13100
2018	13500	13300
2019	13500	13500
2020	12300	13800
2021	15500	14100
2022	16100	14300
2028 Opening Year Trend		
2028	N/A	16000
2035 Mid-Year Trend		
2035	N/A	18200
2045 Design Year Trend		
2045	N/A	21800
TRANPLAN Forecasts/Trends		

Trend R-squared:	63.12%
Compounded Annual Historic Growth Rate:	1.83%
Compounded Growth Rate (2022 to Design Year):	1.85%
Printed:	19-Mar-24

Exponential Growth Option

*Axle-Adjusted

B - 27

**APPENDIX C:
2023 Q/LOS GENERALIZED TABLES & PEAK SEASON
CORRECTION FACTOR REPORTS**

DRAFT

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

- 2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
- Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
- Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75



(C1-Natural & C2-Rural)

DRAFT

C-1

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT



	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 0800 HERNANDO COUNTYWIDE

MOCF: 0.95
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.02	1.07
3	01/09/2022 - 01/15/2022	1.05	1.11
4	01/16/2022 - 01/22/2022	1.04	1.09
5	01/23/2022 - 01/29/2022	1.02	1.07
6	01/30/2022 - 02/05/2022	1.01	1.06
7	02/06/2022 - 02/12/2022	0.99	1.04
* 8	02/13/2022 - 02/19/2022	0.97	1.02
* 9	02/20/2022 - 02/26/2022	0.97	1.02
*10	02/27/2022 - 03/05/2022	0.96	1.01
*11	03/06/2022 - 03/12/2022	0.95	1.00
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.94	0.99
*14	03/27/2022 - 04/02/2022	0.94	0.99
*15	04/03/2022 - 04/09/2022	0.94	0.99
*16	04/10/2022 - 04/16/2022	0.94	0.99
*17	04/17/2022 - 04/23/2022	0.95	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.01
*19	05/01/2022 - 05/07/2022	0.97	1.02
*20	05/08/2022 - 05/14/2022	0.98	1.03
21	05/15/2022 - 05/21/2022	0.99	1.04
22	05/22/2022 - 05/28/2022	1.00	1.05
23	05/29/2022 - 06/04/2022	1.02	1.07
24	06/05/2022 - 06/11/2022	1.03	1.08
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.06	1.12
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.07	1.13
31	07/24/2022 - 07/30/2022	1.07	1.13
32	07/31/2022 - 08/06/2022	1.07	1.13
33	08/07/2022 - 08/13/2022	1.07	1.13
34	08/14/2022 - 08/20/2022	1.07	1.13
35	08/21/2022 - 08/27/2022	1.07	1.13
36	08/28/2022 - 09/03/2022	1.07	1.13
37	09/04/2022 - 09/10/2022	1.07	1.13
38	09/11/2022 - 09/17/2022	1.07	1.13
39	09/18/2022 - 09/24/2022	1.04	1.09
40	09/25/2022 - 10/01/2022	1.01	1.06
41	10/02/2022 - 10/08/2022	0.99	1.04
42	10/09/2022 - 10/15/2022	0.96	1.01
43	10/16/2022 - 10/22/2022	0.97	1.02
44	10/23/2022 - 10/29/2022	0.97	1.02
45	10/30/2022 - 11/05/2022	0.98	1.03
46	11/06/2022 - 11/12/2022	0.98	1.03
47	11/13/2022 - 11/19/2022	0.99	1.04
48	11/20/2022 - 11/26/2022	0.99	1.04
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.02	1.07
53	12/25/2022 - 12/31/2022	1.05	1.11

* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 0200 CITRUS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.04	1.09
3	01/09/2022 - 01/15/2022	1.08	1.14
4	01/16/2022 - 01/22/2022	1.06	1.12
5	01/23/2022 - 01/29/2022	1.04	1.09
6	01/30/2022 - 02/05/2022	1.02	1.07
7	02/06/2022 - 02/12/2022	1.00	1.05
8	02/13/2022 - 02/19/2022	0.98	1.03
* 9	02/20/2022 - 02/26/2022	0.97	1.02
*10	02/27/2022 - 03/05/2022	0.95	1.00
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.92	0.97
*13	03/20/2022 - 03/26/2022	0.92	0.97
*14	03/27/2022 - 04/02/2022	0.93	0.98
*15	04/03/2022 - 04/09/2022	0.93	0.98
*16	04/10/2022 - 04/16/2022	0.93	0.98
*17	04/17/2022 - 04/23/2022	0.94	0.99
*18	04/24/2022 - 04/30/2022	0.95	1.00
*19	05/01/2022 - 05/07/2022	0.96	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.02
*21	05/15/2022 - 05/21/2022	0.98	1.03
22	05/22/2022 - 05/28/2022	1.00	1.05
23	05/29/2022 - 06/04/2022	1.01	1.06
24	06/05/2022 - 06/11/2022	1.03	1.08
25	06/12/2022 - 06/18/2022	1.04	1.09
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.05	1.11
28	07/03/2022 - 07/09/2022	1.06	1.12
29	07/10/2022 - 07/16/2022	1.06	1.12
30	07/17/2022 - 07/23/2022	1.05	1.11
31	07/24/2022 - 07/30/2022	1.04	1.09
32	07/31/2022 - 08/06/2022	1.03	1.08
33	08/07/2022 - 08/13/2022	1.02	1.07
34	08/14/2022 - 08/20/2022	1.01	1.06
35	08/21/2022 - 08/27/2022	1.03	1.08
36	08/28/2022 - 09/03/2022	1.04	1.09
37	09/04/2022 - 09/10/2022	1.06	1.12
38	09/11/2022 - 09/17/2022	1.07	1.13
39	09/18/2022 - 09/24/2022	1.04	1.09
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	0.99	1.04
42	10/09/2022 - 10/15/2022	0.96	1.01
43	10/16/2022 - 10/22/2022	0.97	1.02
44	10/23/2022 - 10/29/2022	0.98	1.03
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.01	1.06
47	11/13/2022 - 11/19/2022	1.02	1.07
48	11/20/2022 - 11/26/2022	1.01	1.06
49	11/27/2022 - 12/03/2022	1.01	1.06
50	12/04/2022 - 12/10/2022	1.00	1.05
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.04	1.09
53	12/25/2022 - 12/31/2022	1.08	1.14

* PEAK SEASON

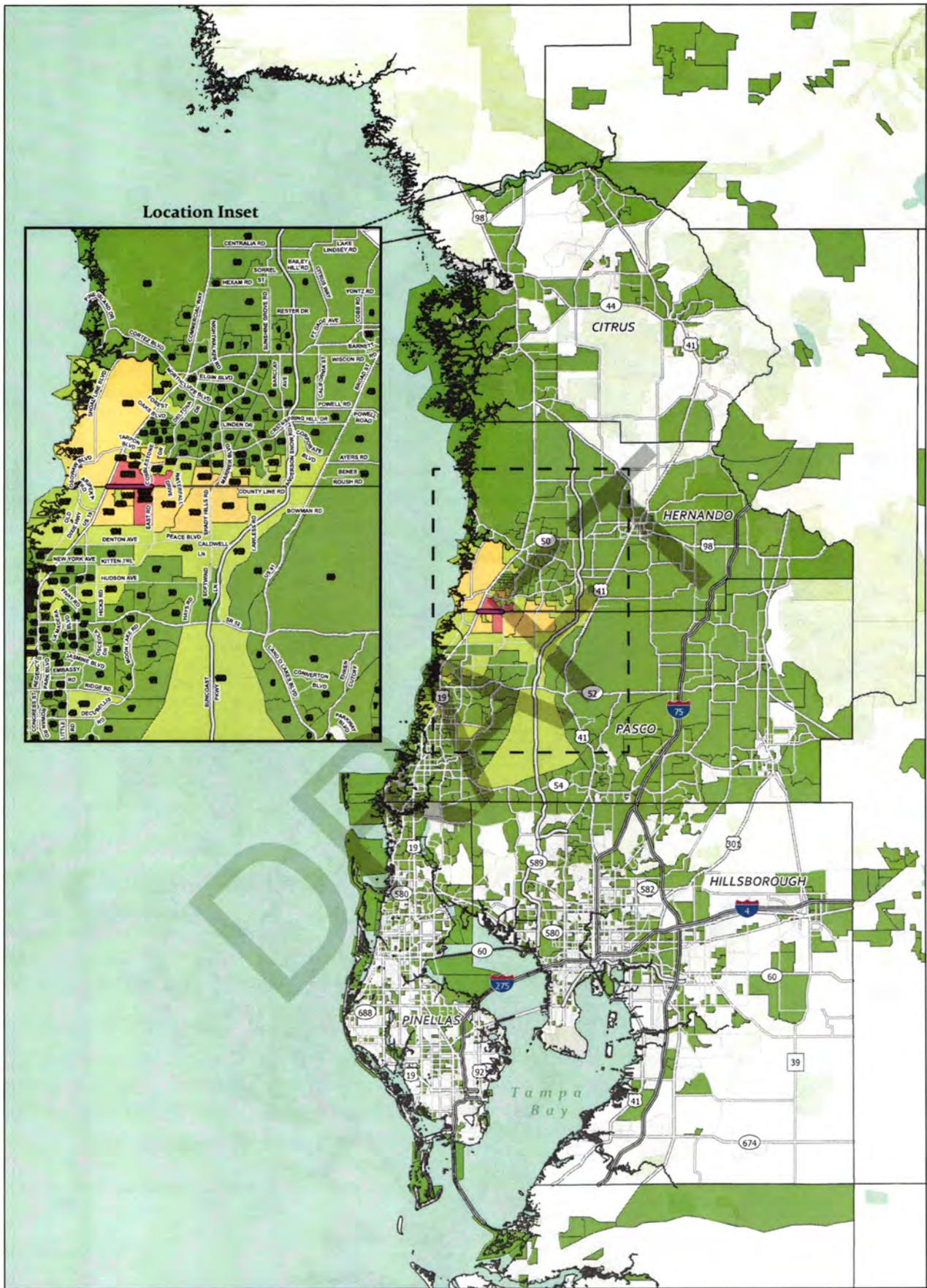
23-FEB-2023 09:11:23

830UPD

7_0200_PKSEASON.TXT

**APPENDIX D:
REPLICA ORIGIN/DESTINATION ANALYSIS MAPS**

DRAFT



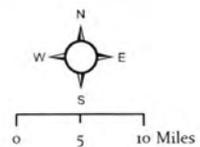
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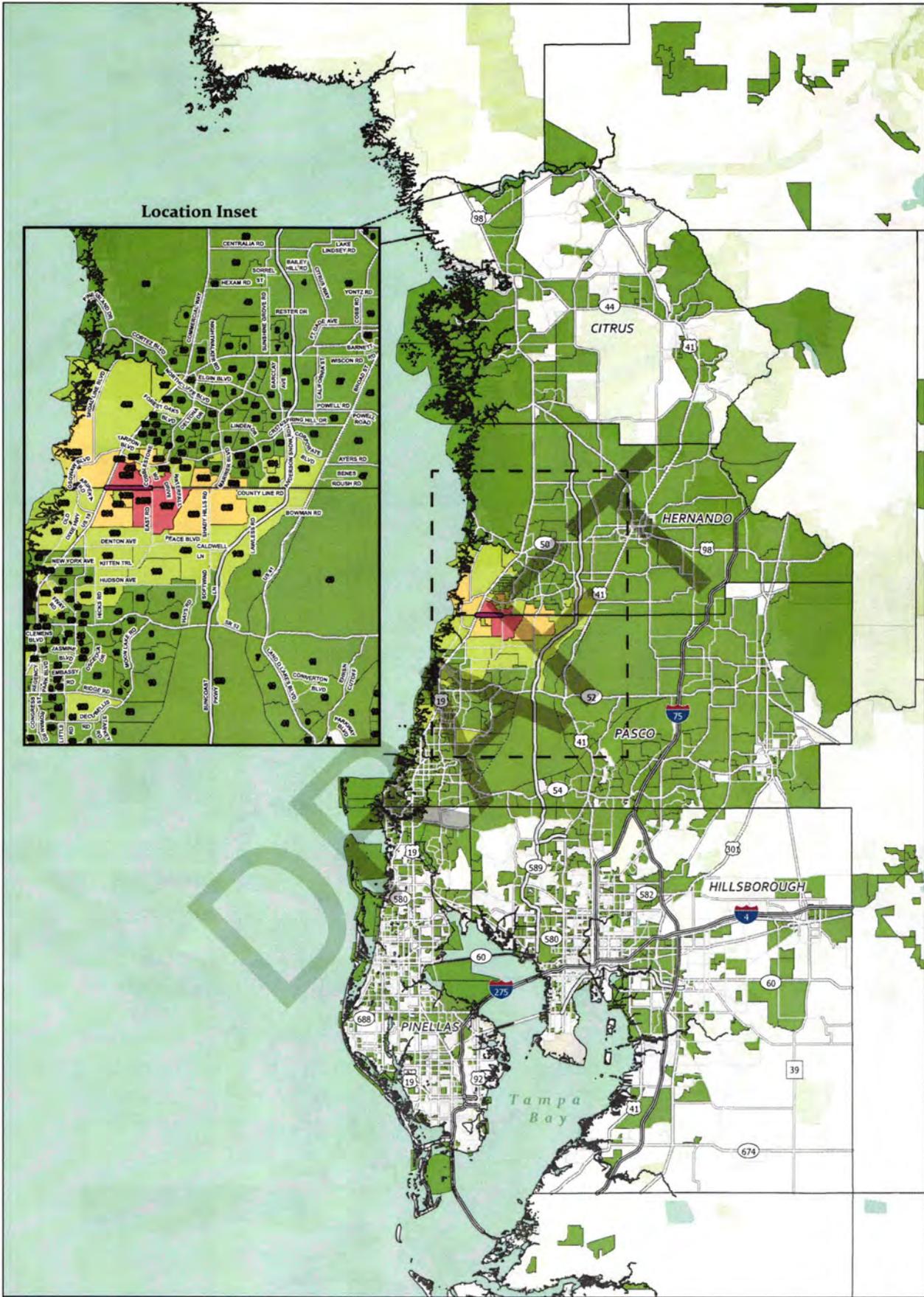
Trip Origin by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 3,392)
- Project Limits

**Corridor 1: County Line Road
US-19 to Cobblestone Rd
Trip Origin by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023

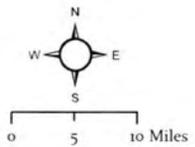




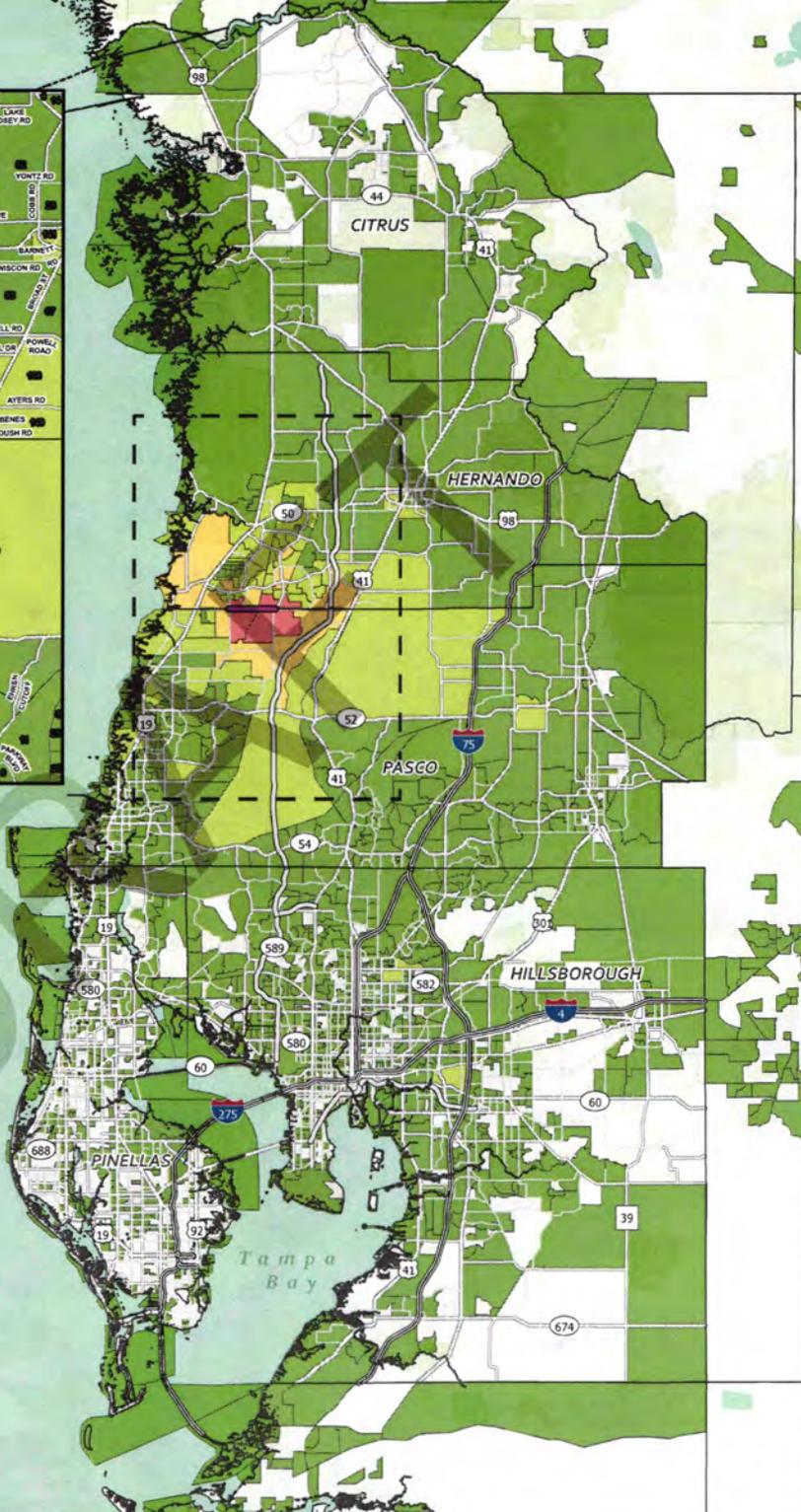
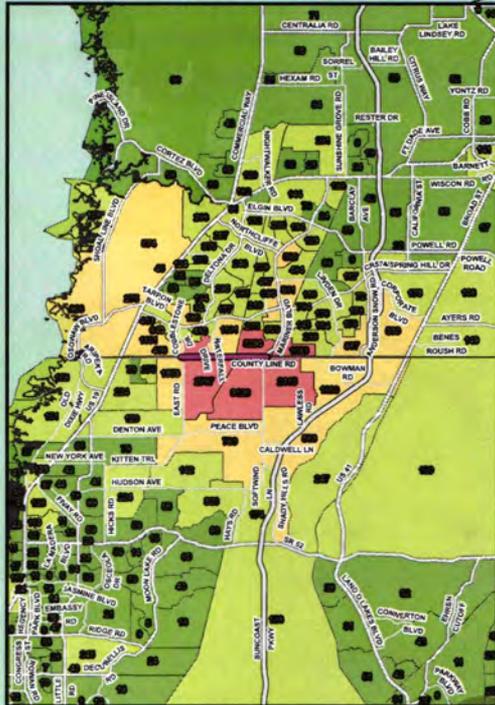
- Trip Destination by Block Group**
- 1 - 100
 - 101 - 500
 - 501 - 1,500
 - >1,501 (max 3,521)
 - Project Limits

**Corridor 1: County Line Road
US-19 to Cobblestone Rd
Trip Destination by Block
Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



Location Inset

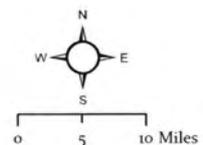


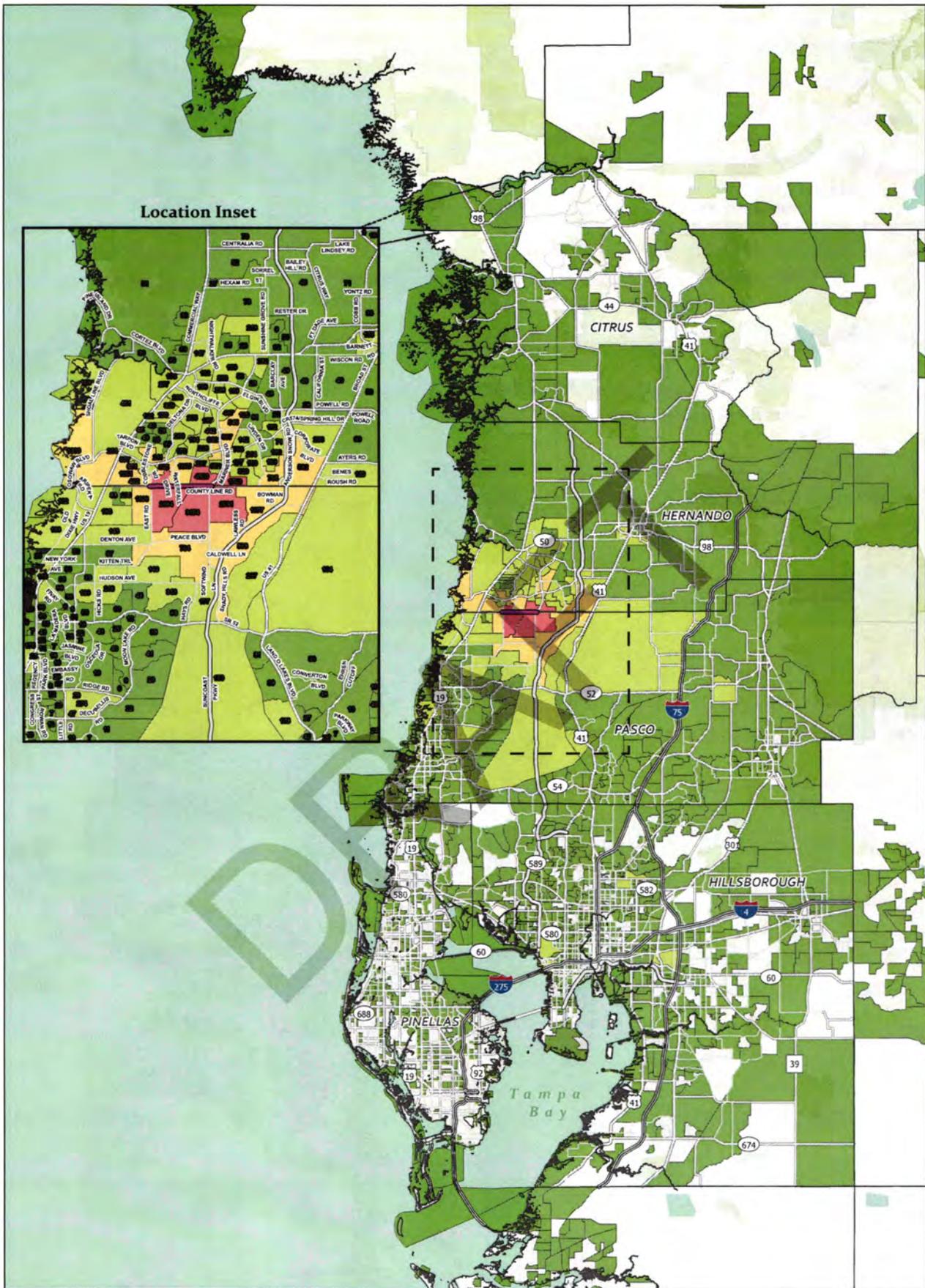
Trip Origin by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 5,290)
- Project Limits

Corridor 1: County Line Road
Cobblestone Rd to Shady Hills Rd
Trip Origin by Block Group

Source Data: Replica HQ, Typical
Weekday Spring 2023



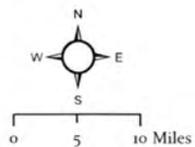


Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 4,520)
- Project Limits

**Corridor 1: County Line Road
Cobblestone Rd to Shady Hills Rd
Trip Destination by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



Location Inset

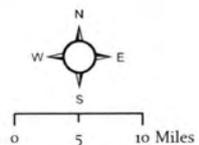


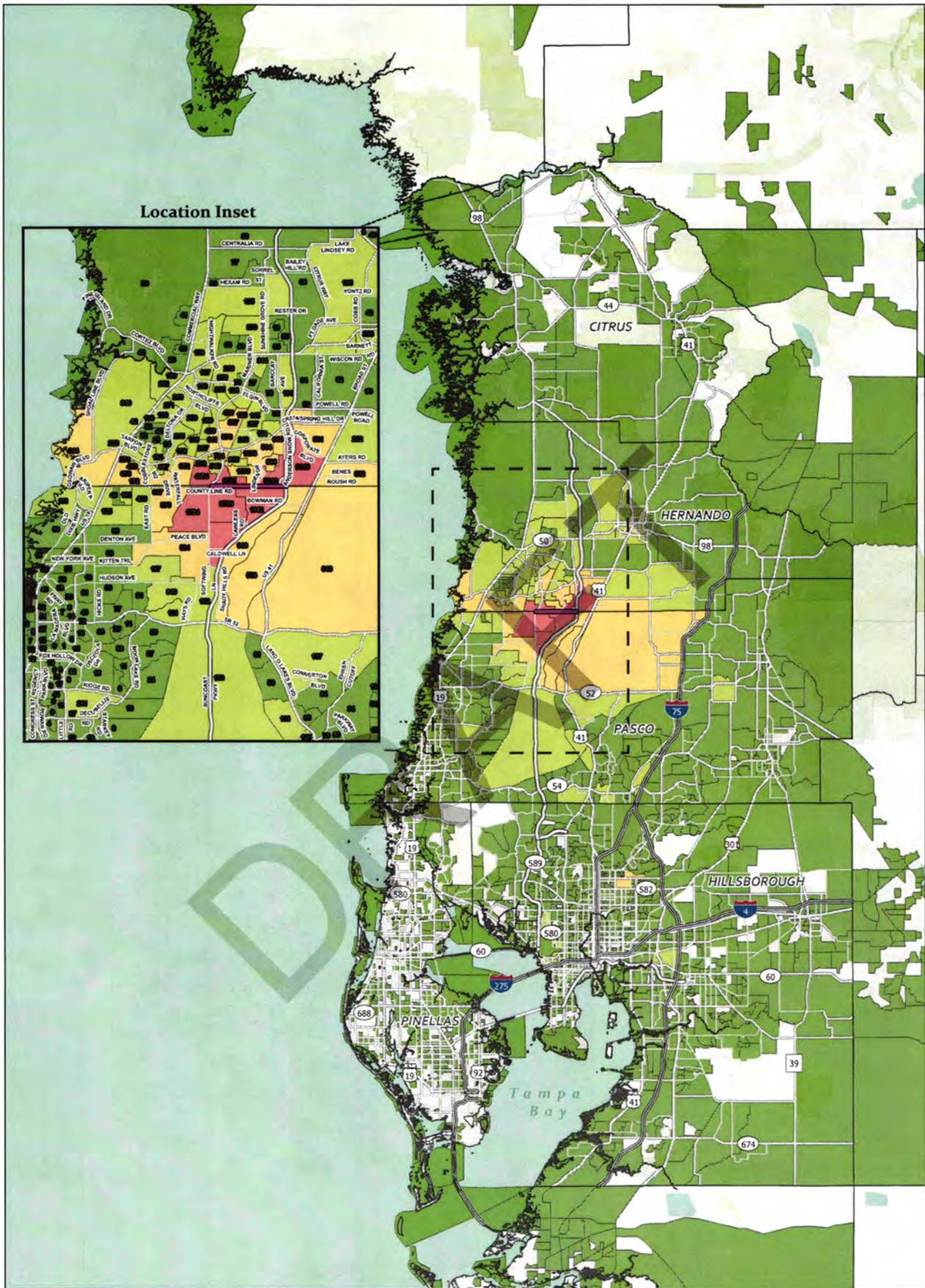
**Corridor 1: County Line Road
Shady Hills Rd to Suncoast Pkwy
Trip Origin by Block Group**

Trip Origin by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 5,207)
- Project Limits

Source Data: Replica HQ, Typical
Weekday Spring 2023



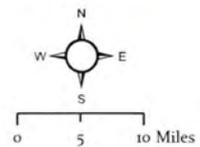


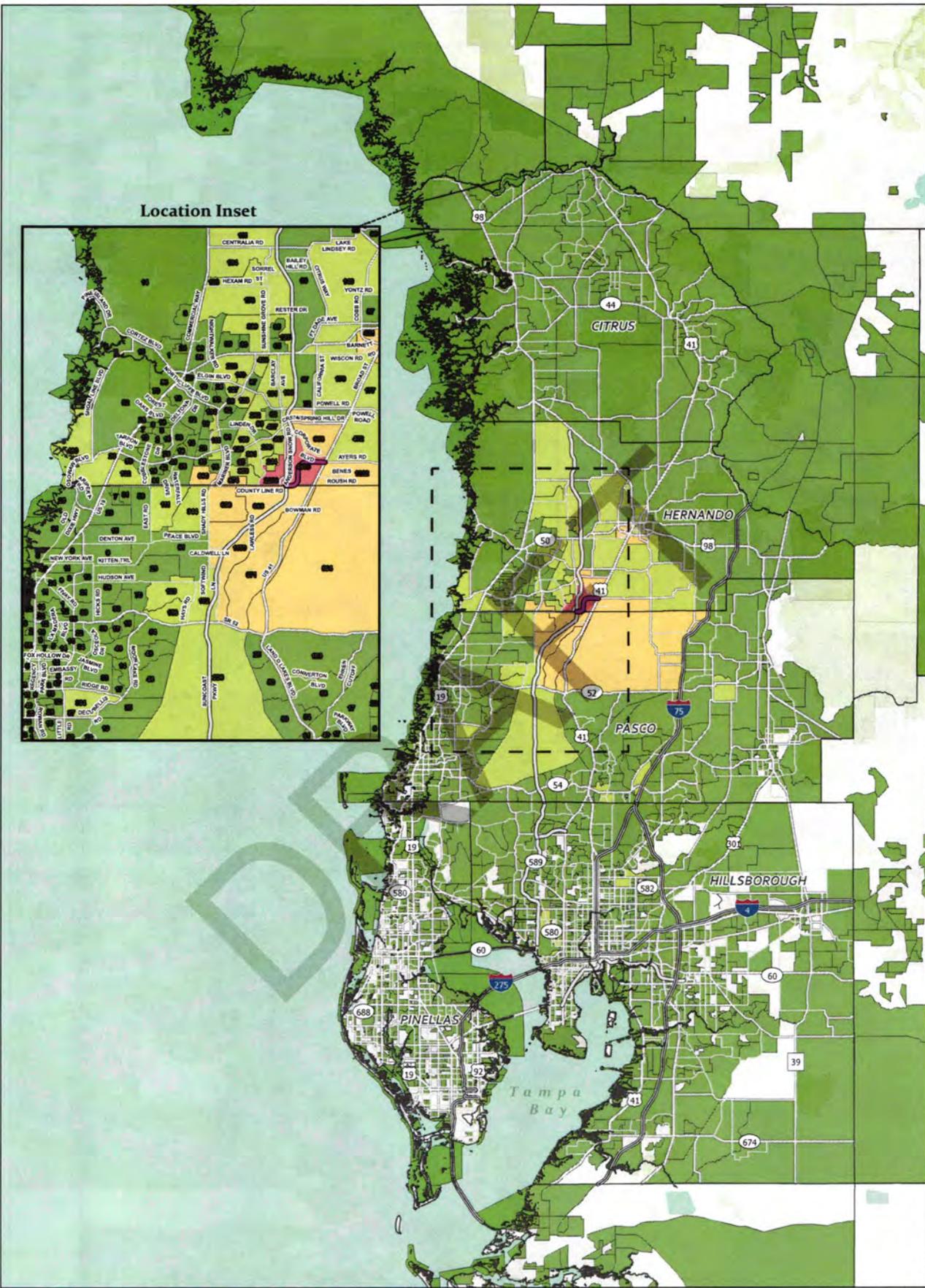
Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 5,210)
- Project Limits

**Corridor 1: County Line Road
Shady Hills Rd to Suncoast Pkwy
Trip Destination by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023





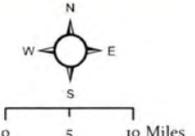
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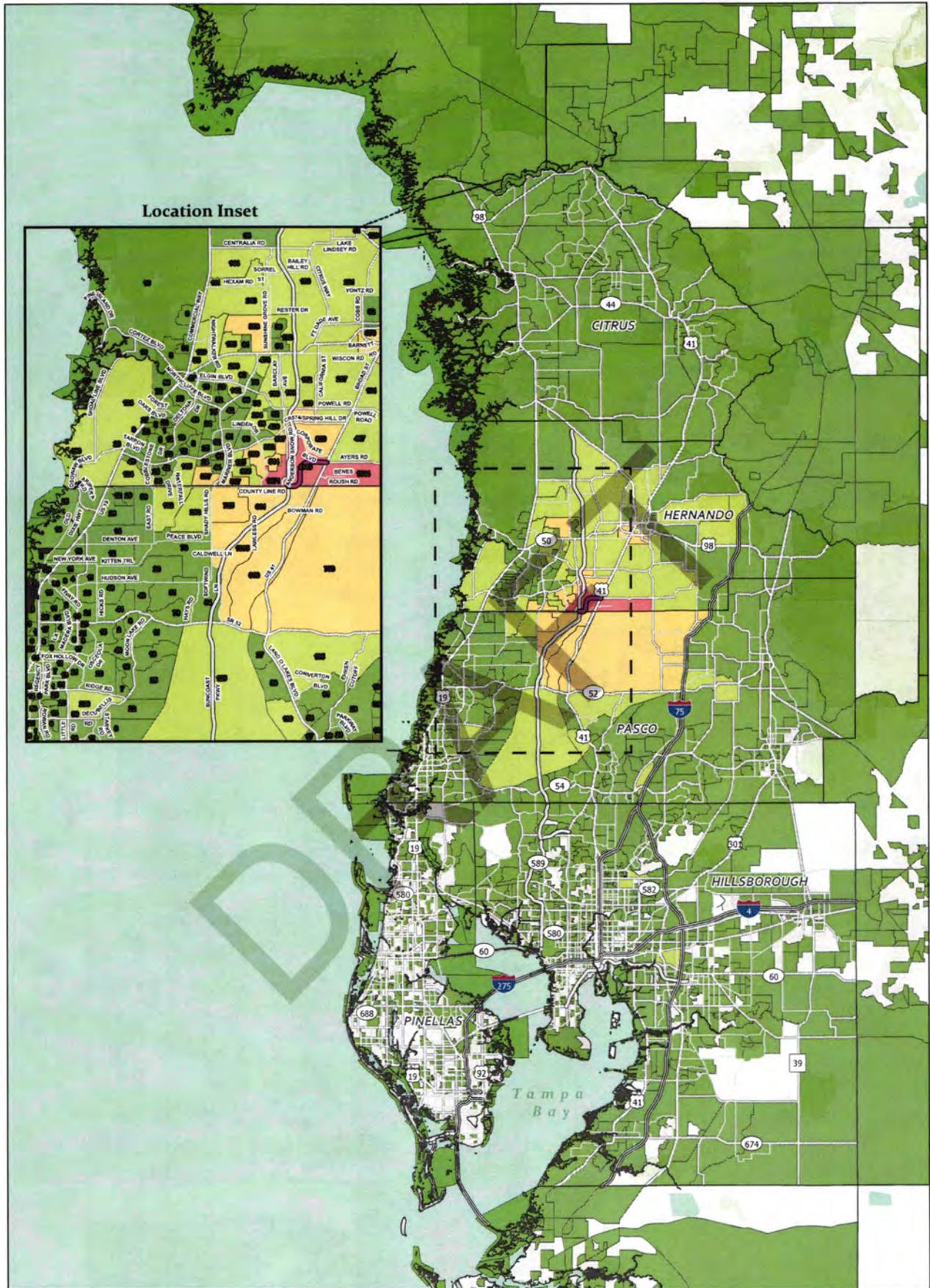


- Trip Origin by Block Group**
- 1 - 100
 - 101 - 500
 - 501 - 1,500
 - >1,501 (max 4,806)
 - Project Limits

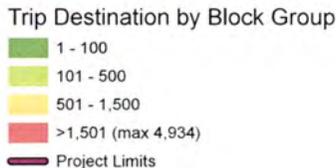
**Corridor 1: County Line Road
Suncoast Pkwy to US-41
Trip Origin by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



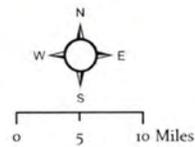


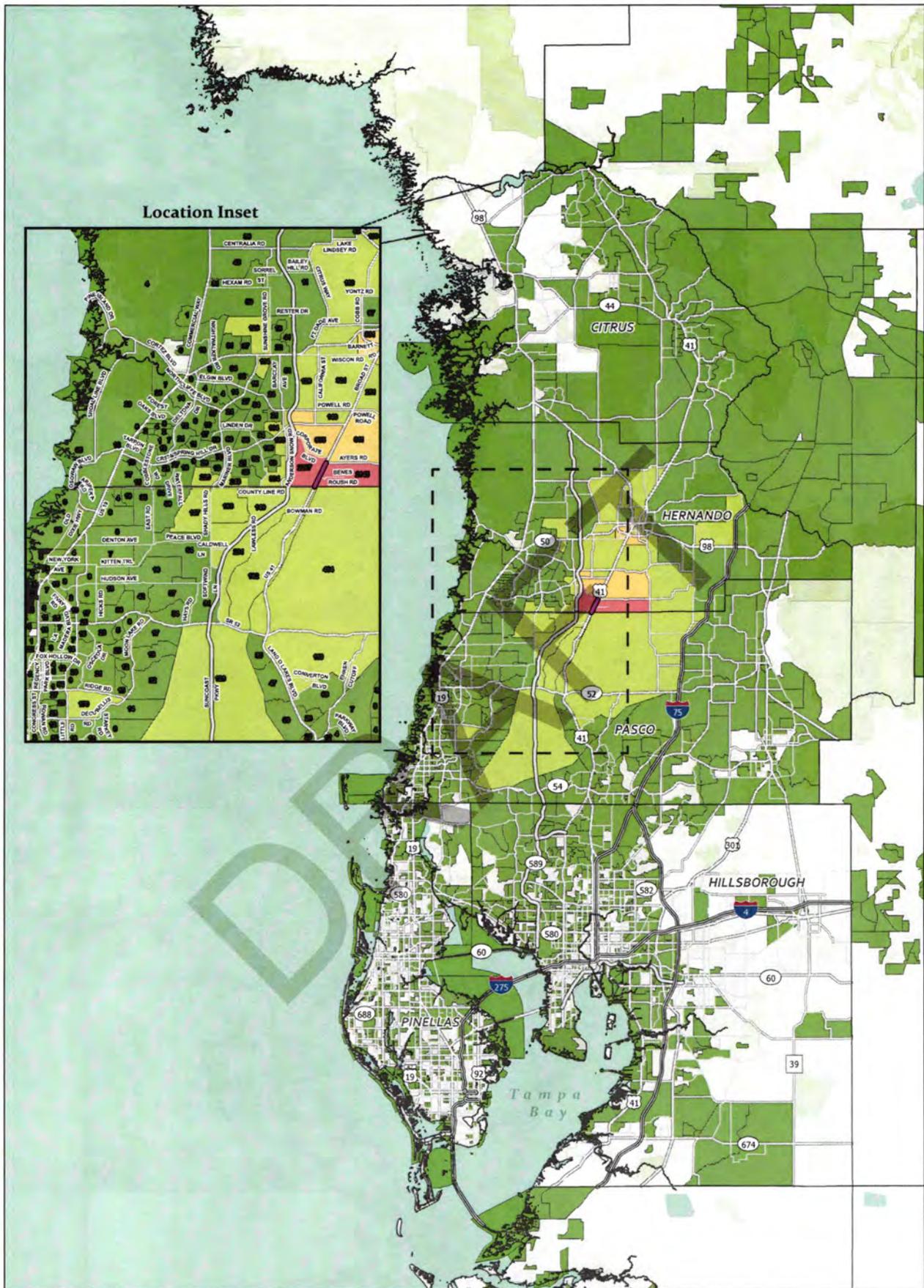
Location Inset



**Corridor 1: County Line Road
Suncoast Pkwy to US-41
Trip Destination by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023





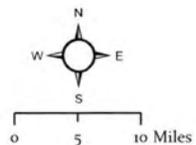
Location Inset

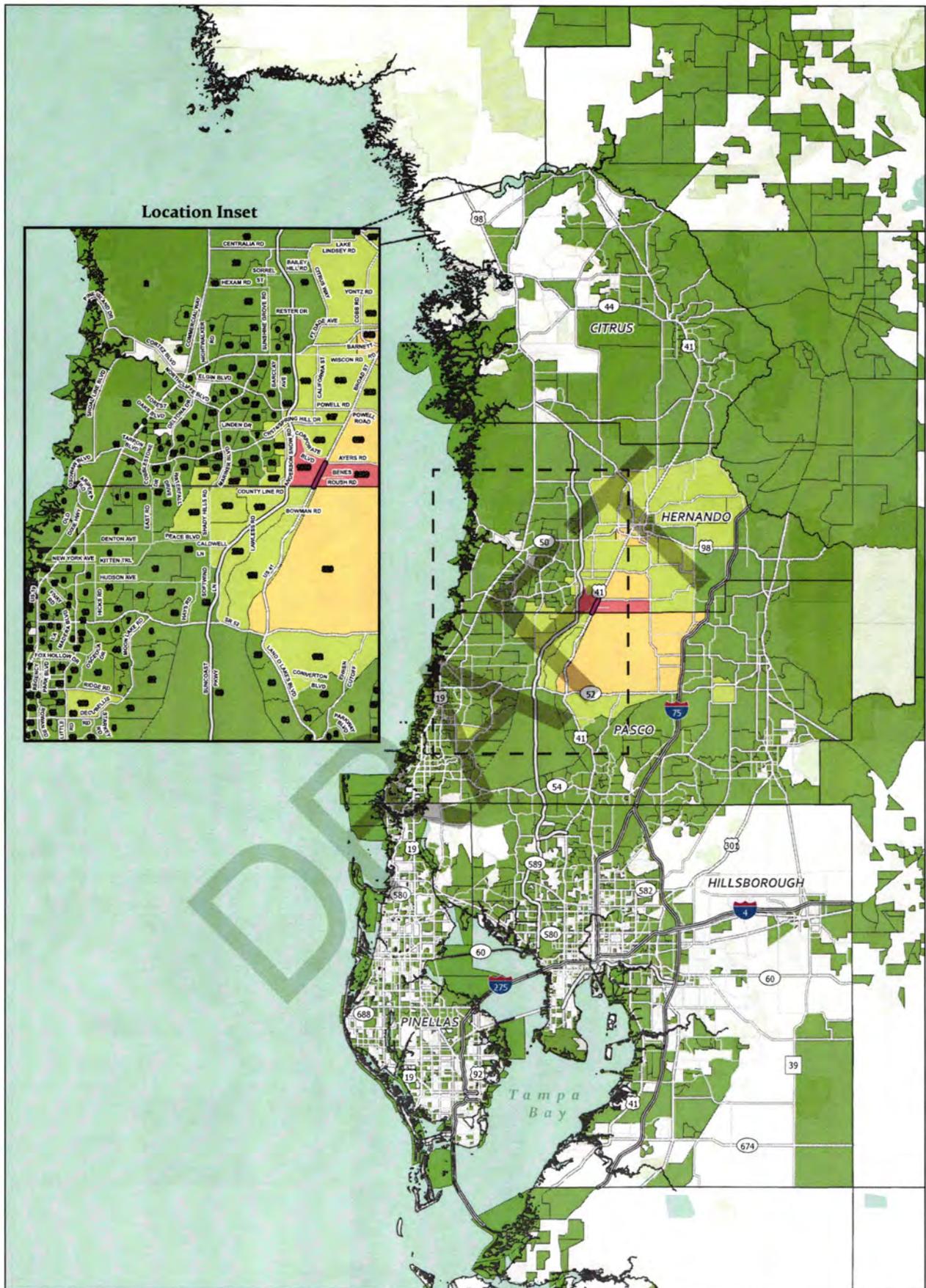
Trip Origin by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 2,267)
- Project Limits

**Corridor 2: US 41
County Line Rd to Ayers Rd
Trip Origin by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



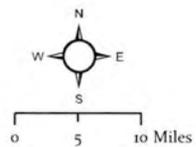


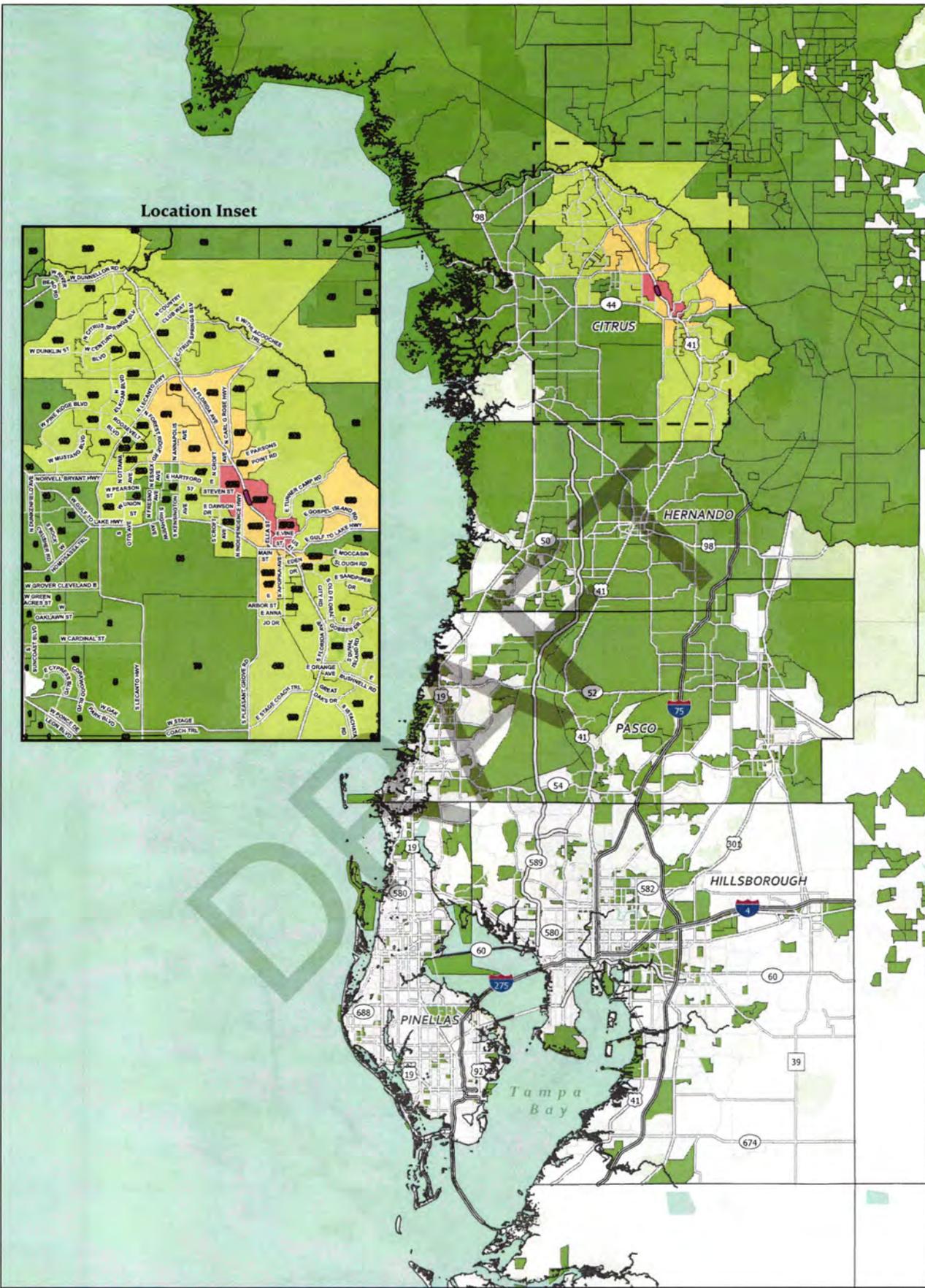
Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 2,480)
- Project Limits

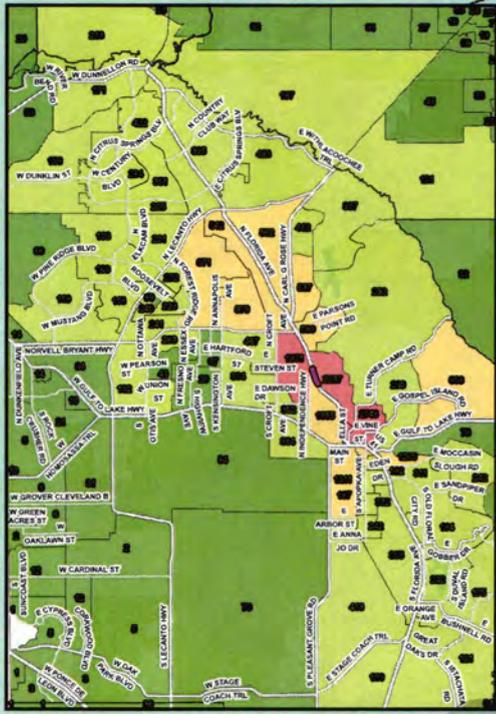
Corridor 2: US 41
County Line Rd to Ayers Rd
Trip Destination by Block Group

Source Data: Replica HQ, Typical
 Weekday Spring 2023





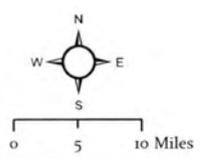
Location Inset

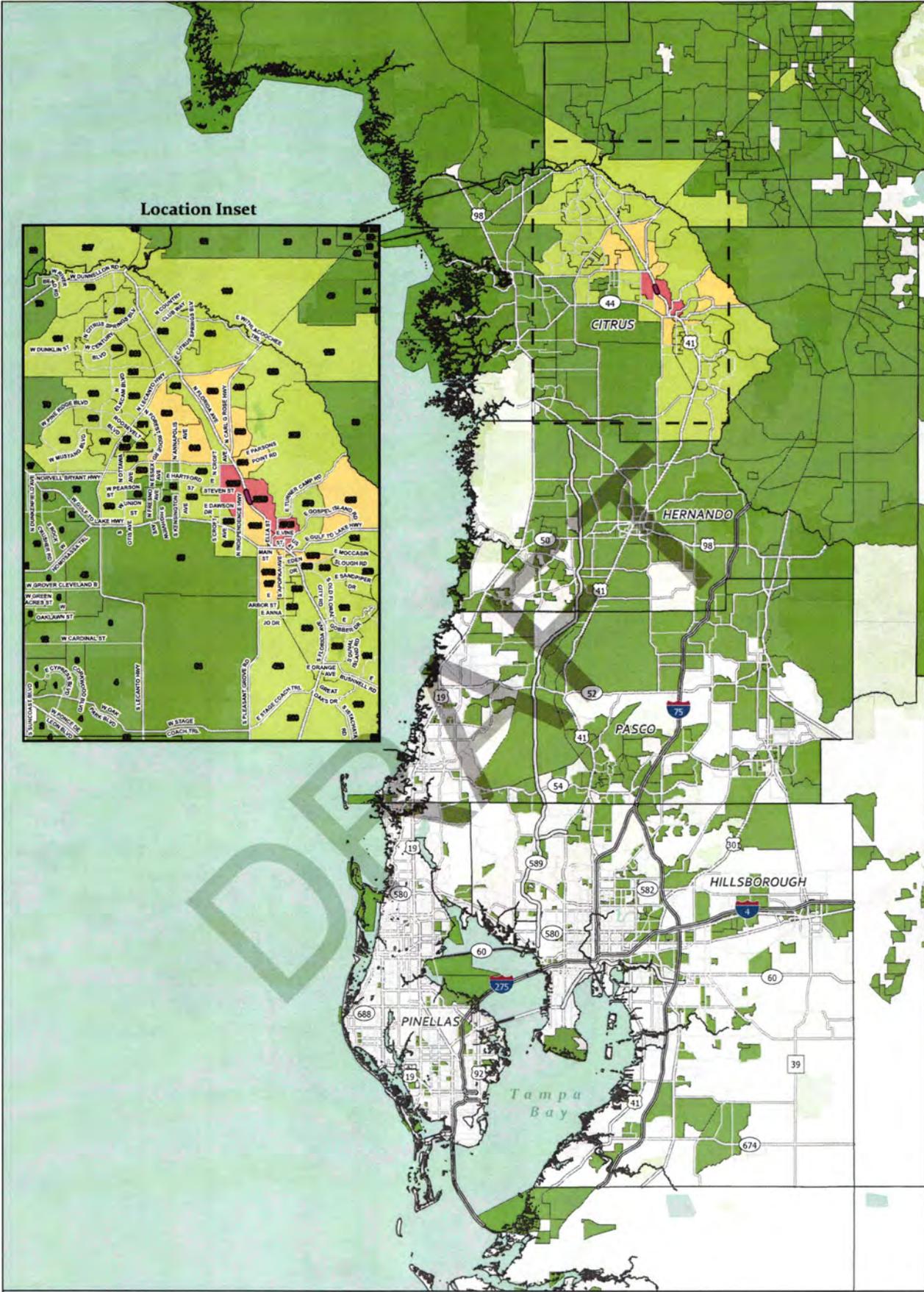


- Trip Origin by Block Group
- 1 - 100
 - 101 - 500
 - 501 - 1,500
 - >1,501 (max 2,748)
 - Project Limits

Corridor 3: US 41
E Arlington St to Independence Hwy
Trip Origin by Block Group

Source Data: Replica HQ, Typical
 Weekday Spring 2023



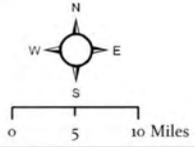


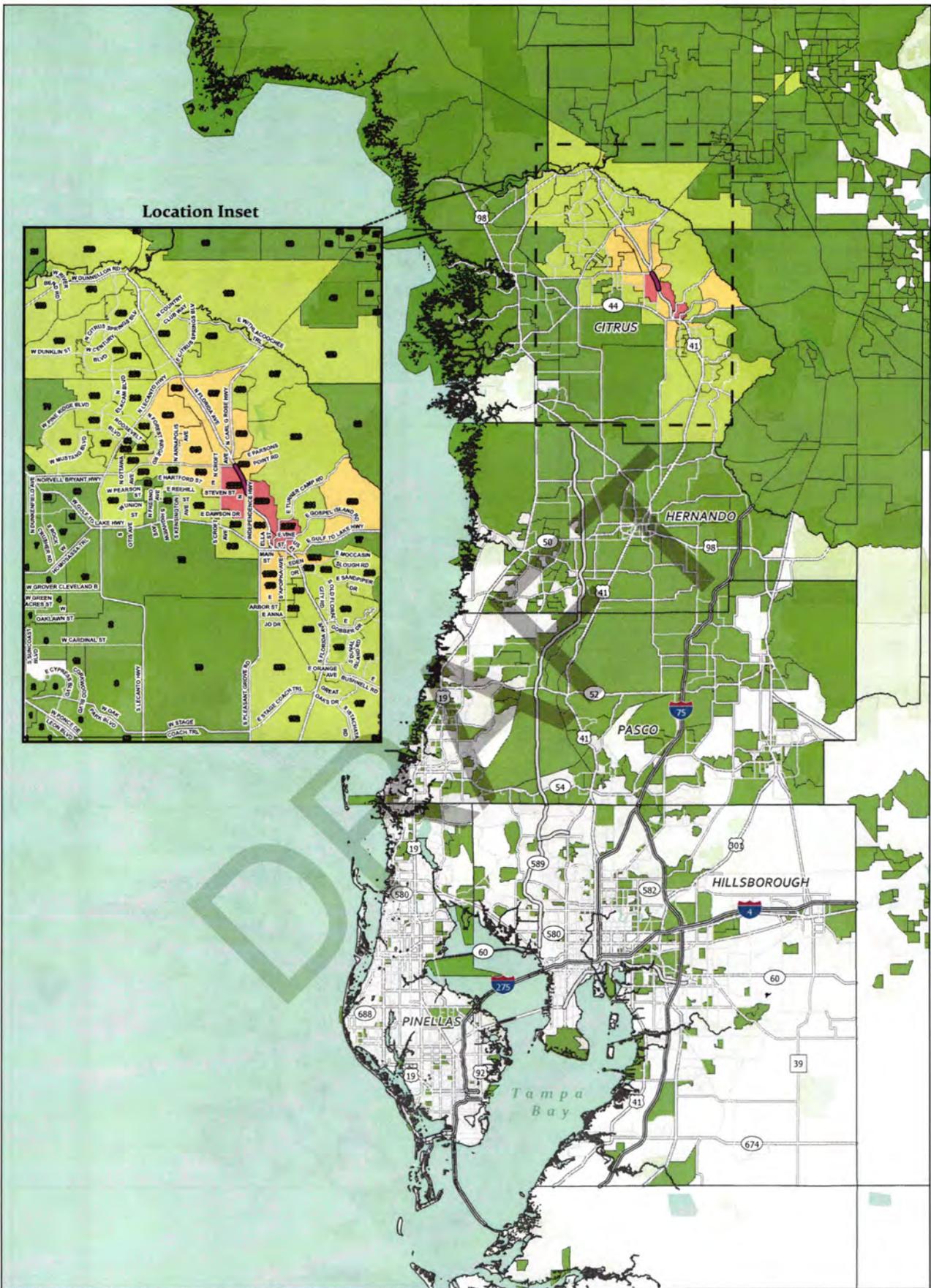
Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 2,745)
- Project Limits

Corridor 3: US 41
E Arlington St to Independence Hwy
Trip Destination by Block Group

Source Data: Replica HQ, Typical
 Weekday Spring 2023



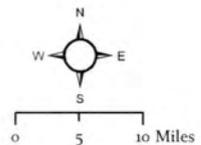


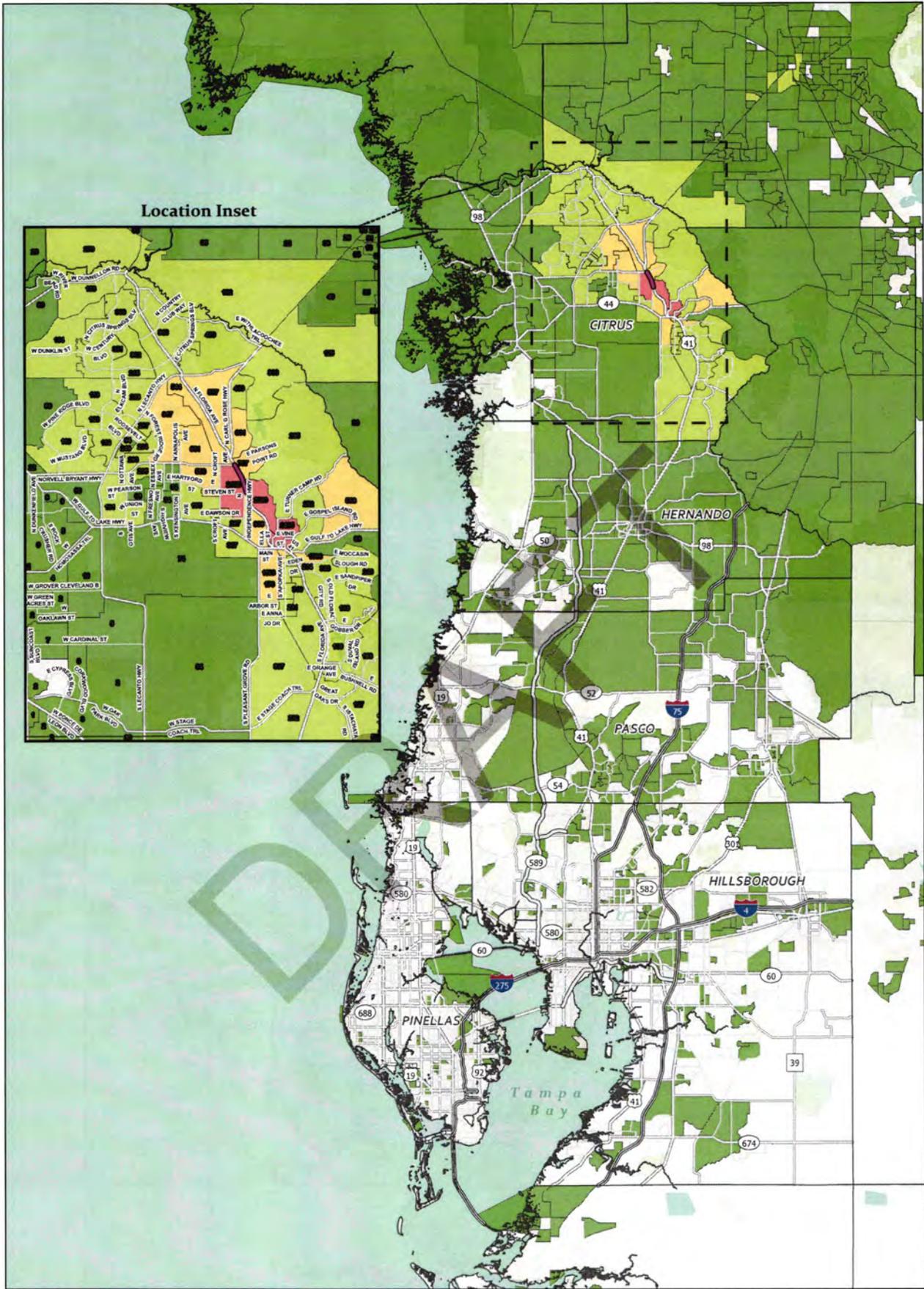
Trip Origin by Block Group

- 1 - 100
- 101 - 500
- 501 - 1,500
- >1,501 (max 2,457)
- Project Limits

**Corridor 3: US 41
Independence Hwy to Norvell
Bryant Hwy
Trip Origin by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023

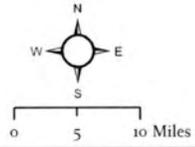


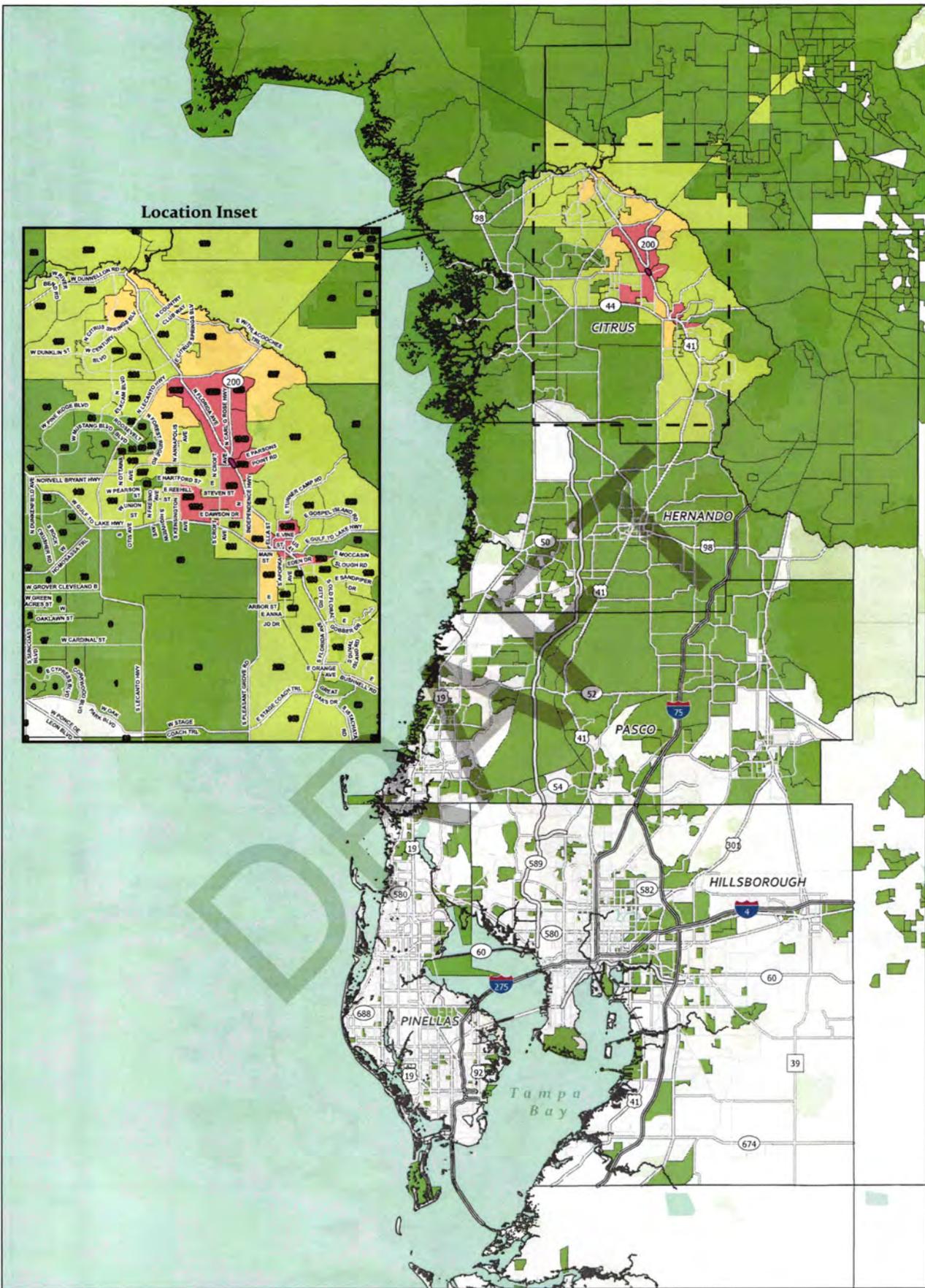


- Trip Destination by Block Group**
- 1 - 100
 - 101 - 500
 - 501 - 1,500
 - >1,501 (max 2,435)
 - Project Limits

**Corridor 3: US 41
Independence Hwy to Norvell
Bryant Hwy
Trip Destination by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



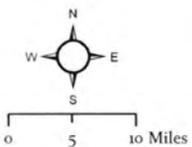


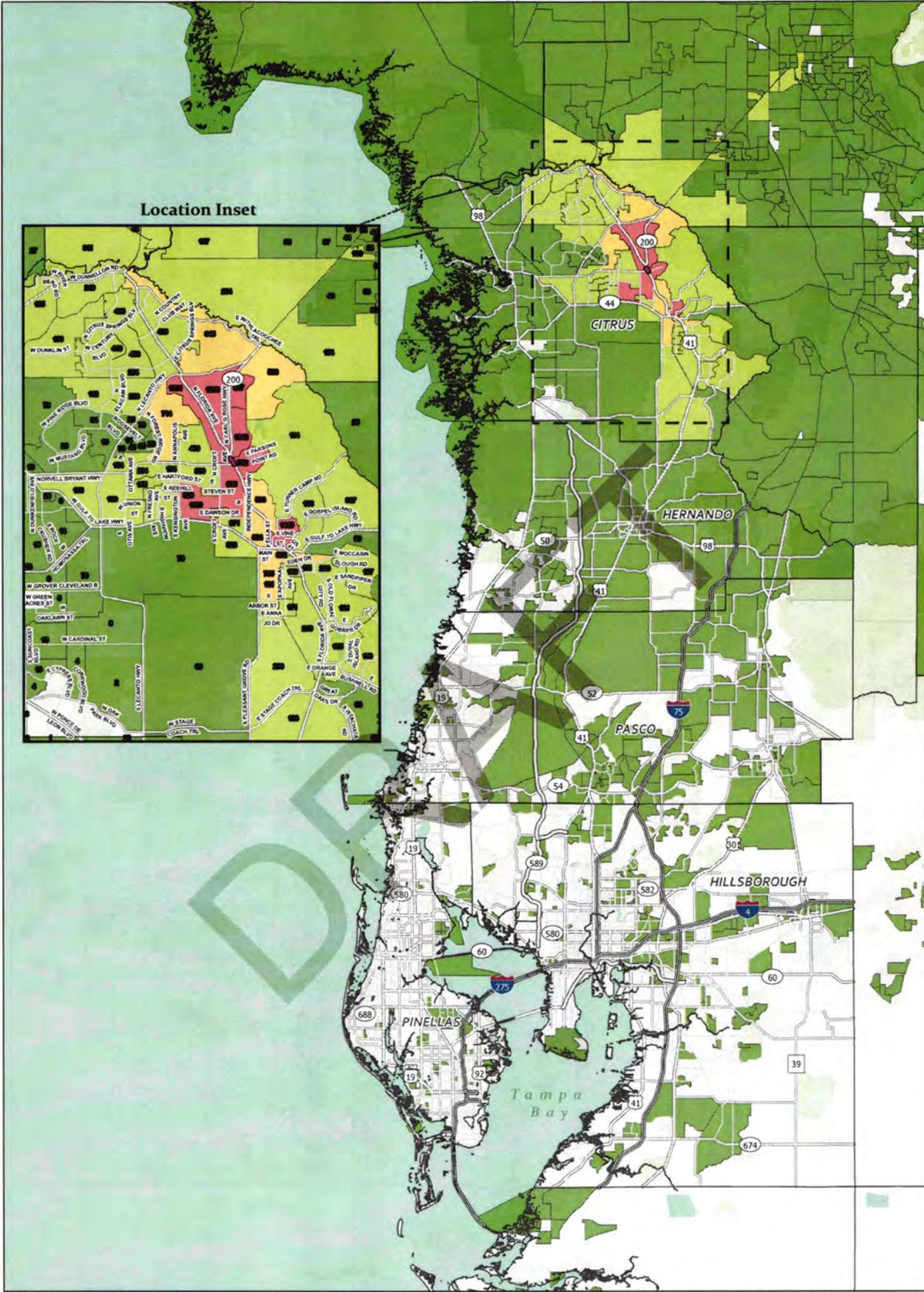
Trip Origin by Block Group

- 1 - 100
- 101 - 500
- 501 - 750
- >750 (max 1,452)
- Project Limits

Corridor 3: US 41
Norvell Bryant Hwy to SR-200
Trip Origin by Block Group

Source Data: Replica HQ, Typical
 Weekday Spring 2023

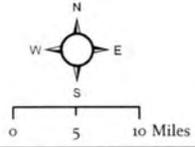


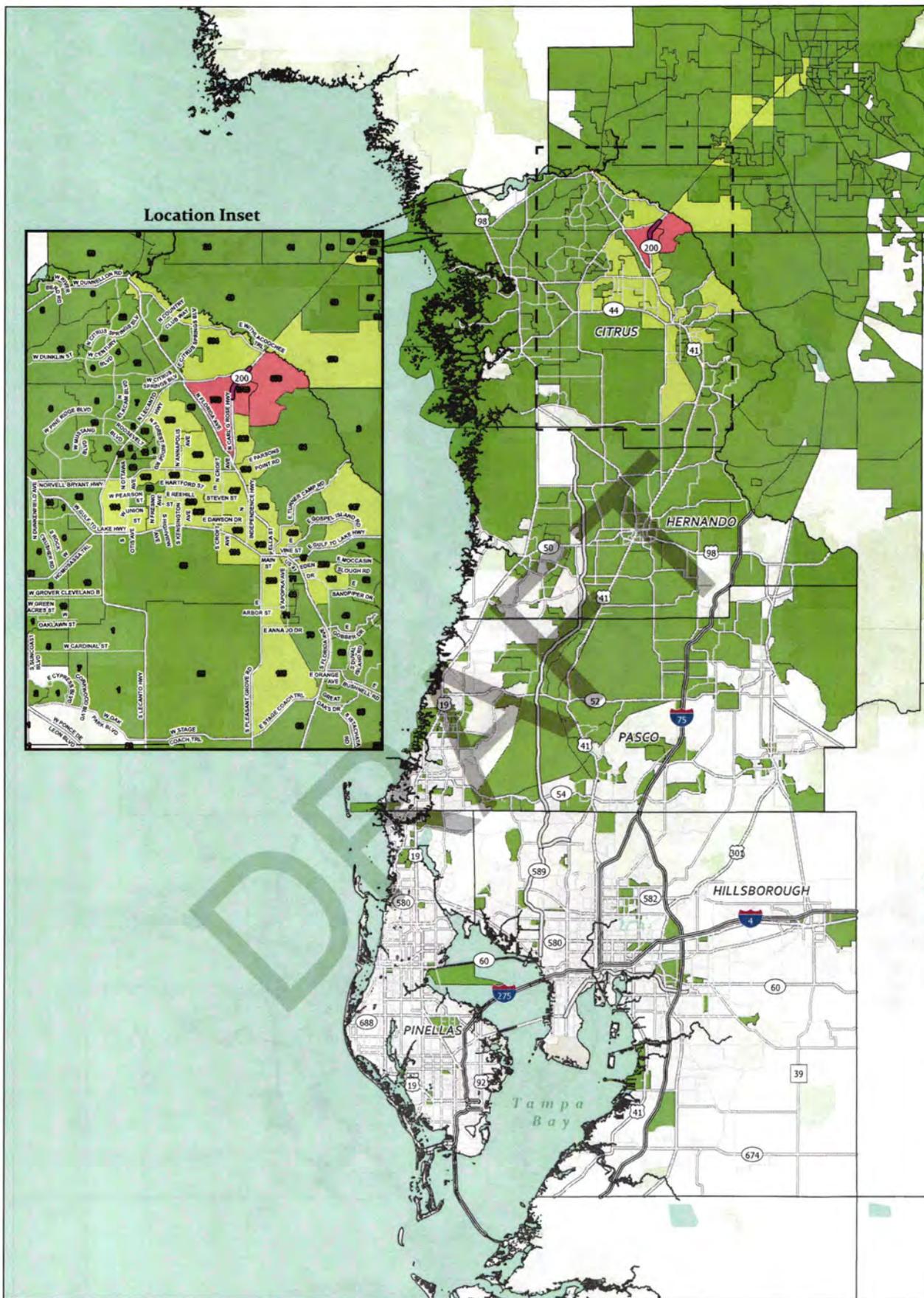


- Trip Destination by Block Group**
- 1 - 100
 - 101 - 500
 - 501 - 750
 - >750 (max 1,440)
 - Project Limits

**Corridor 3: US 41
Norvell Bryant Hwy to SR-200
Trip Destination by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023

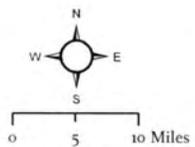


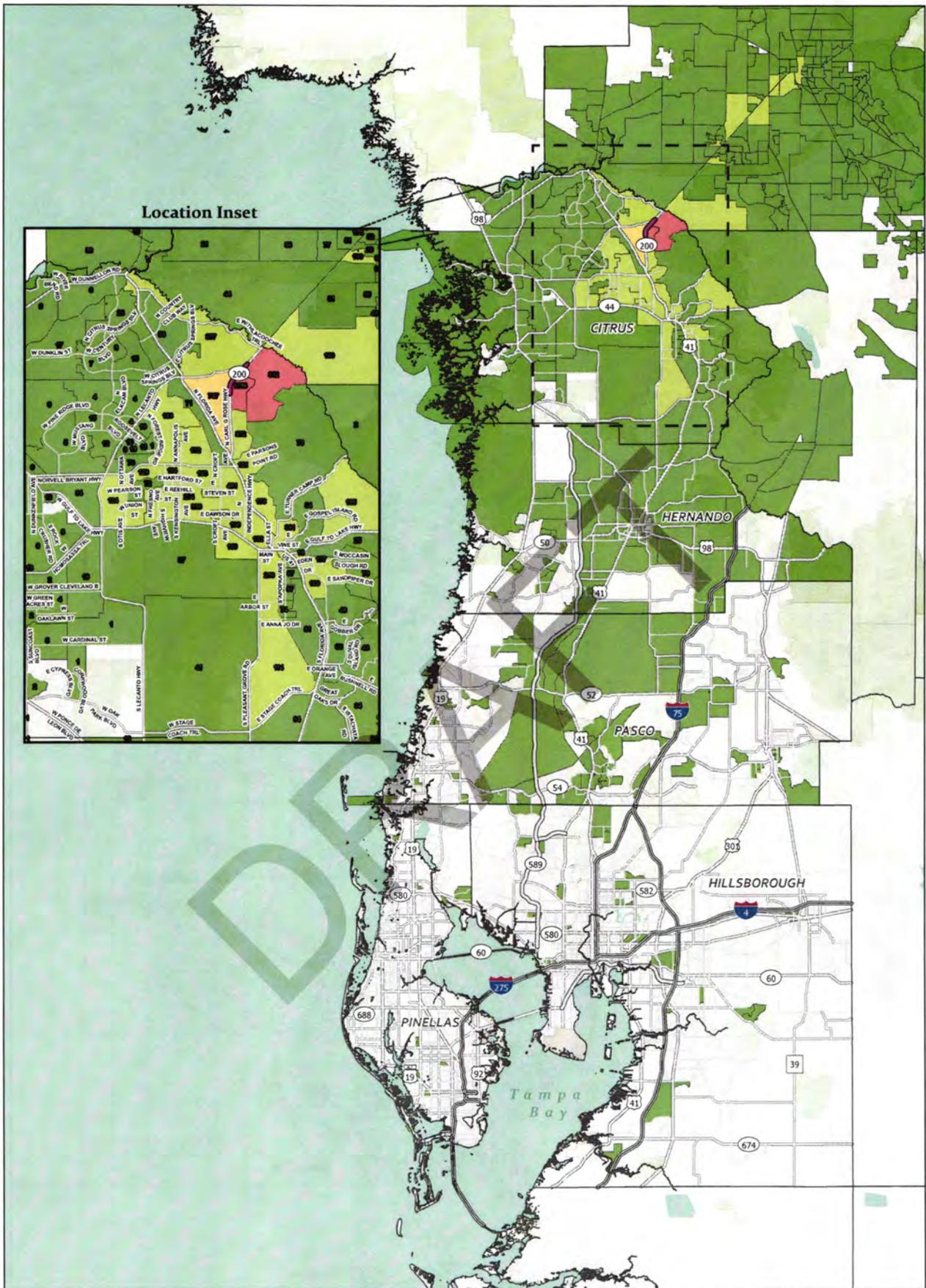


- Trip Origin by Block Group**
- 1 - 100
 - 101 - 500
 - 501 - 750
 - >750 (max 1,740)
 - Project Limits

Corridor 4: SR 200
E Adams St to Lecanto Hwy (CR 491)
Trip Origin by Block Group

Source Data: Replica HQ, Typical
 Weekday Spring 2023





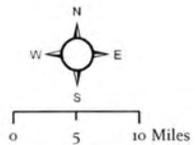
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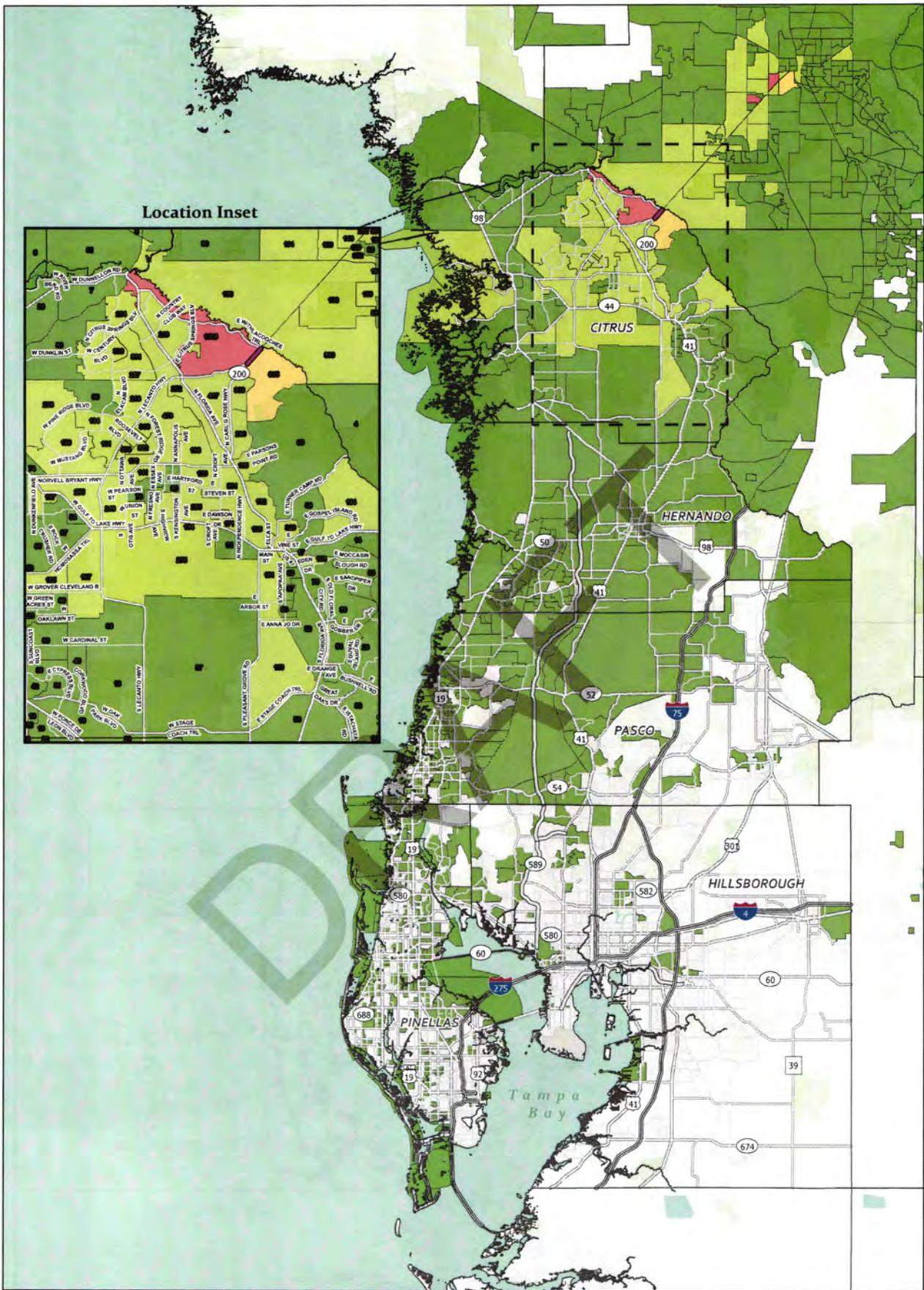
Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 750
- >750 (max 1,738)
- Project Limits

Corridor 4: SR 200
E Adams St to Lecanto Hwy (CR 491)
Trip Destination by Block Group

Source Data: Replica HQ, Typical
 Weekday Spring 2023

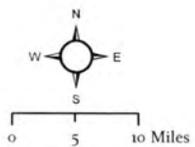


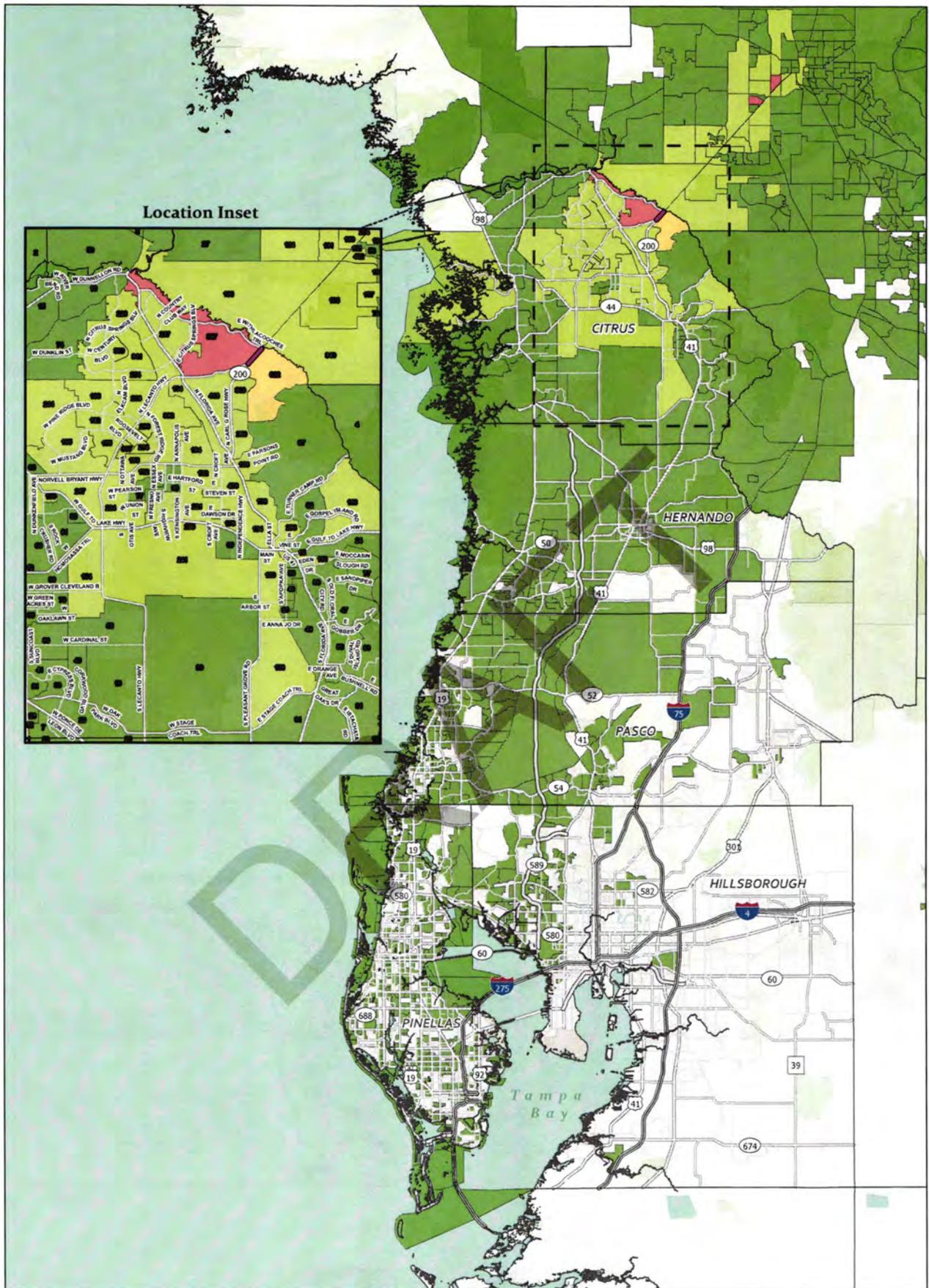


- Trip Origin by Block Group**
- 1 - 100
 - 101 - 500
 - 501 - 750
 - >750 (max 1,003)
 - Project Limits

**Corridor 4: SR 200
Lecanto Hwy (CR 491) to SR 39 (W
Withlacoochee Trl)
Trip Origin by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



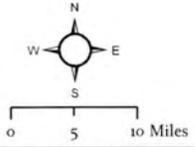


Trip Destination by Block Group

- 1 - 100
- 101 - 500
- 501 - 750
- >750 (max 1,160)
- Project Limits

**Corridor 4: SR 200
Lecanto Hwy (CR 491) to SR 39 (W
Withlacoochee Trl)
Trip Destination by Block Group**

Source Data: Replica HQ, Typical
Weekday Spring 2023



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**APPENDIX E:
TBRPM 9.3 MODEL VOLUME PLOTS**

TBRPM 9.3 2024 E+C Network with 2045 SE Data
 Hernando/Pasco County Line Road - US 19 to Cobblestone
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

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E - 1

0.44	0.41	0.42	0.41	0.41
10540	9790	9350	9100	9050
20860	19280	18400	17900	17790
20860	19280	18400	17900	17790
10320	9490	9050	8790	8750
0.43	0.39	0.41	0.4	0.39

TBRPM 9.3 2024 E+C Network with 2045 SE Data
 Hernando/Pasco County Line Road - Cobblestone to Mariner
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-2

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0.5	0.5	0.45	0.48	0.51	0.26
9260	9140	8230	8800	9340	9920
18450	18300	16560	17620	18710	19870
18450	18300	16560	17620	18710	19870
9180	9170	8340	8820	9360	9940
0.5	0.5	0.45	0.48	0.51	0.26

TBRPM 9.3 2024 E+C Network with 2045 SE Data
 Hernando/Pasco County Line Road - Mariner to Suncoast
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-3

DRAFT

0.31	0.71	0.71	0.54	0.7	0.36	0.37
6980	7480	7440	5650	7390	8090	8190
13920	14900	14750	11150	14540	15830	16220
13920	14900	14750	11150	14540	15830	16220
6940	7420	7300	5510	7160	7740	8030
0.31	0.7	0.69	0.52	0.68	0.35	0.36

TBRPM 9.3 2024 E+C Network with 2045 SE Data
Hernando/Pasco County Line/Ayers Road -Suncoast to US 41
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E - 4



TBRPM 9.3 2024 E+C Network with 2045 SE Data
US 41 - County Line Rd to Ayers Rd
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-5

DRAFT

0.63
11510
21850
21850
10340
0.56

0.61
11200
21240
21240
10040
0.55

0.69
12650
24150
24150
11500
0.62

TBRPM 9.3 2024 E+C Network with 2045 SE Data
US 41 - Arlington to SR 200
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)





TBRPM 9.3 2045 CF Network with 2045 SE Data
 Hernando/Pasco County Line Road - US 19 to Cobblestone
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

0.38	0.35	0.36	0.34	0.34
9080	8330	7890	7630	7570
18410	16850	15960	15420	15310
18410	16850	15960	15420	15310
9330	8520	8070	7790	7740
0.39	0.35	0.36	0.35	0.35

E-8

TBRPM 9.3 2045 CF Network with 2045 SE Data
 Hernando/Pasco County Line Road - Cobblestone to Mariner
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E - 9

DRAFT

0.38	0.38	0.34	0.39	0.41	0.44
8510	8470	7510	8580	9150	9760
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TBRPM 9.3 2045 CF Network with 2045 SE Data
 Hernando/Pasco County Line Road - Mariner to Suncoast
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

DRAFT

E - 10

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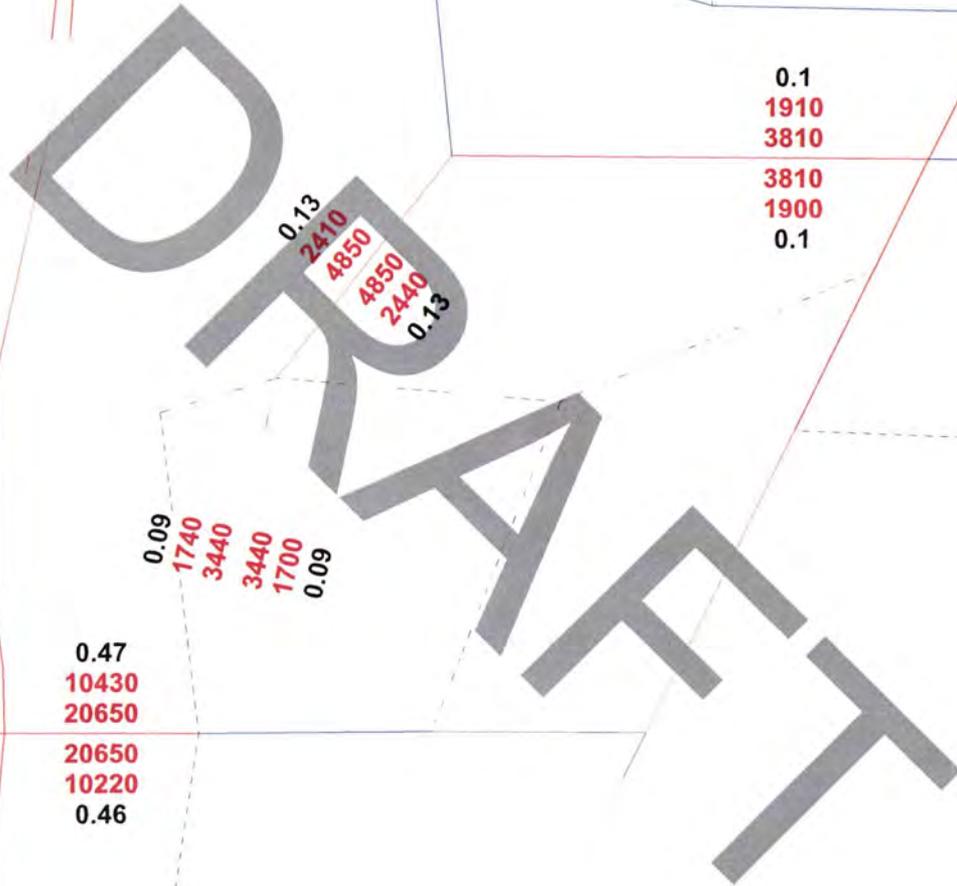
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TBRPM 9.3 2045 CF Network with 2045 SE Data
 Hernando/Pasco County Line/Ayers Road -Suncoast to US 41
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

E-11



TBRPM 9.3 2045 CF Network with 2045 SE Data
US 41 - County Line Rd to Ayers Rd
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

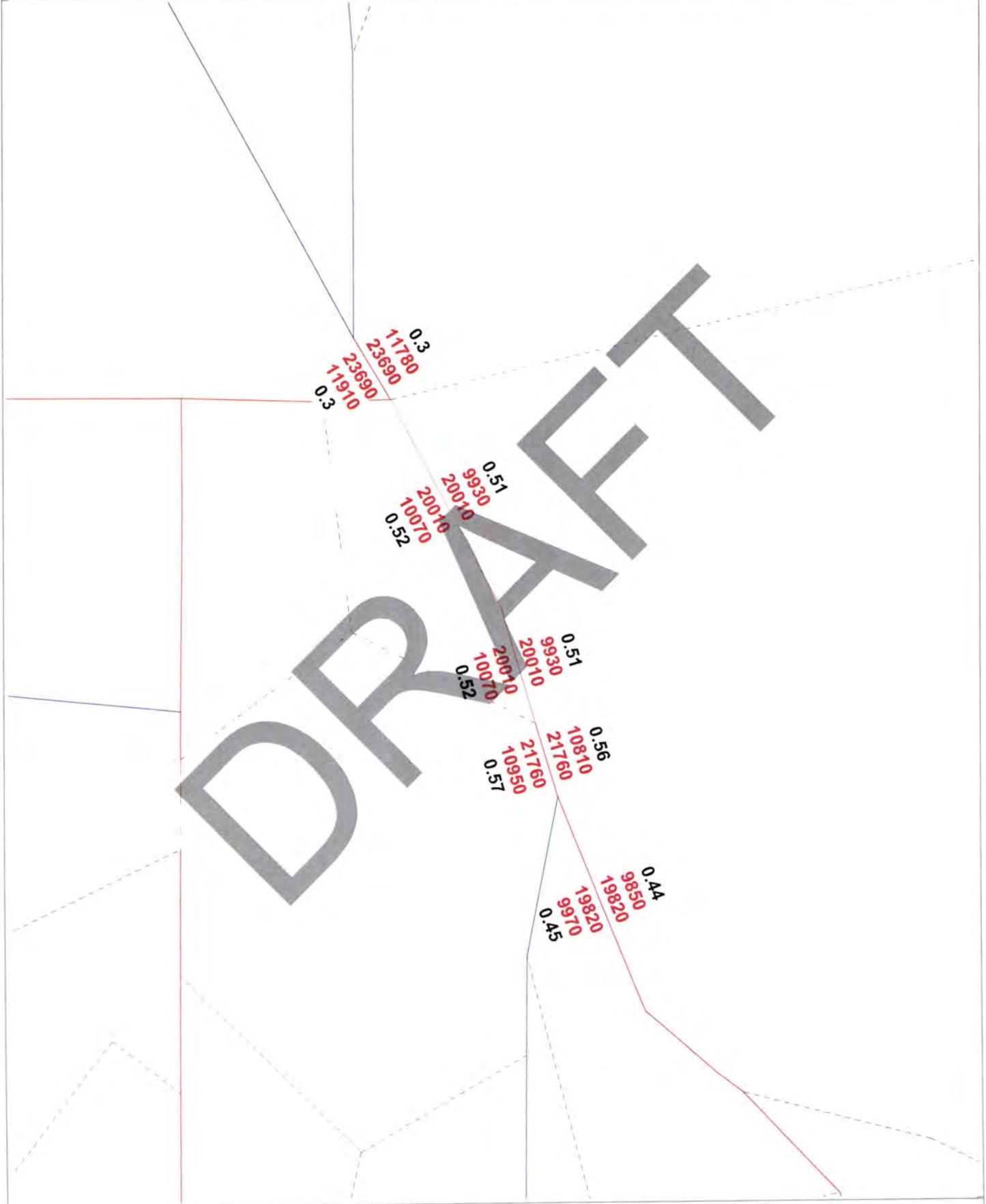
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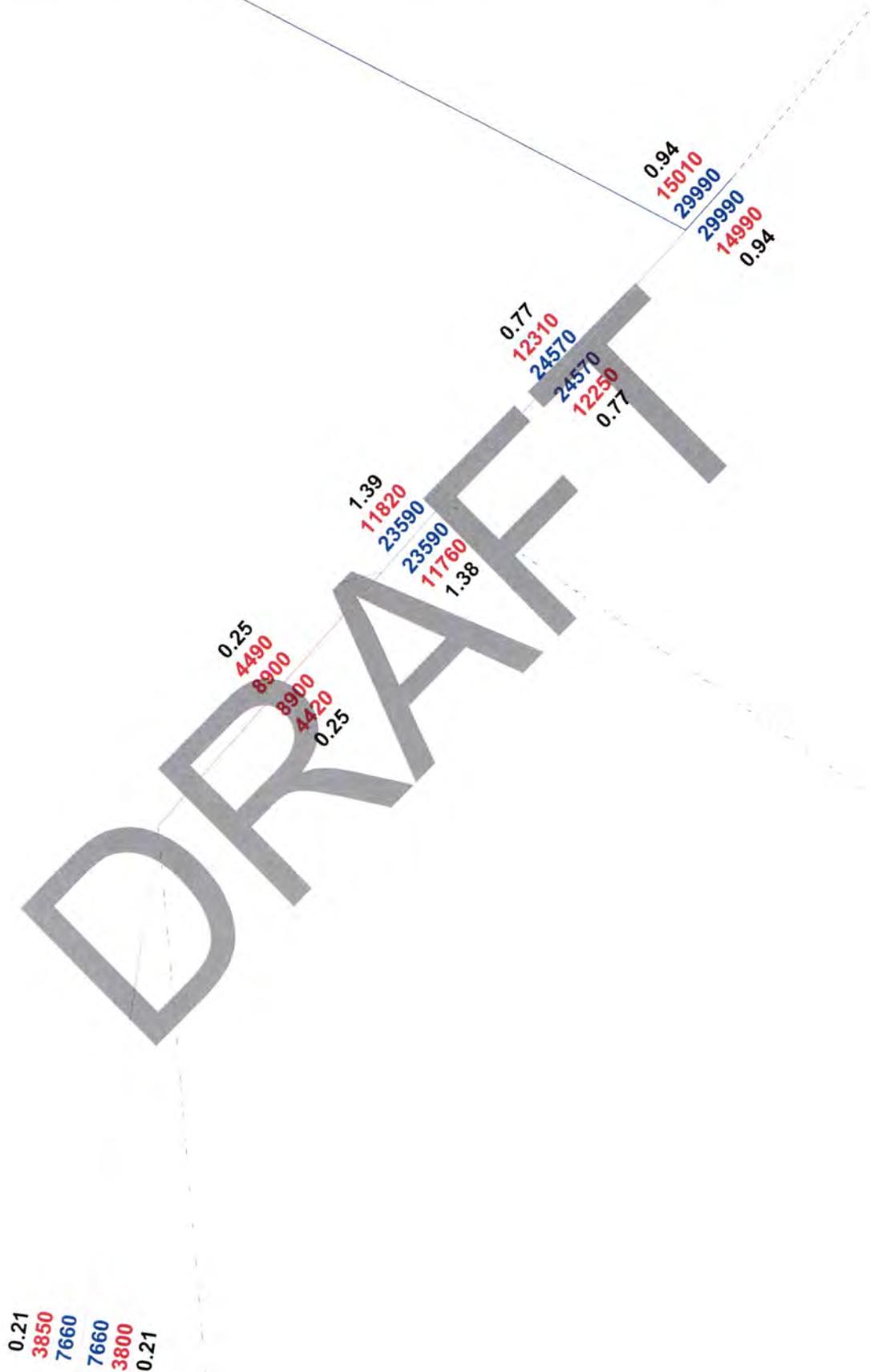
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9970
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AGENDA ITEM

TITLE

Presentation by the Center for Urban Transportation Research (CUTR) on the Hernando County FY 2025-FY 2034 Transit Development Plan (TDP)

BRIEF OVERVIEW

In 1990, the Florida Legislature enacted Section 341.052, F.S., which established a State Public Transit Block Grant Program to be administered by the Florida Department of Transportation (FDOT). The program provides Hernando County operating funding assistance on an annual basis for fixed-route bus service (TheBus). In recent years, the State Transit Block Grant Program has provided over \$415,000 annually in operating assistance for The Bus system in Hernando County.

Each transit agency in Florida that receives Block Grant funding is required by FDOT to prepare a Transit Development Plan (TDP) every five years. This requirement is intended to ensure that the provision of public transportation services is consistent with the travel needs and mobility goals of the local communities that are served by the transit system.

The TDP is a short-range (10-year horizon) transit plan that addresses operational and capital improvements for TheBus system and is updated annually. The last 10-year TDP (FY2020 - FY2029) was adopted by the Board of County Commissioners on August 13, 2019, and the MPO Board on August 20, 2019. In 2024, Hernando County contracted with the Center for Urban Transportation Research (CUTR) to assist in managing and developing the FY2025 - FY2034 TDP which is due to the FDOT September 1, 2024, per Florida Administrative Code Rule 14-73.001.

The FY 2025 - FY 2034 TDP for TheBus system serves as the strategic guide for public transportation in Hernando County over the next 10 years. Development of this TDP will include several activities including:

- Documentation and analysis of the demographic conditions in the current service area;
- Evaluation of existing transit services;
- Market research and extensive public outreach, including on-board and online surveys, in-person public meetings, and workshops;
- Analysis of immediate and longer-term transit service and capital project needs; and,
- A 10-year funding and implementation plan that focus on prioritizing and strategizing the
- implementation of funded and unfunded service, and the capital needs of TheBus system.

Overall, this TDP effort will focus on improving the TheBus system to better meet the needs of the community, reflect the vision for future services as confirmed by extensive public and stakeholder involvement, and provide a strategic plan that will position Hernando County in a

competitive position for additional state and federal public transportation grant funding.

FINANCIAL IMPACT

N/A

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to take the recommended action.

RECOMMENDATION

It is recommended that the MPO Board review the presentation and provide comments or input to the consultant as desired.

Hernando County FY 2025-34 Transit Development Plan (TDP) BOCC Meeting May 14, 2024



Hernando County FY 2025-2035 TDP Meeting Agenda

1. Introduction of CUTR TDP team
2. What is a TDP?
3. Previous TDP's and supportive plans
4. Current Conditions
5. Public Involvement Plan (PIP)
6. Community discussion – opportunities and challenges
7. Project schedule
8. Next steps

Hernando County 2025-34 TDP – CUTR Team Members/Introductions



Martin Catala,
Program Director,
Transit Management
and Innovation
CUTR



Jonathan Roberson, AICP,
Research Associate,
CUTR



Vicky Perk
Program Director,
Transit Research Program,
CUTR



Chris Cochran
Senior Transportation Planner
Madrid CPWG



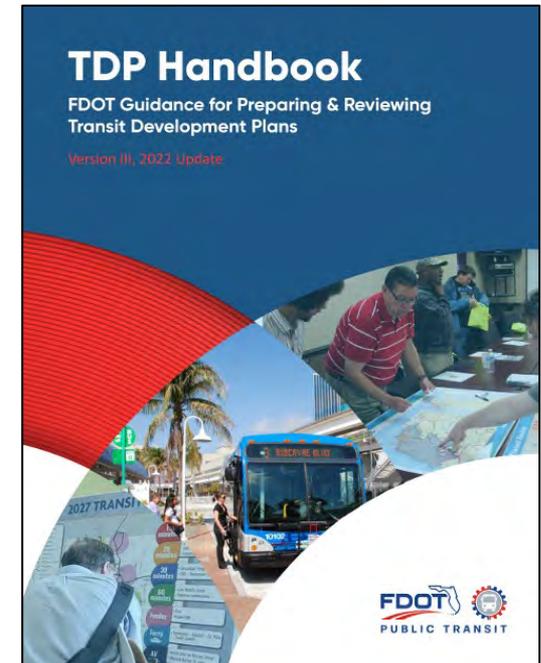
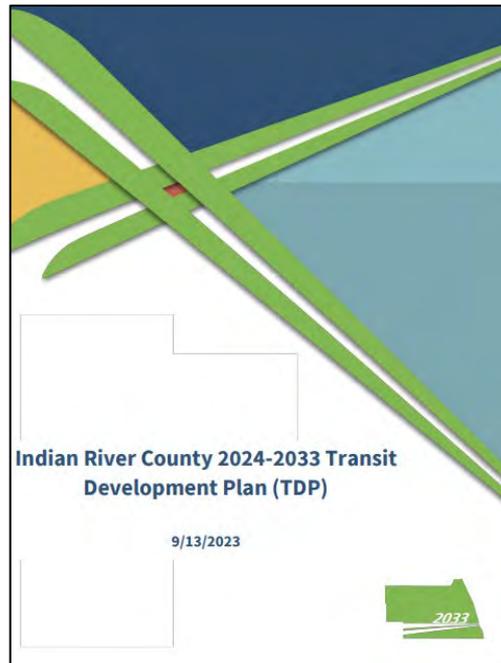
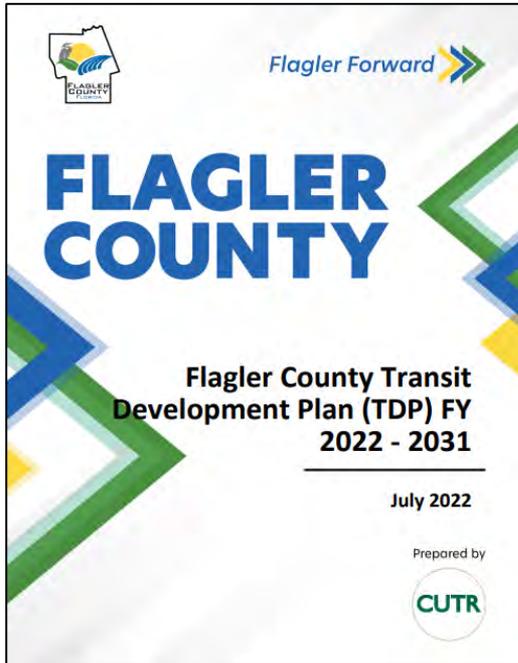
Jennifer Flynn
Senior Research Associate
CUTR



Melissa De Leon,
Program Planner
CUTR



Recent CUTR TDP's & Resources



Source:

<https://planfortransit.com/tdp-resource-center/>

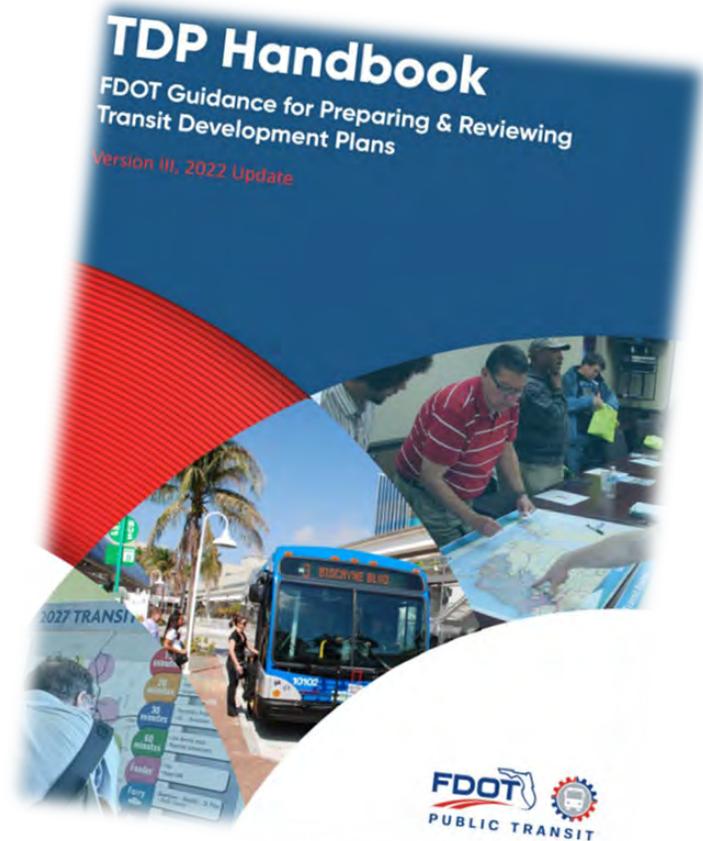


What is a Transit Development Plan (TDP)?

- Ten-year plan that supports the development of an effective multimodal public transportation system.
- Required every five years by the Florida Department of Transportation (FDOT), guaranteeing the County access to annual State Public Transit Block Grant operating funds.
- Basis for defining current and future public transportation needs in Hernando County.
- Transit provider's planning, development, and operational guidance document: a "strategic blueprint."
- Marketing tool for providing continual community outreach and awareness of public transportation.
- Detailed financial plan outlining paths to implementing new service and capital projects.
- **The TDP is "yours"**
 - It will reflect the interests of your community and the help plan to continue success of TheBus system

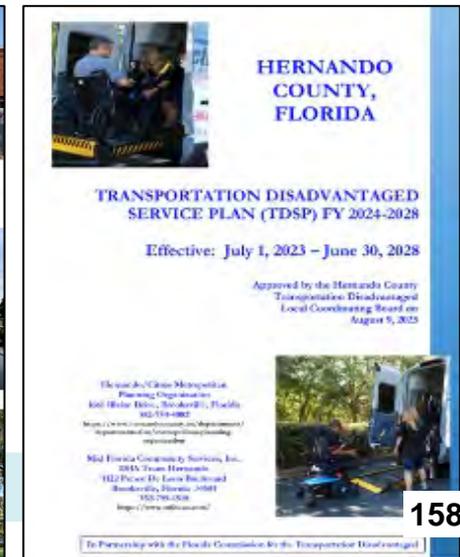
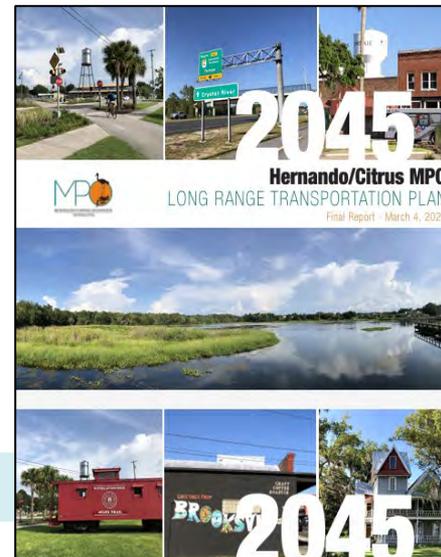
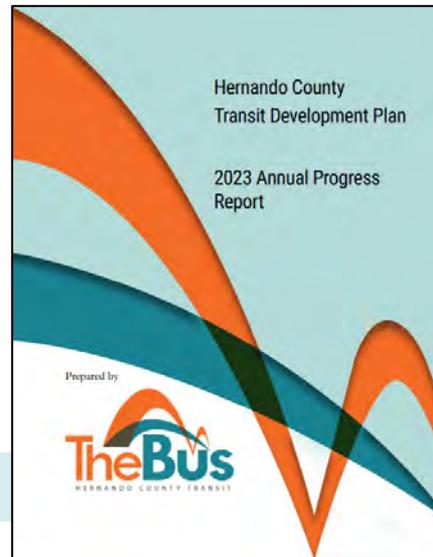
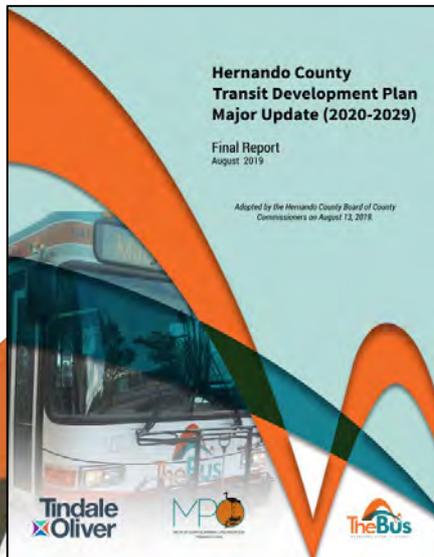
Required Components of a Major TDP

1. Baseline Conditions Assessment
2. Existing Service & Performance Evaluation
3. Public Involvement
4. Situation Appraisal
5. Goals & Objectives
6. Transit Demand Assessment
7. Needs Development & Evaluation
8. Ten-Year Transit Development Plan (TDP)
9. Plan Implementation and Coordination



Previous Hernando County TDPs & Other Supportive Plans

- The last TDP Major Update was completed and adopted in 2019 with Annual Progress Reports (APR's) adopted in 2020, 2021, 2022, and 2023.
- Other important plans/studies that support a TDP:
 - MPO Long Range Transportation Plan (LRTP) – 2050 Update currently underway
 - Transportation Disadvantaged Service Plan (TDSP)



Hernando County: TheBus System at a Glance

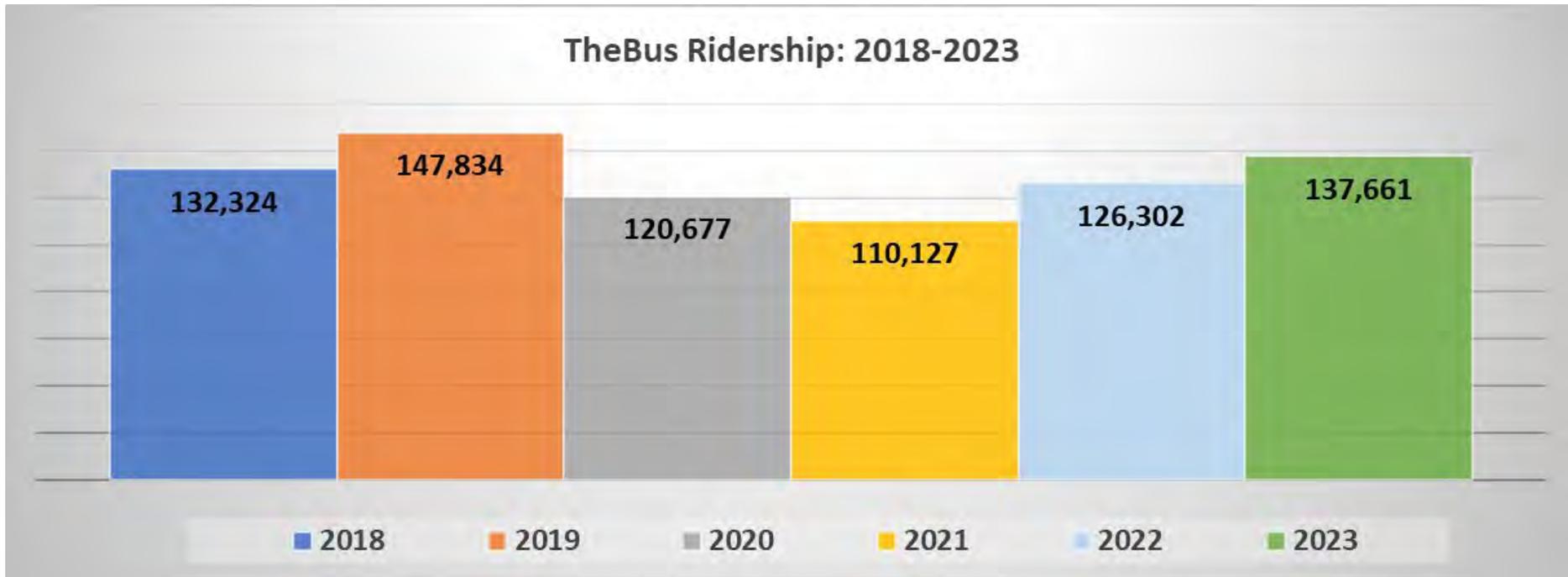


- 4 Fixed Routes: Red, Purple, Blue, Green
- Mon. – Sat. service from 5:00 a.m. – 8:00 p.m.
- 250 bus stops in County
- Bus Shelters
- Connections to schools, shopping, jobs & key employers
- Regional connections to Pasco Co. transit system

TheBus Ridership: 2018-2023

Initial Findings for Hernando County:

- Notable rebound in ridership since 2021:



TheBus: Current Conditions

1. Ridership continues to grow.
2. Installation of bus shelters and related amenities has been popular and helps riders.
3. New vehicles are being added to the fleet.
4. Real-time bus tracking app (RouteShout) allows customers to:
 - Pinpoint location of the next bus
 - Receive texts on when the next bus is arriving
 - Locate bus stops along each route (sing bus stop ID#)
5. Mobile ticketing app (Token Transit) permits customers to buy their bus tickets from an app.



Current Projects

- **Mermaid Route:** new service is under currently in development and will be incorporated in the final TDP (including the “Mermaid Route”).
- **Transit-Specific Garage/Transfer/Administrative Facility:** Transit recently applied for a federal capital grant that aims to cover most of the \$17.5 M cost of a transit-specific facility.
- **Transit Transfer Site and Route Study:** examining potential sites for a new transit-specific facility and optimal routing for serving the location of a new facility.

Future Plans
For our growing County

TheBus

North Hwy 19
FY24 Transit Study

East Hwy 50
Future Service

South Hwy 41
Future Service

“Mermaid” Run

162

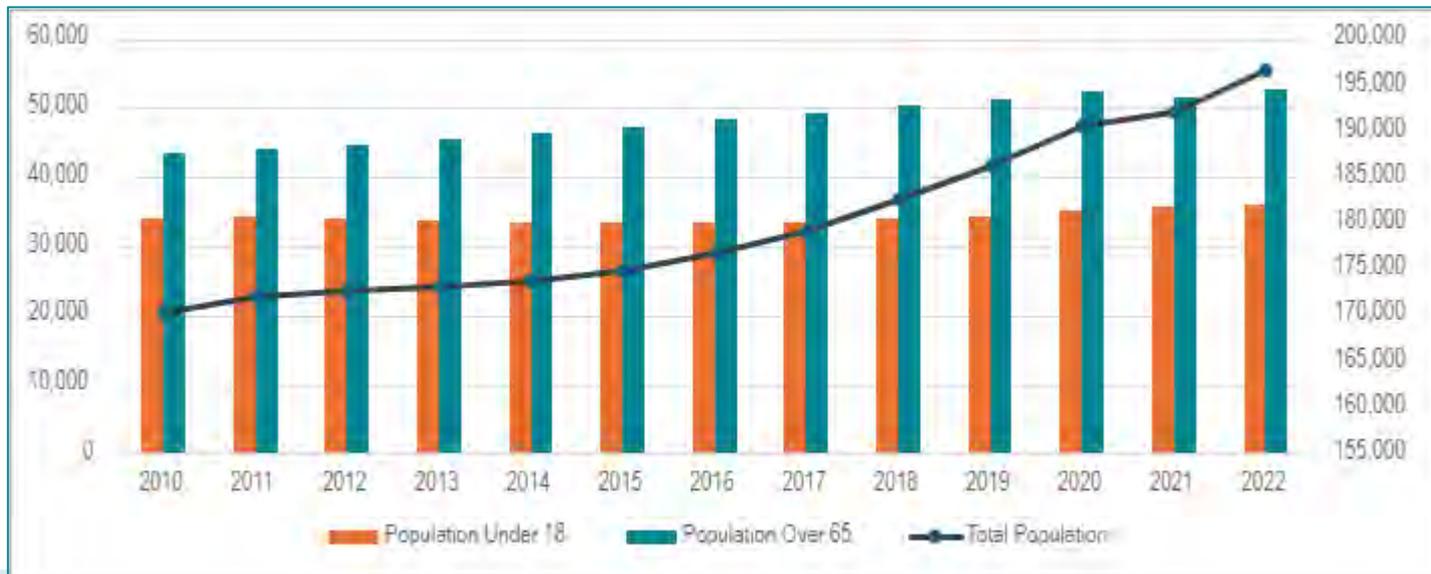
Existing and Projected Conditions in Hernando County

The TDP will look at existing and projected conditions in Hernando County for 2025-34 and examine the challenges and opportunities that may impact transit service needs. Questions to consider:

- Where/how much population growth occurring?
- How much is Hernando County over 65 population projected to grow?
- What are projected income levels and employment?
- Where are current and future employment opportunities?
- Will new residential & employment growth be accessible by public transportation?

Hernando County Population

- County has grown by over 15% from 2010 (170,337) to 2022 (196,621).
- The Over 65 population is growing and represents nearly 27% of total population.
- The Under 18 population is growing and represents over 18% of total population.
- Typically, the Over 65 and Under 18 age groups depend on public transportation for day-to-day needs.



Planned TDP Public Outreach

- Public Involvement activities scheduled include:
 - On-Board Survey of all TheBus routes
 - Online Surveys
 - Public Meetings/Workshops
 - Interviews with Community Stakeholders
 - Presentations to the MPO
- Are there other recommended community groups/meetings that we can present to?
- Are there any other County or BOCC events we can present to?

Table 3-4: TDP Rule Requirement Vs. Best Practice

Public Involvement	Required	Preferred
Approved TDP Public Involvement Plan (PIP)*	●	
Establish Project Review Committee		●
TDP visioning with elected officials/boards		●
Minimum 14-day notification for events open to the public		●
Opportunities for public involvement outlined in PIP	●	
Solicit comments from Regional Workforce Board (RWB)	●	
Advise FDOT, RWB, MPO of public meetings**	●	
Provide review opportunities to FDOT, RWB, MPO***	●	
Pre-TDP outreach and post-adoption public outreach		●

*TDP PIP approved by FDOT, or the local MPO Public Participation Plan approved by both the Federal Transit Administration and the Federal Highway Administration.

**Advise FDOT, RWB, and MPO of all public meetings where the TDP is to be presented or discussed.

***Provide opportunities to FDOT, RWB, and MPO to review and comment on the TDP during development of the mission, goals, objectives, alternatives, and 10-year implementation program.



What are the Opportunities & Challenges for Public Transportation in Hernando County?

1. What aspects of TheBus service are working best in the community?
2. What are the top opportunities for new or expanded public transportation service in Hernando County and the region?
3. What are the top challenges you see for public transportation to be successful in Hernando County?
4. What are the top three improvements you would like to see made to TheBus system?
5. What can TheBus do better?
6. Please be on the look out (by email) for the first Hernando TDP online/social media survey once it is active in mid-May.

Next Steps

1. Begin public outreach and surveys:

- On-Board surveys
- Online/Social Media surveys
- Stakeholder/Community interviews
- Presentations with the MPO Board & Committees
- Other public outreach/meetings

2. Develop TDP that provides a detailed look at:

- Existing and projected conditions
- Evaluation of existing service & performance
- Analysis of other plans and partners (such as the MPO, FDOT, municipalities, employers) that can help in the success TheBus
- Updating of agency goals & objectives
- Detailed service and capital project cost and revenue estimates
- Strategies to implementing all identified service and capital needs

3. Provide a TDP project update to the BOCC in July or August.

Project Schedule

Tasks	2024											2025	
	Feb.	Mar.	Apr.	May	June	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan	Feb.
1 Project Management	Kickoff Mtg.	WRG Mtg. #1	WRG Mtg. #2	WRG Mtg. #3	WRG Mtg. #4		WRG Mtg. #5	WRG Mtg. #6					
2 Public Involvement Program		★ Submit PIP to FDOT Tech Memo #1	On-Board Survey	Stakeholder Meetings	Operator Mtgs./Surveys	Direct & Social Media Outreach to the General Public							
3 Assessment of Existing Conditions													
4 Performance Evaluation				Tech Memo #2									
5 Situation Appraisal													
6 Update of Policy Framework and Goals & Objectives					Tech Memo #3								
7 Definition & Evaluation of Alternatives													
8 Ten-Year Action Plan							Tech Memo #4				★		
9 Review & Adoption by BOCC, Submittal to FDOT										BOCC Approval	Submit to FDOT for Review & Approval	Complete Final TDP Document	

➤ Planned BOCC TDP Approval Date: 11/19/24



We are here to listen and help you build on your success!

Jonathan Roberson, AICP

Research Associate

Transit Management & Innovation Group

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University of South Florida

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Thank You!





AGENDA ITEM

TITLE

Review and Approval of the FY 2025-FY 2029 Transportation Improvement Program (TIP)
-Draft

BRIEF OVERVIEW

The Transportation Improvement Program (TIP) contains the funded Florida Department of Transportation (FDOT) Five-Year Work Program and the local jurisdiction Capital Improvement Programs (CIP). The TIP implements the projects contained in the 2045 Long-Range Transportation Plan (LRTP). Projects are required to be shown in the TIP for inclusion into the State Transportation Improvement Program (STIP) and subsequent funding through joint participation agreements.

The 30-day public comment period required for the Draft TIP ends June 6, 2024. The draft was required by federal regulations to be submitted for review by May 15, 2024 (it was submitted by the MPO on May 10, 2024) and has been reviewed by the Florida Department of Transportation, the Federal Highway Administration, and the Florida Transit Administration. Comments have already been received by the Florida Department of Transportation and addressed.

On March 28, 2024, the MPO's Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee conducted public meetings and reviewed a preliminary draft of the List of Priority Projects (LOPP) that is contained in the TIP as Appendix C. The Committees voted to recommend the MPO Board approve the addition of intersection improvements for US41 (Broad Street) and CR 576 (Ayers Road) in Hernando County, and US 41 (Florida Avenue) and CR 491 (N Lecanto Highway) in Citrus County.

Additionally, the Bicycle/Pedestrian Advisory Committee voted to recommend the MPO Board switch the priority of Projects #7 and #14 on the Transportation Alternatives list. Priority #7 is proposed to be the Good Neighbor Trail Rehabilitation from Jefferson Street to Jasmine in Hernando County, and Priority #14 is proposed to be the Trailhead/Parking Lot near the Suncoast Parkway II along US 98 in Citrus County.

On May 23, 2024, the MPO's Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/Pedestrian Advisory Committee conducted public meetings and voted to recommend the MPO Board approve the FY 2025-FY 2029 TIP containing the most recent List of Priority Projects (Appendix C).

FINANCIAL IMPACT

N/A

LEGAL NOTE

Pursuant to Chapter 339.175, Florida Statutes, the MPO Board has the authority to take the

recommended action.

RECOMMENDATION

It is recommended the MPO Board receive public comment, review, and approve by a roll call vote the attached Transportation Improvement Program (TIP) FY 2025-FY 2029, authorize the MPO Chair to execute the MPO Endorsement Page for adopting the TIP, and authorize staff to submit the TIP to the Florida Department of Transportation (FDOT) as required.



TRANSPORTATION IMPROVEMENT PROGRAM

Fiscal Years 2025-2029

Adoption Date: June 6, 2024

Hernando/Citrus Metropolitan Planning



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TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2025-2029

JULY 1, 2024 – JUNE 30, 2029

Adoption Date: June 6, 2024

Hernando/Citrus Metropolitan Planning Organization

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Hernando/Citrus Metropolitan Planning Organization
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www.hernandocitrusmpo.us

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Subpart C, Subsection 450.326 of Title 23, Code of Federal Regulations (CFR)]. The content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) BOARD and DIRECTOR

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Commissioner John Allocco
Commissioner Steve Champion
Commissioner Brian Hawkins, Alternate

Citrus County, Florida

Commissioner Jeff Kinnard, MPO Board Vice Chair
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City of Crystal River in Citrus County, Florida

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City of Inverness in Citrus County, Florida

Council Member Cabot McBride
Council Member Gene Davis, Alternate

Florida Department of Transportation, Nonvoting Advisor

David Gwynn P.E., Secretary, District 7

Hernando/Citrus MPO Executive Director

Robert M. Esposito

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**HERNANDO/CITRUS MPO ENDORSEMENT FOR ADOPTING THE
TRANSPORTATION IMPROVEMENT PROGRAM
(FISCAL YEARS 2025 – 2029)**

Endorsement

This document was prepared by the Hernando/Citrus Metropolitan Planning Organization (MPO) and is consistent with state and federal requirements, in cooperation with the Florida Department of Transportation (FDOT) District Seven Office, Hernando County Transportation Services, the Citrus County Engineering Division, the City of Brooksville, the City of Crystal River, and the City of Inverness.

The Hernando/Citrus MPO, at its regular meeting on June 6, 2024, endorsed the Fiscal Year 2025 – Fiscal Year 2029 Hernando/Citrus Transportation Improvement Program (TIP).

Further, it is hereby certified that the planning process of the Hernando/Citrus Area Transportation Study is being carried on in conformance with the provisions of 23 CFR 450.326(n)(1), 23 CFR 450.332(b), 23 USC 134, and Chapter 339.175 F.S.

This certification determination is being made based on an in-depth review, utilizing a checklist provided by FDOT and covering all aspects of the transportation planning process in the Spring Hill Urbanized Area, the Homosassa Springs-Beverly Hills- Citrus Springs Urbanized Area, and the remainder of Hernando County and Citrus County.

Metropolitan Planning Organization Board – June 6, 2024

Jerry Campbell
Chair

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

By 
MPO Attorney Jon Jouben

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Purpose Statement

The purpose of the Transportation Improvement Program (TIP) is to identify transportation needs and priorities of the metropolitan planning area including regionally significant projects regardless of their funding source (23 USC and 49 USC, Chapter 53). The TIP demonstrates the process of prioritizing, selecting, and funding transportation projects in accordance with federal requirements of Title 23 CFR 450 and Title 49 CFR Chapter 53, as amended.

The Transportation Improvement Program (TIP) is a five-year (5-year) plan for the Hernando/Citrus Metropolitan area which encompasses Citrus and Hernando counties and the cities within their boundaries, i.e., City of Crystal River, City of Inverness, and the City of Brooksville, respectfully. The plan includes the multi-modal project improvements consistent with the Long-Range Transportation Plan (LRTP) and is updated annually.

The TIP is developed through a continuing, comprehensive, and coordinated effort with the Florida Department of Transportation (FDOT), Federal Transit Administration (FTA), Hernando/Citrus Metropolitan Planning Organization (MPO), and the public.

Public Participation Process in the 5-Year TIP

The adoption of the Transportation Improvement Program (TIP) of the Hernando/Citrus Metropolitan Planning Organization (MPO) is conducted pursuant to the Public Participation Plan (PPP) process which was updated December 7, 2023. The process includes the review and recommendation of the TIP by the MPO's public committees, i.e., the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and the Bicycle/Pedestrian Advisory Committee (BPAC). The MPO Board will review and approve the TIP and provide it to the Florida Department of Transportation pursuant to law (Chapter 339.175 (8)). The MPO committees reviewed the Draft FY 2024/2025 – FY 2028/2029 TIP on May 23, 2024. The Draft TIP for FY 2025 – FY 2029 was posted on the MPO's website for a 30-day public review comment period ending June 6, 2024.

Project Selection Process

The federally funded projects included within this TIP were selected in accordance with Title 23, CFR 450.332(b). The project selection process involves the FDOT, FHWA, FTA, the Hernando/Citrus MPO, the Local Public Transit Agencies, Community Transportation Coordinators (CTCs), and the municipalities within the MPO's urbanized area. Projects funded by Title 23 and Title 49 funds and all regionally significant projects in this TIP reflect Year of Expenditure (YOE) costs based on the year in which funding is anticipated to be available consistent with the requirements of 23 CFR Part 450.326(a) and Chapter 339.175(8), F.S.

The contents of this TIP were developed consistent with requirements from the most recent federal transportation authorizing legislation known as the Infrastructure Investment and Jobs Act (IIJA) also known as the "Bipartisan Infrastructure Law" (BIL) which was signed into law on November 15, 2021. This act was the successor to the "Fixing America's Surface Transportation Act" (FAST Act) passed in 2015. Based on the fact sheet produced by the Federal Highway Administration, the FAST Act added two planning factors which sought to improve the resiliency and reliability of the transportation system; (1) reduce or mitigate storm water impacts of surface transportation and (2) enhance travel and tourism. The BIL also retains many of the planning requirements and programs from the already established FAST Act requirements for highway, transit, pedestrian, and bike programs and policies initially established in 1991 through the Intermodal Surface Transportation Efficiency Act (ISTEA).

Consistency with the 2045 LRTP and MPO Area Plans

The adopted Hernando/Citrus TIP is consistent with the following Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) work program development requirements:

- Only major categories of federal and state funding are included within the TIP.
- The federally funded projects within the TIP have been reviewed and found to be consistent with the MPO priorities as determined through the project selection process.
- The projects selected for the Hernando/Citrus TIP are consistent with:
 - FDOT's 5-Year Work Program and Strategic Intermodal System (SIS) Plan
 - The Brooksville-Tampa Bay Regional, Crystal River, and Inverness Airport Master Plans
 - Hernando/Citrus MPO 2045 Long-Range Transportation Plan
 - Hernando County Transit Development Plan
 - Citrus County Transit Development Plan
 - Transportation Disadvantaged Service Plans (TDSP) for both Hernando County and Citrus County
 - Hernando County Comprehensive Plan
 - Citrus County Comprehensive Plan
 - City of Brooksville Comprehensive Plan
 - City of Crystal River Comprehensive Plan
 - City of Inverness Comprehensive Plan

Amendments and Modifications to the 5-Year TIP

Amendments to the Transportation Improvement Program

An amendment is a revision to a TIP or STIP that involves a major change to a project in a TIP or STIP, including addition or deletion of a project, a major change in project cost, project phase initiation dates, or a major change in design concept or design scope (i.e., changing project termini or the number of through traffic lanes). [23 CFR 450.104] An amendment requires public review and comment, demonstration of financial constraint, or a conformity determination, if applicable. TIP Amendment requests are made by the District to the MPO and require MPO Board approval. TIP Amendments being brought before the MPO Board that affect projects in the first three years of the TIP must be approved by the MPO Board with a recorded roll call vote of a majority of the membership present. [Chapter 339.175, F.S.]. TIP modifications or amendments will be processed through the MPO Document Portal, which then notifies the appropriate agency contacts for review. Amendments to the TIP after adoption will be reflected in the index in Appendix A.

Modifications to the Transportation Improvement Program

An administrative modification is a minor revision to a TIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination, if applicable. [23 CFR 450.104]. Modifications to the TIP after adoption will be reflected in the index in Appendix A.

Performance Management

The TIP considers potential projects that fall into specific investment priorities established by the MPO in the Long-Range Transportation Plan (LRTP). For the Hernando/Citrus MPO this includes safety programs such as:

- Continued involvement and support on the Community Traffic Safety Team (CTST) and the Safe Routes to Schools (SRTS) program to address infrastructure or behavioral safety.
- Infrastructure improvement examples include installation of flashing signals or beacons, roadway lighting, traffic calming, and traffic signals.
- Behavioral safety examples include Safe Routes to School (SRTS) education/enforcement activities, and pedestrian/bicycle safety education.

The TIP includes specific investment priorities that support each of the MPO's goals including safety, using a prioritization and project selection process established in the LRTP. The TIP prioritization process continues to use a data-driven method and stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO's goal of reducing fatal and severe injury crashes is linked to this investment plan and the process used in prioritizing the project is consistent with federal requirements. The federally required performance measures were incorporated into the Hernando/Citrus MPO's Congestion Management Process initially in 2017 and have been updated as required by law. The specific performance measures address the following:

- Safety (Fatalities and Severe Injuries)
- System Performance (Reliable Travel Time)
- Goods/Freight Movement (Reliable Travel Time for Trucks)
- System Preservation (Pavement and Bridge Condition)
- Transit Asset Management

State DOTs are required to establish statewide targets for the required performance measures and MPOs have the option to support the statewide targets or adopt their own. Currently, the Hernando/Citrus MPO has adopted the FDOT performance targets to be in compliance as shown in Performance Management Requirements for *Hernando/Citrus Metropolitan Planning Organization Transportation Improvement Programs*. These performance measures and targets only apply to the National Highway System (NHS) which includes the Interstate Highway System and typically the Principal Arterials. The adopted resolutions establishing the performance measures are shown in Appendix B. NHS roadways in Citrus and Hernando Counties include the following: Interstate 75 (I-75), US 19, US 301, US 41, US 98, SR 44, SR 200, SR 50, and SR 589 (Suncoast Parkway).

The TIP is implementing transit safety investments by including the purchase of capital to meet transit needs is anticipated to achieve the targets for reducing system failures. The projects contained in the TIP are consistent with the Public Transportation Agency Safety Plans for Hernando and Citrus counties and service to align the schedule of needs in the TIP with the goals, objectives, strategies, and investment priorities from their safety plans consistent with the 2045 LRTP.

List of Priority Projects (LOPP) for Major Improvement & Congestion Management and List of Priority Projects for Transportation Alternatives

The Hernando/Citrus MPO is responsible for annually developing a List of Priority Projects (LOPP) for Transportation Priority for Major Improvement & Congestion Management and a List of Priority Projects for Transportation Alternatives and submitting the list to the Florida Department of Transportation (FDOT) for consideration during the development of the 5-Year Work program for the MPO area. The MPO, working through its Technical Advisory, Bicycle/Pedestrian Advisory, and Citizens Advisory committees (a part of the public participation process), prioritizes projects based upon projects identified through the Cost-Feasible Plan of the 2045 Long-Range Transportation Plan (LRTP).

This prioritization will also incorporate Complete Streets elements that rely on FDOT's Context Classification process. This will allow FDOT to review projects on the state system with the goal of applying Complete Street features wherever possible. On local facilities, it would also allow the MPO to suggest Complete Street features to the extent possible.

The LOPP includes a list of projects involving major improvement and congestion management and a separate list of transportation alternatives projects. These lists contain projects that are considered of highest priority for improvement by the MPO and its advisory committees. The criteria for the prioritization of transportation projects include existing and projected facilities levels of service, safety considerations, anticipated funding levels, ability to complete the project, and overall modal performance and system connectivity. Consistent with federal requirements and the 2045 Long-Range Transportation Plan (LRTP), the prioritization process considers the recommendations of the MPO Board's advisory committees (Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee). Also consistent with the adopted Public Participation Plan (PPP), the MPO Board conducts a public hearing to adopt the Transportation Improvement Program (TIP). The MPO List of Priority Projects (LOPP) approved by the MPO Board can be found in Appendix C.

Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms

The 5-Year Transportation Improvement Program (TIP) incorporates terms, abbreviations, funding types and codes and acronyms that are common in the day-to-day activities of those individuals/agencies involved in transportation planning. For the clarification of any of these items used within the TIP, an Appendix D is a useful illustration of what the terms mean or represent. Funding types/codes can be found in Appendix E.

FDOT's Tentative 5-Year Work Program Public Hearing

The FDOT conducted an on-line Public Hearing on October 23, 2023, for the 5-Year Tentative Work Program that provided interactive maps, videos, downloadable/searchable documents, and opportunity to comment on projects. The District also hosted a Districtwide Open House on Thursday, October 26, 2023, from 9:00 am to 6:00 pm at the District 7 office at 11201 N. McKinley Drive, Tampa, FL 33612. On October 25, 2023, the District 7 team provided highlights from the Tentative 5-Year Work Program at the public meetings of the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. On November 2, 2023, the District 7 team presented highlights of the Tentative 5-Year Work Program to the public meeting of the MPO Board. The public was encouraged to provide comments through the District 7 Work Program website or by submitting comments in writing. The public comment period ended on Monday, November 13, 2023.

Regional Coordination Efforts

The Hernando/Citrus MPO is a member partner in the Suncoast Transportation Planning Alliance (SCTPA) formerly known as the MPO Chairs Coordinating Committee (CCC) of West Central Florida. It is comprised of Hernando/Citrus, Hillsborough, Pasco, Pinellas, Polk, and Sarasota/Manatee Metropolitan Planning Organizations (MPOs) and Transportation Planning Organizations (TPOs). The SCTPA provides for a coordinated working forum and process to allow for comprehensive planning with District partners/agencies.

The SCTPA works as a region to prepare plans, studies, and priorities for regionally significant projects, review the impact of significant land-use decisions, share current travel data and trends, and adopt regional transportation plans and priorities for highway, public transportation, and multi-use trail improvements. As the region stands to see continued growth in population, economy, and travel, the SCTPA will provide sound, forward-thinking transit and transportation options to support this growth and a sustainable future for our region. The SCTPA conduct monthly meetings of its partner directors to allow for networking and collaboration on projects and processes. On a quarterly/semi-annual basis, meetings with member MPO/TPO Board members and directors occur allowing for engagement of leaders in the process of establishing priorities and understanding the needs of the communities involved. Regional transportation priorities of the SCTPA include:

- I-75 Interchange at Gibsonton Dr
- I-275 Express Lanes from I-375 to Gandy Blvd.
- I-275/SR 60 Tampa Westshore District Interchange Phase 3
- SR 54/US 41 Intersection
- US 41 from SR 44 to SR 200
- Desoto Bridge Replacement
- Bradenton-Palmetto Connector
- I-4 and the SR 33 Interchange Design and Construction (Exit 38)
- Downtown Lakeland Intermodal Transit Center
- Regional Rapid Transit in the I-275 Corridor
- Regional passenger rail transit connection between Tampa and Orlando

Trails:

- Three Sisters Springs Connector Multi-Use Trail (Citrus County)
- Orange Bell - Segments 4, 5, and 6 Multi-Use Trail (Pasco County)
- Starkey Gap Overpass (Pasco County)
- Upper Tampa Bay Trail - Suncoast Trail Connection (Phase IV) (Hillsborough County)
- South Tampa Greenway (Hillsborough County)
- Tampa Bypass Canal Trail (Hillsborough County)
- Adamo Drive Trail (Hillsborough County)
- South Coast Greenway Multi-Use Trail (Hillsborough County)
- Gandy Bridge Connector (Hillsborough County)

- Dale Mabry Overpass (Hillsborough County)
- Pinellas Trail Loop - Gandy Blvd (Pinellas County)
- Joe's Creek Trail (Pinellas County)
- Legacy Trail Overpasses (Sarasota, Manatee Counties)
- Fort Frazer Trail Bridge (Polk County)

Summary of TIP Projects for Fiscal Year 2025 through Fiscal Year 2029

The 5-Year Transportation Improvement Program (FY 2025 - FY 2029) is based on input from the FDOT. It incorporates the major bridge, highway, rail, intersection, maintenance, repair, reconstruction, replacement, transit, and new construction projects currently programmed for accomplishment by federal, state, and/or local funds in the Hernando/Citrus MPO planning area. The summary can be found in Appendix E.

The primary purpose of this section is to provide details of area priorities, funding, phasing, cost estimates, and the timings of the Hernando/Citrus MPO improvements projected for implementation.

Projects on the Strategic Intermodal System (SIS)

Project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase, and a Construction (CST) phase. Some projects may not have a ROW phase if land is not needed to complete the project. SIS projects will have historical costs, five years of the current TIP and five years beyond the current TIP. If there is no construction phase on the TIP page, then the entry may not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high priority transportation facilities which includes the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. All projects on the SIS will have a SIS identifier on the TIP page. The LRTP reference on the project detail page provides the information necessary to locate the full costs and/or additional details in the 2045 LRTP.

Non-Strategic Intermodal System (SIS) Projects

The project production sequence contains a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase, and a Construction (CST) phase. Some projects may not have a ROW phase if land is not needed to complete the Project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP. If there is no construction phase on the TIP page, then the entry may not be reflective of the total Project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

For costs beyond the five-year cycle, access to the LRTP is provided. The LRTP reference on the TIP page provides the information necessary to locate the full Project costs and/or additional details regarding the Project in the 2045 LRTP. If there is no LRTP reference in the TIP, full Project costs are provided in the TIP.

Annual Listing of Obligated Projects

Pursuant to the provisions of 23 CFR 134 (j)(7)(B) and 49 USC 5303(c)(5)(B), and Subsection 339.175 (8) (h), F.S., the MPO has published or otherwise makes available an annual listing of projects for which federal funds have been obligated in the preceding year. These projects are summarized in Appendix F and can be found on the FDOT website as follows: www.fdot.gov/workprogram/Federal/fa-MPO-ObligDef.shtm

FDOT/MPO Certification

The Hernando/Citrus MPO participated in an annual joint certification process with FDOT District 7 which concluded on February 29, 2024. The MPO was found in compliance with federal and state guidelines for metropolitan transportation planning. The Hernando/Citrus MPO continues regular meetings with its partner agencies and with neighboring MPOs and TPOs that share similar demographics and those in District 7 for regional coordination.

Congestion Management

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The Congestion Management Process (CMP) is an effective management process that provides for new and existing facilities using travel demand reduction and operational management strategies per Florida Statutes, Chapter 399.175(6)(c)(1).

Although the Hernando/Citrus MPO is not in a Transportation Management Area (TMA), both counties have developed and implemented congestion management processes to provide the information needed to make informed decisions regarding the proper allocation of transportation resources as required per 23 CFR 460.332(c).

Local Capital Improvement Programs (CIP)

Appendix G reflects the 5-year schedule of Capital Improvement Projects (CIP) for the local government agencies. Local government agencies providing their CIPs include Citrus County, Hernando County, the City of Brooksville, and the City of Inverness. These projects are consistent with the local government Comprehensive Plans and the 2045 Long-Range Transportation Plan.

5-Year Schedule of Capital Needs for Transit Systems

The 5-Year Schedule of Capital Needs for Transit Systems are provided by Citrus County and Hernando County in Appendix H in conformance with estimates of available Federal and State funds to develop the financial plan (Chapter 339.175(8), F.S.) and (23 CFR 450.326(a)).

Transportation Disadvantaged Services

As the Designated Official Planning Agency (DOPA) for the Transportation Disadvantaged Program in Hernando County and Citrus County, the MPO Board provides support for each Local Coordinating Board (LCB). Both LCBs are comprised of representatives of social service agencies, transportation providers, FDOT, and citizen representatives.

Transportation Disadvantaged Services are provided by the Community Transportation Coordinator (CTC). Mid Florida Community Services DBA Trans Hernando is the CTC for Hernando County, and the Citrus County Board of County Commissioners is the CTC for Citrus County.

The Transportation Disadvantaged Service Plan (TDSP) is developed by the Community Transportation Coordinator (CTC) and the DOPA under the guidance of the Commission for the Transportation Disadvantaged and coordination of the Local Coordinating Board. The plan is updated annually for development, service, and quality assurance. Through the Local Coordinating Board's involvement in the review and approval of the Transportation Disadvantaged Service Plan (TDSP), the Local Coordinating Board can guide and support the CTC in implementing coordination efforts and locally developed service standards that are consistent with the needs and resources of the community. The Capital Improvement Program (CIP) for the Transportation Disadvantaged Programs are in Appendix I.

Appendix A: Index of TIP Amendments and Modifications Post Adoption

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**APPENDIX A
INDEX OF TIP AMENDMENTS AND MODIFICATIONS POST ADOPTION**

**TIP FY 2025-FY 2029
HERNANDO/CITRUS MPO**

DATE	REVISION #	CHANGE TYPE	EXPLANATION OF THE CHANGE

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Appendix B: Performance Measures

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Performance Management MPO Transportation Improvement Program (TIP) Hernando/Citrus MPO FY 2025-FY 2029

Based on a template provided by FDOT

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Purpose

Purpose

The document is consistent with the Transportation Performance Measures (TPM) Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the federal transportation performance management requirements.

The document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Bridge and Pavement Condition measures (PM2);
- Section 4 covers System Performance and Freight Movement measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.

Section 1 Background

1.0 Background

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by the U.S. Congress:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement;
- Protecting the environment; and
- Reducing delays in project delivery.

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies will cooperatively develop and share information related to transportation performance management and target setting.

Section 2 Highway Safety Measures (PM1)

2.0 Highway Safety Measures (PM1)

The first of FHWA’s performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

2.1 Highway Safety Targets

2.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2023, FDOT established statewide safety performance targets for calendar year 2024. Table 2.1 presents FDOT’s statewide targets.

Table 2.1 Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2024 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*“The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system...”*

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. [The Florida Transportation Plan](#) (FTP), the state’s long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state’s highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

2.1.2 MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area.

The Hernando/Citrus MPO acknowledges FDOT statewide 2024 safety targets, which are set at “0” for each performance measure to reflect FDOT’s goal of zero deaths. However, the MPO established safety performance targets specific to the MPO planning area. On February 1, 2024, the Hernando/Citrus MPO established the calendar year 2024 safety targets listed in Table 2.2.

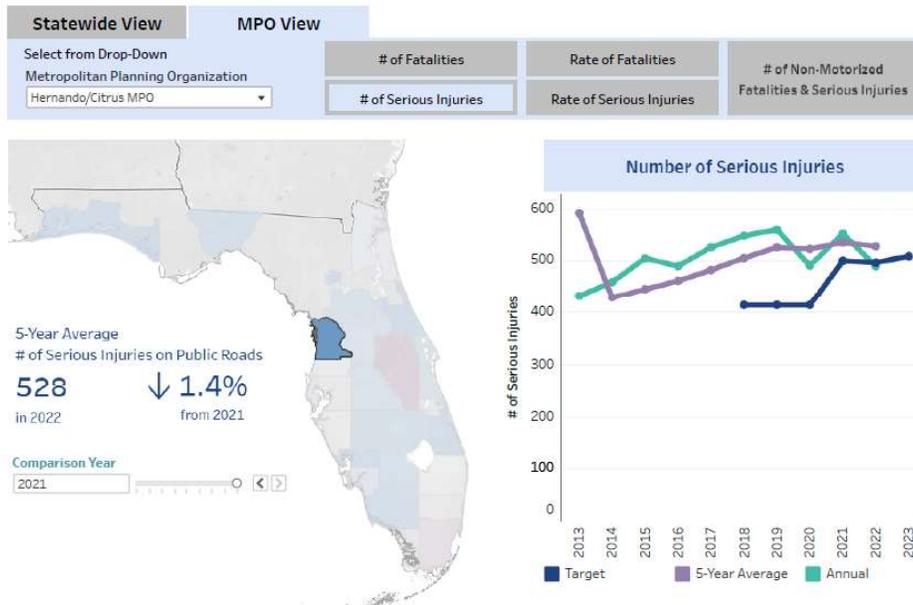
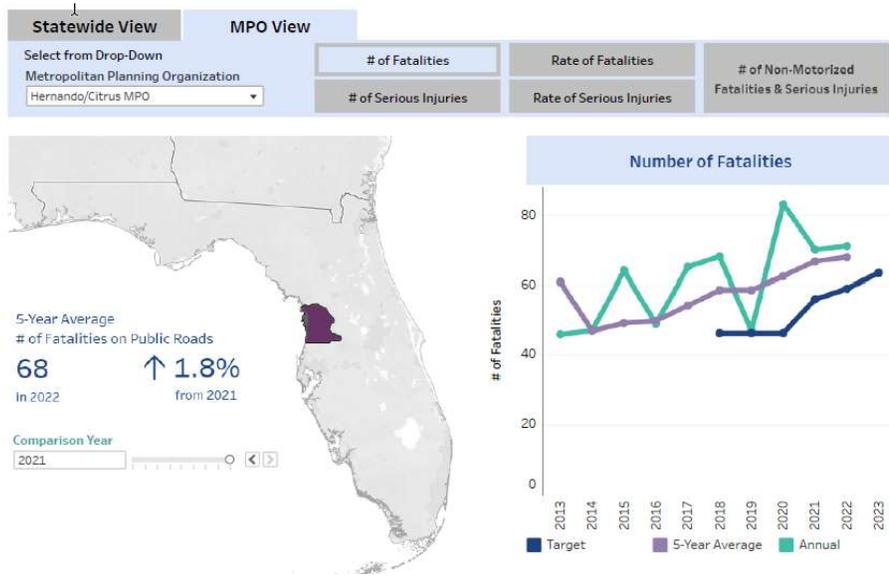
Table 2.2 MPO Safety Performance Targets

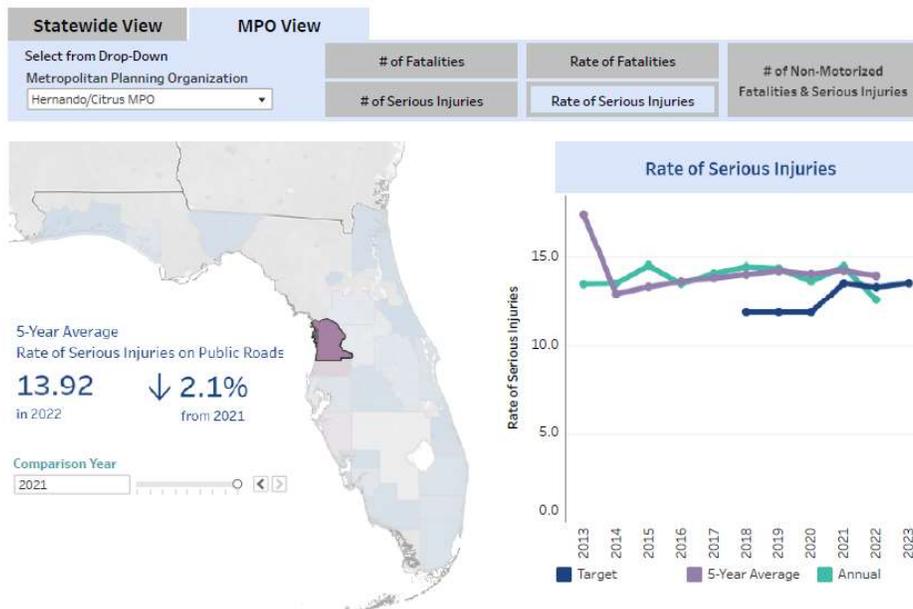
Performance Measure	Calendar Year 2024 MPO Target
Number of fatalities	59.9
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.6
Number of serious Injuries	497.4
Rate of serious injures per 100 million vehicle miles traveled (VMT)	13.4
Number of non-motorized fatalities and serious injuries	44.5

While the Hernando/Citrus Metropolitan Planning Organization supports FDOT’s long-term “Vision Zero” target for eliminating traffic related fatalities and serious injuries, and bicycle/pedestrian fatalities and serious injuries in the State of Florida, the MPO has established annual targets of a five percent reduction per year which is based upon a five-year rolling average. Obtaining a result of “0” in these categories given the performance statistics of the planning area, the increased volumes of traffic being generated, and the focus on safety, it was determined in past years that a 5% reduction on the average was appropriate and measurable.

2.2 Safety Trends in the MPO Area

The Hernando/Citrus MPO reviewed the trends and the safety statistics and provided snapshots below from the Florida Department of Transportation’s Safety Dashboard, *Signal 4 Analytics*, to support the TIP’s focus on safety and performance on its roadways. Based on 2022 data, the number of fatalities increased by 1.8% to 68, the number of serious fatalities was reduced to 528 or by 1.4%, and the rate of serious injuries reduced by 2.1% or 13.92.





2.3 FDOT Safety Planning and Programming

2.3.1 Florida’s Strategic Highway Safety Plan

[Florida’s Strategic Highway Safety Plan](#) (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida’s 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida’s transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated “Safe System” approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safer road users, safer vehicles, safer speeds, safer roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida’s safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micro mobility, and connected and automated vehicles.

2.3.2 Florida's Highway Safety Improvement Program

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2023 HSIP Annual Report, FDOT reported calendar year 2024 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions, it will take to meet targets in the future.

On April 20, 2023, FHWA reported the results of its 2021 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2021 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2023.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs - the HSIP Implementation Plan also documents how additional FDOT, and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2023 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Implement key safety countermeasures.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards

may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$156 million in HSIP funds for use during the 2023 state fiscal year from July 1, 2022 through June 30, 2023, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$128.7 million in infrastructure investments on state-maintained roadways and \$27.5 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2023 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

2.3.3 Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

2.4 Safety Investments in the TIP

The Hernando/Citrus MPO's Transportation Improvement Program for FY2025-FY2029 (TIP) addresses its safety investments in the road capacity projects reflected for both Hernando and Citrus Counties. Improvements and enhancements in the roadways help to alleviate lane changing and passing-zone efforts by the public by adding additional lanes, reduced speeding as traffic flow improves, and promotion of safe and alternative roadway use by bicycles and pedestrians via implementation of safe streets concepts. The MPO participates in the Community Traffic Safety Team (CTST) local forum and the Safe Routes to School processes. These reoccurring meetings bring the local community together to solve issues. The List of Priority Projects (LOPP) in Appendix C provides support to the TIP in addressing priorities to assist with congestion management.

The TIP includes projects that fall into specific investment priorities established by the MPO in the LRTP. This includes safety programs such as:

Highway Safety Measures (PM1)

Project 450972-1, 2, and 3 Citrus County sidewalk improvements

Project 452924-1 US98/US 41/SR 700/SR 50A Intersection Improvement

Project 450971-1, 2, and 3 Hernando County sidewalk improvements

All resurfacing projects in the program serve as investments for safety as the road surface is important to all travelers and modes of travel.

Because safety is inherent in so many FDOT and Hernando/Citrus MPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.

Section 3 Pavement & Bridge Condition Measures (PM2)

3.0 Pavement & Bridge Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of NHS bridges (by deck area) classified as in good condition;
2. Percent of NHS bridges (by deck area) classified as in poor condition;
3. Percent of Interstate pavements in good condition;
4. Percent of Interstate pavements in poor condition;
5. Percent of non-Interstate National Highway System (NHS) pavements in good condition; and
6. Percent of non-Interstate NHS pavements in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Cracking percent – percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Rutting - extent of surface depressions (applicable to asphalt pavements only);
- Faulting - vertical misalignment of pavement joints (applicable to jointed concrete pavements only); and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

3.1 Bridge & Pavement Condition Targets

3.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent bridge and pavement condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. Table 3.1 presents the statewide targets.

Table 3.1 Statewide Bridge and Pavement Condition Performance Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	58.2%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤10.0%
Percent of Interstate pavements in good condition	73.4%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	48.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.6%	≤5.0%	≤5.0%

Source: 2022 Statewide Conditions fdotsourcebook.com.

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state’s bridges and pavement to specific state-defined standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These state statutory guidelines envelope the statewide federal targets that have been established for bridges and pavements.

In addition, FDOT developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s current TAMP was submitted on December 30, 2022 and recertified by FHWA on February 23, 2023.

Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, performance is measured in deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. The percentage of Florida’s bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2022 exceeded the established targets. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

FHWA determined that FDOT made significant progress toward its 2021 PM2 targets; FHWA’s assessment of progress toward the 2023 targets is anticipated to be provided in 2024.

3.1.2 MPO Targets

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO’s planning area for one or more measures.

On April 6, 2023, the Hernando/Citrus MPO agreed to support FDOT’s statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets as reflected.

3.2 Bridge & Pavement Investments in the TIP

The Hernando/Citrus MPO's TIP reflects investment priorities established in the 2045 Long-Range Transportation Plan (LRTP). The focus of Hernando/Citrus MPO's investments in bridge and pavement condition include programs and strategies or major projects funded in the TIP that address system preservation/maintenance on the Interstate and non-Interstate NHS in the MPO area, such as those in the following categories:

- System resiliency projects that improve NHS bridge components (e.g., upgrading culverts)]
- Pavement replacement or reconstruction (on the NHS)
 - US 41 (SR 45) segments include Project IDs 257165-1, 4, 5, 6 (adding lanes and reconstruction to include: bike lanes, sidewalks)
- New NHS lanes or widenings, including resurfacing existing lanes associated with new capacity
 - US 41 (SR 45) segments include Project ID 450545-1 (replacing asphalt with concrete at 6-lane intersections)
 - US 98/SR 700 Project ID 436733-1 (resurfacing)
 - US 98/SR 50A, Project ID 151056-1 (resurfacing)
 - US 301 (from Pasco County Line to SR 50) Project ID 445536-3 (adding two lanes and reconstruction)
 - US 41/SR 45 from south of County Line Road to South of Powell Road, Project ID447935-1 (resurfacing 4 lanes)
 - US 41/SR45 Project ID 449157-1 (resurfacing)
 - SR 50 from Mondon Hill Road to S of Jasmine, Project ID447948-1 (resurfacing)
 - SR 50 (Cortez to Wiscon to Cobb Road), Project ID 451046-1 (resurfacing)

The TIP will fund \$96,584,026 for resurfacing, and \$124,041,456 for new capacity.

The projects included in the TIP are consistent with FDOT's Five Year Work Program. Therefore, they reflect FDOT's approach of prioritizing funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

Section 4
System Performance, Freight and
Congestion Mitigation & Air
Quality Improvement Program
Measures PM3)

4.0 System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that are reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. A description of the first three measures is below.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

4.1 System Performance and Freight Targets

4.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. The 2-year and 4-year targets set for this performance period are identical to the 2-year and 4-year targets set for the previous performance period. Florida's performance through 2021 exceeds the targets. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025. Table 4.1 presents the statewide targets.

Table 4.1 Statewide System Performance and Freight Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	85.7%	≥75.0%	≥70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	92.1%	≥50.0%	≥50.0%
Truck travel time reliability (Interstate)	1.46	1.75	2.00

Source: 2022 Statewide Conditions fdotsourcebook.com.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Actual performance in 2021 was better than the 2021 targets. FHWA’s assessment of progress toward the 2023 targets is anticipated to be released in March 2024.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA’s TPM program. The [SIS Policy Plan](#) was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT’s Strategic Investment Tool (SIT).
- In addition, [FDOT’s Freight Mobility and Trade Plan](#) (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT’s State Freight Plan. An update to the FMTP will be adopted in the spring of 2024.

4.1.2 MPO Targets

MPOs must establish four-year targets for all three performance measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO’s planning area for one or more measures.

On April 6, 2023, the Hernando/Citrus MPO agreed to support FDOT’s statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

4.2 System Performance and Freight Investments in the TIP

The Hernando/Citrus MPO's TIP reflects investment priorities established in the 2045 Long-Range Transportation Plan (LRTP). The focus of Hernando Citrus MPO's investments that address system performance and freight include:

- Corridor improvements
- Intersection improvements (on NHS roads)
 - US 98/US41/SR 700/SR 50A Intersection Improvement (Project ID 452924-1)
- Projects evaluated in the Congestion Management Plan (CMP) and selected for the TIP
 - Suncoast Parkway (SR 589) New Road Construction) Project ID 442764-2, 3
- Investments in transit, bicycle, or pedestrian systems that promote mode shift
 - Sidewalk projects that may be an attractive alternative to the use of vehicles such as:
 - Project #441105-1 (Forest Ridge Blvd from W Lake Beverly Dr to W Colbert Ct)
 - A cure in gaps as proposed in Project #s 450972-1, 2, and 3 (Citrus County) and Project #s 450971-1, 2, and 3
- Managed lanes
- Freight improvements (Interstate) that increase reliability (could include improved weigh stations, addressing identified truck bottlenecks on the Interstate, etc.).
 - TSMO/ITS projects or programs
 - US 19/SR 55 from Pasco County Line to Citrus County Line (Arterial Traffic Management (Project ID 441935-1) Adding Cameras, Travel Time Readers, Fiber, Detectors, Signal Controller Upgrades
 - US 19/SR 55 from Pasco County Line to Citrus County Line (Arterial Traffic Management (Project ID 441935-1) Adding Cameras, Travel Time Readers, Fiber, Detectors, Signal Controller Upgrades
- Travel demand management programs, park, and ride lots, etc.]

The TIP (FY 2025-FY 2029) reflects funding in the amount of \$13,079,764 for intersection improvements/arterial traffic management, \$124,041,456 million for congestion relief projects, \$96,584,026 for resurfacing, and \$6,002,065 million for sidewalk projects.

The projects included in the TIP are consistent with FDOT's Five Year Work Program. Therefore, they reflect FDOT's approach of prioritizing funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

Section 5 Transit Asset Management Measures

5.0 Transit Asset Management Measures

5.1 Transit Asset Performance Measures

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 5.1 identifies the TAM performance measures.

Table 5.1 FTA TAM Performance Measures

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography, service frequency, etc.

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider’s projects and services are programmed in the MPO’s TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

Tier I	Tier II
Operates rail service	Subrecipient of FTA 5311 funds
OR	OR

≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	OR
	≤ 100 vehicles in one non-fixed route mode

5.2 FDOT Group TAM Plan Participants

A total of 19 public transportation providers participated in the [FDOT Group TAM Plan](#) and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023. An *MPO has the option of including the full table below for context, or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any. If the MPO area includes any providers participating in the Group TAM Plan, the MPO should check with FDOT before submitting the TIP to confirm the final 2023 targets.*

Table 5.2 Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	<i>No participating providers</i>
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	<i>No participating providers</i>

5.3 Transit Asset Management Targets

The following providers operate in the MPO planning area: Citrus County Transit (Citrus County Board of County Commissioners) and THEBus (Hernando County Board of County Commissioners).

5.3.1 Transit Agency Targets

The Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners established TAM targets for each of the applicable asset categories in 2022. Table 6.3 presents the targets.

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

Table 5.3 Transit Asset Management Targets for Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners

Citrus County			
Asset Category - Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway Bus	Fair	20%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Generator	Good	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	Good	0%

Hernando County			
Asset Category - Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	Fair	15%
	Cutaway Bus	Fair	20%
	Minivan	Fair	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Generator	Good	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	Good	0%

5.3.2 MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On June 6, 2024, the Hernando/Citrus MPO agreed to support the Citrus County and Hernando County TAM targets, through the adoption of the last Transportation Improvement Program, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

5.4 Transit Asset Management Investments in the TIP

The Hernando/Citrus MPO's TIP was developed and is managed in cooperation with Citrus County Board of County Commissioners, the Hernando County Board of County Commissioners, and the Community Transportation Coordinators, Citrus County Board of County Commissioners, and Mid Florida Community Services doing business as Trans-Hernando, respectively. It reflects the investment priorities established in the Hernando/Citrus MPO and the 2045 Long-Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The anticipated effect of the TIP toward achieving the targets is reflected in the funding outlay shown in Appendix H (Transit Needs) and Appendix I (Transportation Disadvantaged Needs). Citrus County investments for the Five-Year Program reflect \$4,083,020 for 18 buses that are equipped for Americans with Disabilities. Hernando County's capital program reflects \$41,673,203 in projects encompassing the replacement of vehicles (fixed-route and paratransit), bus stop improvements for Americans with Disabilities, transit shelters and amenities, and a transfer facility, a major capital investment. A combination of local funds and federal/state grant funds allow for the systems to keep vehicles in a state of good repair and offer shelters, amenities and sidewalks that are safe and accessible by all riders. As previously indicated, identified in the program are:

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements including transit shelters and amenities,
- Bus stop improvements
- Transfer Facility (Hernando County)

Transit asset condition and state of good repair is a consideration in the methodology that the Hernando/Citrus MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers factors such as methodology utilized in the Transit Asset Management process involving age and vehicle mileage.

The Hernando/Citrus MPO's TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Hernando/Citrus MPO will continue to coordinate with the Citrus County Board of County Commissioners, the Hernando County Board of County Commissioners and the Community Transportation Coordinators to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see Appendix H and Appendix I.

Section 6

Transit Safety Performance

6.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the [National Public Transportation Safety Plan](#), which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.¹

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Hernando/Citrus MPO must reflect those targets in LRTP and TIP updates.

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](#).

6.1 Transit Safety Targets

The following public transportation provider(s) operate in the Hernando/Citrus MPO planning area: Citrus County Transit (Citrus County Board of County Commissioners), THEBus (Hernando County Board of County Commissioners), and Mid Florida Community Services doing business as Trans-Hernando. Of these, Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners are responsible for developing a PTASP and establishing transit safety performance targets annually.

6.1.1 Transit Agency Safety Targets

The Citrus County Board of County Commissioners established the transit safety targets identified in Table 7.1 as adopted on September 8, 2020 (as revised on 7/12/2022), and the Hernando County Board of County Commissioners established the transit safety targets identified in Table 7.1 as approved in May of 2022.

Table 6.1 Transit Safety Performance Targets for Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Citrus County Board of County Commissioners							
Deviated Fixed Route Bus	0	0	3	.27 (per 100,000 VRM)	5	.45 (per 100,000 VRM)	1.41 (per 100,000 VRM Failures)
ADA/PARA-TRANSIT	0	0	1	.07 (Per 100,000 VRM)	10	.7 (per 100,000 VRM)	2.11 (per 100,000 VRM Failures)
Hernando County Board of County Commissioners							
Fixed Route Bus	0	0	1	0 (per 100,000 VRM)	1	0 (per 100,000 VRM)	1 (per 100,000 VRM Failures)
Demand Response	0	0	0	0 (per 100,000 VRM)	0	0 (per 100,000 VRM)	0 (per 100,000 VRM Failures)

6.1.2 MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On June 6, 2024, the Hernando/Citrus MPO agreed to support the transit safety targets provided by the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets as the targets appeared to be appropriate.

6.2 Transit Safety Investments in the TIP

The Hernando/Citrus MPO's TIP was developed and is managed in cooperation with the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners. It reflects the investment priorities established in the 2045 Long-Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of the Hernando/Citrus MPO's investments that address transit safety include Citrus County investments for the Five-Year Program of \$4,083,020 for 18 buses that are equipped for Americans with Disabilities. Hernando County's capital program reflects \$41,673,203 in projects encompassing the replacement of vehicles (fixed-route and paratransit), bus stop improvements for Americans with Disabilities, transit shelters and amenities, and a transfer facility, a major capital investment. A combination of local funds and federal/state grant funds allow for the systems to keep vehicles in a state of good repair and offer shelters, amenities and sidewalks that are safe and accessible by all riders.

Transit safety is a consideration in the methodology Hernando/Citrus MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. This prioritization process considers factors such as vehicles in a state of good repair, sidewalks that are ADA accessible, and transit shelters/amenities that offer coverage in the weather.

The Hernando/Citrus MPO's TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Hernando/Citrus MPO will continue to coordinate with the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

For more information on these programs and projects, see Appendix H.

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Appendix C: List of Priority Projects (LOPP)

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Hernando/Citrus MPO List of Priority Projects - Major Improvement & Congestion Management

MPO Board - June 6, 2024

DRAFT (REVISED 5-21-2024)

PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	YEAR	REASON FOR CHANGE
1A	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	Construction	Winter-2027	Per FDOT, Project Moved to Production - Fully Funded
1B 1	257165-2	FDOT	US 41 (SR 45) from E Arlington Street St to N of SR 200 (Divided into 257165-6, 257165-7, 257165-8) <i>Project is phased below in segments for funding purposes.</i>							
	257165-6	FDOT	US 41 (SR 45)	Citrus	E Arlington St	E Louisiana Lane	Add 2 lanes (existing 2)	Design 45% complete, ROW underway		
	257165-7	FDOT	US 41 (SR 45)	Citrus	E Louisiana Lane	S of CR 486	Add 2 lanes (existing 2)	Design 45% complete		
	257165-8	FDOT	US 41 (SR 45)	Citrus	CR 486	N of SR 200	Add 2 lanes (existing 2)	Design 45% complete		
2	257298	FDOT	CR 578 (County Line Road) from E of East Rd to W of Suncoast Parkway (Divided into 257298-3 and 257298-4)							
	257298 3		CR 578 (County Line Road)	Hern	East of East Rd	Springtime St	Add 2 lanes (existing 2)			
	257298 4		CR 578 (County Line Road)	Hern	East of Mariner Blvd	W of the Suncoast Parkway	Add 2 lanes (existing 2)			
3		FDOT	SR 200 (N Carl G. Rose Hwy)	Citrus	US 41	Marion County Line	Add 2 lanes (existing 2)			
4	452924-1	FDOT	US 41/SR 50A One-Way Pairs	Hern	W. of Mildred Avenue	US 41/SR 50A Intersection	Complete Streets			Per FDOT, Project Moved to Production - Fully Funded, PE is FY2024 and CST is FY2027.
4			US 41/SR 50A One Way Pairs	Hern	Mildred Avenue	May Avenue	Revert One-Way Pairs Back to Two-Way Traffic in Downtown Brooksville			
6 5			US 41 at Lake Lindsey Rd	Hern			Roundabout			
6		FDOT	US 41/SR 45 (Broad Street) at CR 576 (Ayers Rd)	Hern			Intersection Improvement/add a turn lane			New Project
5 7		FDOT	CR 491 (N. Lecanto Hwy.)	Citrus	W. Pine Ridge Blvd.	SR 200	Add 2 lanes (existing 2)			
8		FDOT	US 41/SR 45 (Florida Avenue) at CR 491 (N Lecanto Highway)	Citrus	CR 491	Northbound US41 and Southbound US 41	Signal Improvement on Left Turn Lanes from CR491 to NB US41 & SB US41			New Project
7 9		FDOT	Cardinal St	Citrus	US 19	CR 491	Add 2 lanes (existing 2)			
8 10		FDOT	US 41 (SR 45)	Hern	Spring Hill Dr.	Powell Rd.	Add 2 lanes (existing 4)			
9 11	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)			
10 12	257299	FDOT	CR 485 (Cobb Rd)/SR 50 <i>(Project is phased below in segments for funding.)</i>	Hern	SR 50	N of Fort Dade	4-lane or 3-lane cross section			
10a	257299-3		CR 485 (Cobb Rd)	Hern	SR 50/50A/Cortez Blvd	Brooksville Water Reclamation Dr	Add 2 lanes (existing 2)			
10b			CR 485 (Cobb Rd)	Hern	Brooksville Water Reclamation Dr	Yontz Rd	Add 2 lanes (existing 2)			
10c			CR 485 (Cobb Rd)	Hern	Yontz Rd	US 98 (Ponce de Leon Blvd)	Add 2 lanes (existing 2)			
13 13		FDOT	US 41 @ North Citrus Springs Blvd.	Citrus	Intersection		Roundabout			
14 14		FDOT	CR 490 (Homosassa Trail)	Citrus	US 19 (SR 55)/US 98	SR 44 (W. Gulf to Lake Hwy.)	Add 2 lanes (existing 2)			
15 15		FDOT	Croft Ave.	Citrus	SR 44 (E. Gulf to Lake Hwy.)	E. Hayes St.	Add 2 lanes (existing 2)			
16 16		FDOT	Rock Crusher Road	Citrus	CR 490	SR 44	Add 2 lanes (existing 2)			
17 17		FDOT	Venable St. / Crystal Oaks Dr.	Citrus	US 19	SR 44	Add 2 lanes (existing 2)			
18 18		FDOT	CR 490A (W. Grover Cleveland Blvd.)	Citrus	US 19 (SR 55)/US 98	CR 491 (S. Lecanto Hwy.)	Add 2 lanes (existing 2)			

Hernando/Citrus MPO List of Priority Projects **In Production** - Major Improvement & Congestion Management

MPO Board - June 6, 2024

Updated 5-21-2024

Line #	PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	COST	YEAR
1	Production	442764 1	FTE	Suncoast Parkway II (SR 589)	Citrus	SR 44	CR 486	New 4 lane Toll Road	CONST	\$102,499,431	UNDERWAY
2	Production	405822 3	FDOT	US 19 (SR 55) / US 98	Citrus	W. Jump Ct.	W. Fort Island Trail	Add 2 lanes (existing 4)	CONST	\$37,962,912	UNDERWAY
3	Production	416733 2	FDOT	SR 50 Bypass	Hern	CR 485 (Cobb Rd.)	W. of Buck Hope Road	Add 2 lanes (existing 4)	CONST	\$11,192,916	UNDERWAY
4	Production	416735 1	FDOT	SR 50 Bypass	Hern	W. of Buck Hope Road	Jefferson Street (50A)	Add 2 lanes (existing 4)	CONST	\$41,323,243	UNDERWAY
5	Production	442835 1	FDOT	SR 50 (Cortez Blvd.)	Hern	US 301 / SR 35 (Treiman Blvd.)	Hernando/Sumter Co. Line	Add 2 lanes (existing 2)	CONST	\$54,317,918	UNDERWAY
6	Production	257165-3	FDOT	US 41 (SR 45)	Citrus	SR 44	S of Withlacoochee Trail Bridge	Add 2 lanes (existing 2)	CONST	\$14,985,303	UNDERWAY
7	Production	257165-4	FDOT	US 41 (SR 45)	Citrus	S. of Withlacoochee Trail Bridge	N of Sportsman Pt	Add 2 lanes (existing 2)	CONST	\$21,511,308	Summer 2025
8	Production	447536 3	FDOT	US 301	Hern	Pasco County Line	SR 50/Cortez Blvd	PE to Add 2 lanes (existing 2)	CONST		UNDERWAY
9	Production	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	CONST		Winter 2027
10	Production	452924-1	FDOT	US 41/SR 50A One Way Pairs	Hern	US 41/SR 50A Intersection	US 41/SR 50A Intersection Improvements	Complete Streets	CONST		2027

Hernando/Citrus MPO Transportation Alternatives List of Priority Projects

MPO Board - June 6, 2024

DRAFT (3-28-2024)

Priority	FPN / Resp.	Project/Corridor	From	To	Area	Project Type	Project Phase/Year
1	443358 1 /FDOT	Withlacoochee State Trail (WST) – Rehabilitation	Hernando / Citrus County Line	Citrus / Marion County Line	Citrus County	TA	RRR 2021
1d		Section d (6.38 Miles)	Citrus / Hernando County Border	Floral City	Citrus County	TA	RRR 2021
1e		Section e (6.97 Miles)	Floral City	North Apopka Ave.	Citrus County	TA	RRR 2021
1f		Section f (5.07 Miles)	North Apopka Ave.	Norvell Bryant Hwy.	Citrus County	TA	RRR 2021
1g		Section g (5.05 Miles)	Norvell Bryant Hwy.	CR 491	Citrus County (City of Inverness)	TA	RRR 2021
1 h		Section h (5.34 Miles)	CR 491	SR 200	Citrus County	TA	RRR 2021
2		N Independence Hwy-PS/Sidewalk	E Gulf to Lake Hwy (SR 44)	N Florida Ave (US 41)	Citrus County	TA	No application
3		Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	Hernando County	TA	Application Submitted
4	Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive	486 Trail	Citrus County (Crystal River)	TBD	Application Submitted	
5	California St. / Powell Rd. - Sidewalk	Spring Hill Dr. / California St.	Powell Rd./Rowan Rd.	Hernando County	TA	Application Submitted	
6	Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd.	Hernando County	TA	Application Submitted	
7 (Was #14)	Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	Hernando County	TA	Application Submitted	
8	W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	Hernando County	TA	Application Submitted	
9	Rock Crusher Sidewalk	W. Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR44)	Citrus County	TA	No Application	
10	Amero Ln. - Sidewalk	Coronado Dr.	Anderson Snow Rd.	Hernando County	TA	Application Submitted	
11	E. Vine St.& E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Lake Hwy (SR 44)	Citrus County	TA	No Application	
12	Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	Hernando County	TA	Application Submitted	
13	W. Cardinal St. - Sidewalk	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	Citrus County	TA	No Application	
7-14 (Was #7)	Sugarmill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead / Parking lot near the Suncoast Parkway II	Citrus County	TA	No Application	
15	US 19 Trailhead & Crossing	Crosstown Trail at US 19 - (In City of Crystal River)		Citrus County (Crystal River)	TA	No Application	

Hernando/Citrus MPO Transportation Alternatives List of Priority Projects

MPO Board - June 6, 2024

DRAFT (3-28-2024)

Priority	FPN / Resp.	Project/Corridor	From	To	Area	Project Type	Project Phase/Year
16		Withlacoochee State Trail (WST) – Reconstruction	Pasco/Hernando County Line	Citrus/Hernando County Line	Hernando County	TBD	No Application
16a		Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	Hernando County	TBD	No Application
16b		Section b (5.15 Miles)	SR 50	Croom Rd.	Hernando County	TBD	No Application
16c		Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	Hernando County	TBD	No Application
17		South Apopka Connector - Phase I	Dampier St.	Highland Blvd.	Citrus County (City of Inverness)	TA	No Application
18		Suncoast Trail/U.S. 98 - Trailhead/Restroom	Suncoast Trail/US 98		Hernando County	TA	No Application
19		W. Halls River Rd. (CR 490A) - Sidewalk	S. Riverview Circle	US 19 (S. Suncoast Blvd.)	Citrus County	TA	No Application
20		Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	Hernando County	TA	No Application
21		Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	Citrus County (City of Inverness)	TA	No Application
22		Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	Hernando County	TA	Application Submitted
23		Forest Dr. Sidewalk	W. Main St. (SR44)	Independence Hwy.	Citrus County	TA	No Application
24		Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	Citrus County	TA	No Application
25		Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd.	W. Deltona Blvd.	Citrus County	TA	No Application
26		Suncoast Trail (SCT) – Rehabilitation	County Line Road	US 98	Hernando County	TA	Application Submitted
26a		Section a	County Line Road	Spring Hill Drive	Hernando County	TBD	Application Submitted
26b		Section b	Spring Hill Drive	SR 50	Hernando County	TBD	Application Submitted
26c		Section c	SR 50	US 98	Hernando County	TBD	Application Submitted
26d		Section d	Centralia Rd.	US 98	Hernando County	TBD	Application Submitted
27		Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N Citrus Springs Blvd.	Citrus County	TA	No Application
28		Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	Citrus County	TA	No Application

Hernando/Citrus MPO Transportation Alternatives List of Priority Projects

MPO Board - June 6, 2024

DRAFT (3-28-2024)

Priority	FPN / Resp.	Project/Corridor	From	To	Area	Project Type	Project Phase/Year
29		South Apopka Connector - Phase II	Highland Blvd.	E Anna Jo Dr.	Citrus County (City of Inverness)	TA	No Application
30		Mossy Oak Sidewalk	US 41 and Eden Dr.	WST	Citrus County	TA	No Application
31		Sugarmill Woods Bicycle Lane along:			Citrus County	TA	No Application
31a		Section a. W. Oak Park Blvd.	Shoppes at Sugarmill Woods	Corkwood Blvd.	Citrus County	TA	No Application
31b		Section b. Cypress Blvd. E	W. Oak Park Blvd.	Cypress Circle E	Citrus County	TA	No Application
32		W. Miss Maggie Dr. (CR 480) - Sidewalk/PS	Chassahowitzka River Campground	US 19 (S. Suncoast Blvd.)	Citrus County	TA	ROW issues
33		North Ave. - Sidewalk	Howell Ave.	Zoller St.	Hernando County (City of Brooksville)	TA	ROW issues
34		Kass Circle Improvements	Kass Circle		Hernando County	TA	Under Review
35a		Shelter/Restroom Amenities	Cardinal Boulevard Trailhead		Citrus County	TA	
35b		Shelter/Restroom Amenities	SR 44 @ Suncoast Parkway		Citrus County	TA	
36		Ft. Island Trail - Multi-Use Trail	Gulf of Mexico	Three Sisters Trail	Citrus County (Crystal River)	TBD	Consultant Study Complete / ETDM

Note: Applications for projects are the responsibility of the jurisdictional entity.

Hernando/Citrus MPO Transportation Alternatives **In Production** - List of Priority Projects

MPO Board - June 6, 2024

DRAFT - REVISED 3-28-2024

Line #	Priority	FPN / Resp. Agency	Project/Corridor	From	To	Area	Project Type	Project Phase/Year	Disposition
1	Production	437264 2/FDOT	GNT GAP Connector	SR 50/Cortez Blvd	GNT	Hernando County (City of Brooksville)	TA	CST 2022	
2	Production	439509 1/FDOT	Deltona Blvd Sidewalks	Elgin Blvd	SR 50	Hernando County	TA	CST 2022	Completed
3	Production	433714 1/FDOT	E Linden Dr	Coronado Dr	Spring Hill Dr	Hernando County	TA	CST 2021	Completed
4 2	Production	437484 1/FDOT	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	Hernando County	TA	CST 2023	
5	Production	439508 1/FDOT	Elgin Blvd – sidewalk	Deltona Blvd	Mariner Blvd	Hernando County	TA	CST 2022	Completed
6 3	Production	438651 1/FDOT	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	Hernando County	TA	CST 2024	
7	Production	437514 2/FDOT	US 19/SR 55/S. Suncoast Blvd. – Multi Use Trail	Hernando/Citrus County Line	W. Green Acres St.	Citrus County (Crystal River)	RRR	CST 2021	Completed
8 4	Production	441107 1/FDOT	Eastside Elementary – Sidewalk, Raley Rd	US 98/SR 50/Cortez Blvd	Roper Road	Hernando County	SRTS	CST 2024	
9	Production	439698 1/FDOT	Forest Ridge Elementary – Ph 1 Sidewalk	W Norvell Bryant Hwy (CR-486)	W Lake Beverly Dr	Citrus County	SRTS	CST 2021	Completed
10 5	Production	441103 1/FDOT	Freeport Dr	Deltona Blvd	Northcliffe Blvd	Hernando County	SRTS	CST 2024	
6	Production	441105-1	Forest Ridge Elementary Ph 2 Sidewalk	W Lake Beverly Dr	W Colbert Ct	Citrus County	SRTS	PE 2024, CST 2026	New to List

Appendix D: Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms

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APPENDIX D		TIP FISCAL YEARS 2025-2029
GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		HERNANDO/CITRUS MPO
ACCM	ADVANCE CONSTRUCTION (CM)	
ACNP	ADVANCED CONSTRUCTION - Advanced Construction is used to program project phases that will eventually be reimbursed with federal funds. These are state funds used to finance projects in anticipation of future federal funds. AC funds are authorized with Federal Highway Administration (FHWA) in the same manner as regular federal funds. This will allow the Florida Department of Transportation to convert the AC funds to federal funds and then bill FHWA for accumulated costs.	
ACNR	AC NAT HWY PERFORM RESURFACING	
ACPR	AC - PROTECT GRANT PGM	
ACSA	ADVANCED CONSTRUCTION - ANY AREA	
ACSL	ADVANCED CONSTRUCTION LOCAL	
ACSM	STBG AREA POP. W/ 5K TO 49,999	
ACSS	ADVANCE CONSTRUCTIONS (SS, HSP PROGRAMS)	
ADA	AMERICANS WITH DISABILITIES - The Americans with Disabilities Act of 1990 is a Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.	
ARPA	AMERICAN RESCUE PLAN ACT OF 2021 ALSO CALLED THE COVID19 STIMULUS PACKAGE	
ARTW	ARTERIAL WIDENING PROGRAM	
BA	DONOR BONUS, ANY AREA	
BOCC	Board of County Commissioners is the chief legislative body in a County. Five county commissioners are elected to four-year terms by the voters at large and represent the geographical district in which they reside. The Board approves the budget, adopts local ordinances and resolutions, and establishes policies which govern the County and ensure the health, safety, and welfare of the citizens.	
BPAC	Bicycle/Pedestrian Advisory Committee: The BPAC was established to provide a continuing forum with which to analyze and promote bicycle and pedestrian issues and Project as an integral part of a multi-modal transportation planning process. The BPAC initiates updates on the prioritization of transportation enhancement Project. The BPAC meets on a quarterly basis.	
CAC	CAC - Citizens Advisory Committee: The CAC provides a formal framework for continuing public input on the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP), as well as other elements of the transportation planning process. The CAC meets on a quarterly basis to provide public input at all stages of the planning process.	
CARB	CARBON REDUCTION GRANT PGM	
CARL	CARB FOR URB. LESS THAN 200K	
CARN	CARB FOR RURAL AREAS < 5K	
CEI	Construction Engineering Inspection	
CIP	Capital Improvement Program: The CIP is a multi-year schedule of capital improvement Project, including priorities and cost estimates, budgeted to fit the financial resources of the community. This plan is updated annually and is part of the County's Comprehensive Plan.	
CM	Congestion Mitigation. The CMP is a management system to improve traffic operations and safety by either strategies that reduce travel demand or the implementation of operational improvements.	
CMAQ	Congestion Mitigation and Air Quality Improvement Program. The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation Project and programs to help meet the requirements of the Clean Air Act.	
CMP	Congestion Management Process: The CMP is a management system and process conducted by metropolitan planning organizations (MPO), such as the Hernando/Citrus MPO, to improve traffic operations and safety by either strategies that reduce travel demand or the implementation of operational improvements.	
CMS	CMS Congestion Management System.	
COOP	Continuity of Operations Plan: The COOP establishes policy and guidance to ensure the execution of mission essential functions for the Hernando/Citrus MPO if an emergency in Hernando County threatens or incapacitates operations, and to direct the relocation of selected personnel and resources to an alternate facility capable of supporting operations.	
CPG	Consolidated Planning Grant: The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division.	
CST	Construction	
CTC	The Community Transportation Coordinator (CTC) is the agency or organization in each county responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged.	
CTD	Commission for Transportation Disadvantaged: The CTD is the State-level policy board for the coordination of transportation services for persons who because of disability, age or income are unable to transport themselves. The CTD adheres to the policies and procedures as set out in Chapter 427 F.S. and Rule 41-2, F.A.C.	
CTST	Community Traffic Safety Team: The CTST is a locally based group of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, private industry, and citizens. The common goal of each CTST is to reduce the number and severity of traffic crashes within their community.	

APPENDIX D		TIP FISCAL YEARS 2025-2029
GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		HERNANDO/CITRUS MPO
D	UNRESTRICTED STATE PRIMARY	
DBE	DBE Disadvantaged Business Enterprise.	
DDR	DDR – DISTRICT DEDICATED REVENUE District Dedicated Revenue. Those state revenues which are collected pursuant to Section 206.608, Florida Statutes, are allocated directly to the districts, and to the maximum extent feasible, in the county where the proceeds were collected, without being reduced by any other requirements. DDR, statutorily known as the "State Comprehensive Enhanced Transportation Systems Tax", in addition to highway uses, may also be used for district public transportation projects to meet the required statewide minimum distribution of 15% of state funds for public transportation.	
DEM	DEM Environmental Mitigation	
DEO	Department of Economic Opportunity.	
DIH	STATE IN-HOUSE PRODUCT SUPPORT	
DPTO	STATE - PTO	
DOPA	Designated Official Planning Agency: The DOPA is the entity responsible for transportation disadvantaged planning in a given area. In the urbanized areas of the state, the planning agencies are metropolitan planning organizations (MPOs).	
DS	DS - STATE PRIMARY HIGHWAYS & PTO	
DSB	Design-Build	
DU	DU State Primary / Federal Reimbursement	
EPA	EPA Environmental Protection Agency	
ETDM	ETDM Efficient Transportation Decision Making. Florida's ETDM process defines the procedures for planning transportation Project, conducting environmental reviews, and developing and permitting Project.	
FAA	FAA Federal Aviation Administration.	
FAST Act	FAST-Act - Fixing America's Surface Transportation Act: Signed into law in December of 2015 by President Obama that provided long-term funding for surface transportation and infrastructure, planning and investment.	
FAULTING	Faulting is the vertical misalignment of pavement joints, applicable to certain types of concrete pavements	
FDOT	Florida Department of Transportation: FDOT is the State of Florida's multi-modal transportation agency. Organizationally, it is composed of one central office in Tallahassee, seven district offices, and Florida's Turnpike Enterprise.	
FHWA	Federal Highway Administration: The FHWA is the Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under Title 23 U.S.C. and Title 49 U.S.C.	
FLAP	FEDERAL LANDS ACCESS PROGRAM	
FLP	The term "FLP" represents the freight, logistics and passenger operations program.	
FTA	Federal Transit Administration - The FTA is the Federal entity responsible for transit planning and programs under Title 49 U.S.C.	
FTE	Florida's Turnpike Enterprise: Florida's Turnpike Enterprise (FTE) manages Florida's Turnpike System and acts as a separate business unit of the Florida Department of Transportation (FDOT). FTE is responsible for all operations on every FDOT-owned and operated toll road and bridge. The FTE 5-year work program (2016-2020) contains more than \$3.7 billion in capital improvements, which include widening the mainline roadway, new interchanges, safety improvements, resurfacing improvements, and maintenance.	
FTP	Florida Transportation Plan: The FTP is the state's long-range plan guiding Florida's transportation future. The FTP is a plan for all of Florida – and affects every resident, business, and visitor.	
FY	A fiscal year (FY) is used in government accounting, which varies between entities and for budget purposes. It is also used for financial reporting by businesses and other organizations.	
GIS	Geographic Information System is a framework for gathering, managing, and analyzing data. Rooted in the science of geography, GIS integrates many types of data. It analyzes spatial location and organizes layers of information into visualizations using maps and 3D scenes.	
GFEV	GEN. FUND EVEHICLE CHARG. PGM	
GFSA	GF STPBG ANY AREA	
GRSC	GROWTH MANAGEMENT FOR SCOP	
GMR	GMR Growth Management for SIS	
GPC	GPC General Planning Consultant	
HPMS	HPMS Highway Performance Monitoring System. The primary purpose of the HPMS is to serve data and information needs to reflect the condition and operating characteristics of the nation's highways. HPMS data supports the analyses needed for the biennial condition and performance reports to Congress.	
HSP	HSP Highway Safety Program	
ICAR	ICAR Intergovernmental Coordination and Review and Public Transportation Collaborative Agreement.	
IIJA	IIJA Infrastructure Investment and Jobs Act (IIJA) The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021.	

APPENDIX D		TIP FISCAL YEARS 2025-2029
GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		HERNANDO/CITRUS MPO
ITS	Intelligent Transportation System: ITS is the use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as “freeway management systems,” “automated fare collection,” and “transit information kiosks.”	
JPA	Joint Participation Transportation Agreement: A contract between the department and a public transportation system for either operations or capital assistance needed for implementation of a service project or projects. Each agreement shall include, but not be limited to, a project budget, method of payment, and period of performance	
LCB	Local Coordinating Board: The purpose of the coordinating board is to provide advice and direction to the Community Transportation Coordinator concerning the coordination of transportation services.	
LEP	Limited English Proficient: LEP refers to individuals who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English	
LF	LOCAL FUNDS	
LFP	LFP – LOCAL FUNDS FOR PARTICIPATING	
LOPP	LOPP List of Priority Projects. The LOPP is a list of priority Project developed in coordination with the MPO Board and committees.	
LOS	Level of Service - a qualitative assessment of a road’s operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).	
LRTP	LRTP - Long-Range Transportation Plan: In accordance with 49 USC 5304(f), the LRTP provides for the development and implementation of the multimodal transportation system, including transit, highway, bicycle, pedestrian, and accessible transportation. This plan must identify how the transportation system will meet the economic, transportation, development, and sustainability goals – among others – for a 20+-year planning horizon.	
LTTR	LTTR Level of Travel Time Reliability. LTTR is the percent of person-miles on the Interstate system that are reliable, also referred to as the percent of person-miles on the non-Interstate NHS that are reliable.	
MAP21	MAP-21 Moving Ahead for Progress in the 21st Century Act.	
MPO	MPO - Metropolitan Planning Organization: The MPO is the forum for cooperative transportation decision-making, required for urbanized areas with populations over 50,000.	
MPOAC	MPOAC - Metropolitan Planning Organization Advisory Council: The MPOAC is a statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.	
MSC	Miscellaneous(grants-in-aid)	
NHFP	NHFP National Highway Freight Program. The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance	
NHFP	NHFP National Highway Freight Program. The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance	
NHPP	NHPP-IM – NATIONAL HIGHWAY PERFORMANCE PROGRAM-M National Highway Performance Program. IM, Bridge Replacement, National Highway -Map 21	
NHS	NHS - National Highway System: Specific major roads to be designated September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for Federal funds under ISTEA.	
NTD	In 1974, Congress established the National Transit Database (NTD) program to collect financial, operating, and asset information on transit agencies. Congress based the NTD program on the Uniform Financial Accounting and Reporting Elements (FARE), a Project initiated by the transit industry and funded by the UMTA. The NTD has become the Nation’s primary source of information on transit agencies.	
PD&E	PD&E Project Development and Environment. The PD&E is a corridor study to establish conceptual design for a roadway and to determine its compliance with Federal, State, and local environmental permits, as required.	
PD&E	Project Development & Environment	
PE	PE Preliminary Engineering/Design. Preliminary engineering is the location, design, and related work preparatory to the advancement of a project to physical construction. Preliminary engineering includes preliminary and final design, both defined in 23 CFR 636.103, and other project-related work leading to physical construction. This includes costs to perform studies needed to address requirements of the National Environmental Policy Act (NEPA) and other environmental laws. It may include advertising and other pre-award work such as bid analysis, although it is also acceptable to include this work as construction engineering costs.	
PE	Preliminary Engineering	

APPENDIX D		TIP FISCAL YEARS 2025-2029
GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		HERNANDO/CITRUS MPO
PHED	Peak Hour Excessive Delay - is a term for traffic congestion measured by the annual hours of PHED per capita on the NHS. Excessive delay is based on travel time at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater, during in 15-minute intervals per vehicle. [23 CFR 490.705 and 490.707]	
PKBD	Parkway Master Bond Fund	
PKED	Parkway - Feeder Rd	
PKYI	Parkway Turnpike Improvement	
PKYR	Parkway Renewal and Replacement	
PL	PL Planning - Federal Highway Administration planning funds, also called Section 112 funds "PL."	
PPP	A Public Participation Plan is a document developed in consultation with all interested parties, and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.	
PSR	Present Serviceability Rating - a quality rating applicable only to certain lower speed roads	
PTGA	Public Transportation Grant Agreement is an agreement between an agency and FDOT that establishes a public transportation Project and responsibilities related to the Project. A PTGA defines the scope, budget, funding source, and any legal provision necessary for the Project.	
ROW	ROW - Right-of-Way: Real property that is used for transportation purposes, defines the extent of the corridor that can be used for the road and associated drainage.	
RRR	RRR Resurfacing, Restoration and Rehabilitation	
RRU	Railroad and/or Utilities	
RTA	RTA - Regional Transportation Analysis: The Regional Transportation Analysis (RTA) promotes transportation planning both within and among the counties that make up the Tampa Bay Region. The RTA provides a forum for the coordination of proposed transportation improvements - both highway and transit - that span multiple jurisdictions. Another important function of the RTA is that it provides for the development of a powerful, regional travel demand-forecasting model, the <u>Tampa Bay Regional Planning Model</u> .	
SA	STP, ANY AREA	
SCED	2012 SB1998-SMALL CO OUTREACH	
SCOP	SCOP – SMALL COUNTY OUTREACH PROGRAM	
SCTPA	SCTPA Sun Coast Transportation Alliance - Formerly known as the West Central Florida Chairs Coordinating Committee (CCC)-is an effort to address the transportation challenge on a regional, long – range basis. Issues such as personal mobility, access to jobs, goods movement, emergency evacuation, and growth management are some of the concerns addressed by the CCC, which is made up of the chairpersons from Metropolitan Planning Organizations and Transportation Planning Organizations (MPOs and TPOs) and their affiliated, transportation-related organizations. It serves eight counties: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota.	
SCWR	SMALL COUNTY WATER RESOURCES	
SHSP	SHSP - Florida Strategic Highway Safety Plan: The SHSP is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners. The SHSP is focused on the roadway component of transportation safety. Safety on other modes of transportation is covered by other plans.	
SIB1	STATE INFRASTRUCTURE BANK	
SIS	SIS - Strategic Intermodal System: The SIS is a Florida network of high-priority transportation facilities, including the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways.	
SIS	Strategic Intermodal System	
SL	STP, AREAS <= 200K	
SM	STBG AREA POP. W/ 5K TO 49,999	
SN	STP, MANDATORY NON-URBAN <= 5K	
SR2T	SAFE ROUTES - TRANSFER	
SRTS	Safe Routes to School	
STIP	State Transportation Improvement Program	
TA	Transportation Alternatives (TA): As defined under 23 U.S.C. 101(a)(29) (MAP-21 1103), these are specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, recreational trails program, Safe Routes to School (SRTS) activities, railway corridor preservation, construction of turnouts, overlooks and viewing areas, control/removal of outdoor advertising, historic preservation and rehabilitation of historic transportation facilities, invasive species control, archeological activities relating to impacts from eligible transportation Project, mitigation of highway storm water runoff water pollution, and reduce vehicle-caused wildlife mortality, planning, designing and construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	
TAC	TAC - Technical Advisory Committee: A standing committee of most MPOs, function is to provide advice on plans or actions of the MPO from planners, engineers, and other staff members (not general citizens).	

APPENDIX D		TIP FISCAL YEARS 2025-2029
GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		HERNANDO/CITRUS MPO
TALL	TRANSPORTATION ALTERNATIVES POPULATION <200,000	
TALT	Transportation Alternatives	
TAM	TAM - Transit Asset Management: Transit Asset Management is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties and keep transit networks in a State of Good Repair (SGR).	
TBRPT	Tampa Bay Regional Planning Council: TBRPC was established as Florida's first regional planning council in 1962 when representatives from St. Petersburg, Clearwater, and Tampa recognized the need for regional coordination. TBRPC is one of ten regional planning councils in Florida.	
TD	Transportation Disadvantaged: Those persons who because of physical or mental disability, income, status, or age are unable to transport themselves or purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are disabled or high-risk or at-risk as defined in Section 411.202, Florida Statutes.	
TDLCB	TDLCB - Transportation Disadvantaged Local Coordinating Board: The Transportation Disadvantaged Local Coordinating Board (TDLCB)s are the technical level review Boards established, consistent with Florida Statute, Chapter 427. The respective Boards oversee the activities of the Community Transportation Coordinator (CTC) and the overall Transportation Disadvantaged (TD) service program. The MPO serves as the Designated Official Planning Agency (DOPA) for the transportation disadvantaged program for both Hernando and Citrus County and functions as the appointing authority for both Boards. <u>the TDLCBs meet on a quarterly basis.</u>	
TDM	TDM - Transportation Demand Management: Transportation demand management, traffic demand management or travel demand management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity.	
TDP	TDP - Transit Development Plan: The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a 10-Year Transit Development Plan (TDP). Under legislation that became effective February 20, 2007, the TDP must undergo a Major Update every five years. In the interim years, an update is to be submitted in the form of a progress report on the 10-year implementation program of the TDP.	
TDSP	TDSP - Transportation Disadvantaged Service Plan: The TDSP is a tactical plan with components of development, service, and quality assurance. It outlines and evaluates the services provided to the Transportation Disadvantaged population by the CTC. Every five years a new TDSP is developed and updated annually by the CTC, the planning agency and the LCB. Thus, the LCB can guide and support the CTC in implementing coordination efforts or locally developed service standards that are consistent with the needs and resources of the community.	
TIP	TIP - Transportation Improvement Program: A priority list of transportation Project developed by an MPO that is to be carried out within the four-year period following its adoption; must include documentation of Federal and State funding sources for each Project and be consistent with adopted MPO Long Range Transportation Plan (LRTP) and local <u>government comprehensive plans.</u>	
TMA	TMA - Transportation Management Area: A TMA is designated by the U.S. Secretary of Transportation for an urbanized area with a population of at least 200,000. Congress provided for this greater role by MPOs through a certification review aimed at formalizing the continuing oversight and day-to-day evaluation of the planning process. MPOs attaining certification enjoy certain benefits, but they also incur additional requirements beyond those of smaller urbanized areas <u>for congestion management, project selection, and certification.</u>	
TRIP	TRIP - Transportation Regional Incentive Program: TRIP was created in 2005 to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed Project that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay up to 50 percent of the non-federal share of <u>Project costs for public transportation facility Project.</u>	
TRT	TRT Technical Review Team	
TTTR	Truck Travel Time Reliability is the consistency or dependability in travel times for trucks, as measured from day-to-day and/or across different times of the day.	
UPWP	UPWP - Unified Planning Work Program: A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for <u>completing the work, the cost of the work, and the source(s) of funds.</u>	
USDOT	UNITED STATES DEPARTMENT OF TRANSPORTATION: Federal agency that oversees the administration of federal programs managing highways, air travel, railroads, maritime activity and other transportation modes. The FHWA and FTA operate as part of USDOT.	
ZDATA	ZDATA - Zonal Data: The information needed to describe the traveling public is commonly known as the zonal data and it includes household, person, vehicle, and travel related characteristics. The other is the supply side of the transportation systems represented by multimodal transportation networks.	

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Appendix E: 5-Year Funded Projects

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**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 257165 1 **Project Description:** US 41 (SR 45) FROM SR 44 TO N OF SR 200
District: 07 **County:** CITRUS
Extra Description: 2 TO 4 LANES
L RTP 2045 Reference: Goal 3, Objective 4 & 7

Type of Work: ADD LANES & RECONSTRUCT
Project Length: 6.578MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: AC SL-ADVANCE CONSTRUCTION (SL)	\$350,000							\$350,000
BA-DONOR BONUS, ANY AREA	\$740,031							\$740,031
DDR-DISTRICT DEDICATED REVENUE	\$7,038,091	\$336,555						\$7,374,646
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$353,977							\$353,977
DS-STATE PRIMARY HIGHWAYS & PTO	\$574,785							\$574,785
SA-STP, ANY AREA		\$1,298,445						\$1,298,445
SN-STP, MANDATORY NON-URBAN <= 5K	\$1,761,050					\$2,100,000		\$3,861,050
Phase: PRELIMINARY ENGINEERING Totals	\$10,817,934	\$1,635,000				\$2,100,000		\$14,552,934

RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	<2025	2025	2026	2027	2028	2029	>2029	All Years
DDR-DISTRICT DEDICATED REVENUE	\$93,583							\$93,583
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$38,971							\$38,971
DS-STATE PRIMARY HIGHWAYS & PTO	\$389,409							\$389,409
Phase: RIGHT OF WAY Totals	\$521,963							\$521,963

ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code:	<2025	2025	2026	2027	2028	2029	>2029	All Years
DS-STATE PRIMARY HIGHWAYS & PTO	\$62,715							\$62,715
Item: 257165 1 Totals	\$11,402,612	\$1,635,000				\$2,100,000		\$15,137,612

Item Number: 257165 4 **Project Description:** US 41 (SR 45) FROM S OF WITHLACOOCHEE TRAIL BR TO N OF N SPORTSMAN PT
District: 07 **County:** CITRUS
Extra Description: 2 TO 4 LANES
L RTP 2045 Reference: Goal 3, Objective 4 & 7

Type of Work: ADD LANES & RECONSTRUCT
Project Length: 1.194MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: ACCM-ADVANCE CONSTRUCTION (CM)	\$240,873							\$240,873
ACSM-STBG AREA POP. W/ 5K TO 49,999	\$610,758							\$610,758
CM-CONGESTION MITIGATION - AQ	\$670,723							\$670,723
DDR-DISTRICT DEDICATED REVENUE	\$490,185	\$3,353,954						\$3,844,139
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$189,733							\$189,733
DS-STATE PRIMARY HIGHWAYS & PTO	\$1,680,338							\$1,680,338
SM-STBG AREA POP. W/ 5K TO 49,999	\$1,024,103	\$785,667						\$1,809,770
SN-STP, MANDATORY NON-URBAN <= 5K	\$1,521,383	\$928,528						\$2,449,911
Phase: RIGHT OF WAY Totals	\$6,428,096	\$5,068,149						\$11,496,245

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 257165 4 (Continued from Prior Page)

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	ACPR-AC - PROTECT GRANT PGM				\$4,629,202				\$4,629,202
	CARB-CARBON REDUCTION GRANT PGM				\$1,477,955				\$1,477,955
	CARN-CARB FOR RURAL AREAS < 5K				\$326,601				\$326,601
	CM-CONGESTION MITIGATION - AQ				\$1,813,696				\$1,813,696
	DDR-DISTRICT DEDICATED REVENUE				\$13,187,108				\$13,187,108
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$366,248				\$366,248
	DS-STATE PRIMARY HIGHWAYS & PTO	\$28,799							\$28,799
	SN-STP, MANDATORY NON-URBAN <= 5K				\$2,659,334				\$2,659,334
	TALL-TRANSPORTATION ALTS- <200K				\$384,231				\$384,231
	TALT-TRANSPORTATION ALTS- ANY AREA				\$2,423,026				\$2,423,026
	Phase: CONSTRUCTION Totals	\$28,799			\$27,267,401				\$27,296,200
	Item: 257165 4 Totals	\$6,456,895	\$5,068,149		\$27,267,401				\$38,792,445

Item Number: 257165 5 Project Description: US 41(SR 45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST
 District: 07 County: CITRUS Type of Work: ADD LANES & RECONSTRUCT
 Extra Description: RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES & SIDEWALK Project Length: 0.804MI
 LRTP 2045 Reference: Goal 3, Objective 4 & 7

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	CARN-CARB FOR RURAL AREAS < 5K	\$779,352	\$314,742					\$1,094,094
	CM-CONGESTION MITIGATION - AQ	\$21,469	\$29,036					\$50,505
	DDR-DISTRICT DEDICATED REVENUE	\$20,000	\$191,525					\$211,525
	SM-STBG AREA POP. W/ 5K TO 49,999			\$153,343				\$153,343
	SN-STP, MANDATORY NON-URBAN <= 5K	\$645,389	\$1,621,744					\$2,267,133
	Phase: RIGHT OF WAY Totals	\$1,466,210	\$2,157,047	\$153,343				\$3,776,600

CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CARB-CARBON REDUCTION GRANT PGM					\$2,142,180			\$2,142,180
	CARN-CARB FOR RURAL AREAS < 5K					\$326,434			\$326,434
	DDR-DISTRICT DEDICATED REVENUE					\$10,272,186			\$10,272,186
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$127,753			\$127,753
	DS-STATE PRIMARY HIGHWAYS & PTO					\$2,045,089			\$2,045,089
	SN-STP, MANDATORY NON-URBAN <= 5K					\$2,657,969			\$2,657,969
	Phase: CONSTRUCTION Totals					\$17,571,611			\$17,571,611
	Item: 257165 5 Totals	\$1,466,210	\$2,157,047	\$153,343		\$17,571,611			\$21,348,211

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 257165 6 **Project Description:** US 41(SR 45) FROM N OF E ARLINGTON STREET TO E LOUISIANA LANE
District: 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT
Extra Description: RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES & SIDEWALK **Project Length:** 0.623MI
LRTP 2045 Reference: Goal 3, Objective 4 & 7

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$893,240				\$893,240
SN-STP, MANDATORY NON-URBAN <= 5K				\$2,611,862				\$2,611,862
Phase: RIGHT OF WAY Totals				\$3,505,102				\$3,505,102
Item: 257165 6 Totals				\$3,505,102				\$3,505,102
Project Totals	\$19,325,717	\$8,860,196	\$27,420,744	\$3,505,102	\$17,571,611	\$2,100,000		\$78,783,370

Item Number: 405822 5 **Project Description:** US 19 FROM W CARDINAL ST TO W GREEN ACRES ST ***SIS***
District: 07 **County:** CITRUS **Type of Work:** ADD LANES & RECONSTRUCT
Extra Description: 4 TO 6 LANES **Project Length:** 2.045MI
LRTP 2045 Reference: Goal 4, Objective 4 & 7

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)	\$5,000							\$5,000
DDR-DISTRICT DEDICATED REVENUE	\$507,297							\$507,297
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$16,096							\$16,096
DS-STATE PRIMARY HIGHWAYS & PTO	\$60,736							\$60,736
SA-STP, ANY AREA	\$1,770,457							\$1,770,457
Phase: PRELIMINARY ENGINEERING Totals	\$2,359,586							\$2,359,586
Item: 405822 5 Totals	\$2,359,586							\$2,359,586
Project Totals	\$2,359,586							\$2,359,586

Item Number: 437515 1 **Project Description:** US 19/US98/SR 55/N SUNCOAST BLVD FR NE 1ST ST TO S OF SNUG HARBOR ***SIS***
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: 4 LANES **Project Length:** 1.174MI
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$11,345							\$11,345
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$21,173							\$21,173
DS-STATE PRIMARY HIGHWAYS & PTO	\$686,168							\$686,168
Phase: PRELIMINARY ENGINEERING Totals	\$718,686							\$718,686

CONSTRUCTION / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$1,173,840					\$1,173,840
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$41,235					\$41,235
DS-STATE PRIMARY HIGHWAYS & PTO			\$326,447					\$326,447
SA-STP, ANY AREA			\$2,433,260					\$2,433,260
SM-STBG AREA POP. W/ 5K TO 49,999			\$661,369					\$661,369
Phase: CONSTRUCTION Totals			\$4,636,151					\$4,636,151
Item: 437515 1 Totals	\$718,686		\$4,636,151					\$5,354,837
Project Totals	\$718,686		\$4,636,151					\$5,354,837

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 441105 1 **Project Description:** FOREST RIDGE BLVD FROM W LAKE BEVERLY DR TO W COLBERT CT
District: 07 **County:** CITRUS **Type of Work:** SIDEWALK
Extra Description: CONSTRUCT 5' SIDEWALK - FOREST RIDGE ELEMENTARY - SRTS **Project Length:** 0.750MI
LRTP 2045 Reference: Goal 3, Objectives 2, 4 & 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: SR2T-SAFE ROUTES - TRANSFER	\$451,036							\$451,036
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACSS-ADVANCE CONSTRUCTION (SS,HSP)			\$86,260					\$86,260
LF-LOCAL FUNDS			\$1,286,031					\$1,286,031
SR2T-SAFE ROUTES - TRANSFER			\$972,476					\$972,476
Phase: CONSTRUCTION Totals			\$2,344,767					\$2,344,767
Item: 441105 1 Totals	\$451,036		\$2,344,767					\$2,795,803
Project Totals	\$451,036		\$2,344,767					\$2,795,803

Item Number: 447928 1 **Project Description:** US 19/SR 55 FROM N OF NW 7TH AVE TO S OF WITHLACOOCHEE RIVER BRIDGE *SIS*
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: 4 LANES **Project Length:** 9.479MI
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$2,306,636							\$2,306,636
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$14,320							\$14,320
DS-STATE PRIMARY HIGHWAYS & PTO	\$24,292							\$24,292
Phase: PRELIMINARY ENGINEERING Totals	\$2,345,248							\$2,345,248
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACNR-AC NAT HWY PERFORM RESURFACING				\$7,032,378				\$7,032,378
DDR-DISTRICT DEDICATED REVENUE				\$17,645,986				\$17,645,986
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$109,300				\$109,300
DS-STATE PRIMARY HIGHWAYS & PTO	\$1,158							\$1,158
Phase: CONSTRUCTION Totals	\$1,158			\$24,787,664				\$24,788,822
Item: 447928 1 Totals	\$2,346,406			\$24,787,664				\$27,134,070
Project Totals	\$2,346,406			\$24,787,664				\$27,134,070

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

Item Number: 448501 1 **Project Description:** E TURNER CAMP RD FROM E MATTHEW MEADOW CT TO ROAD TERMINI
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: 2 LANES **Project Length:** 1.684MI
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / MANAGED BY CITRUS COUNTY, FLORIDA								
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP		\$1,338,900						\$1,338,900
LF-LOCAL FUNDS		\$1,106,936						\$1,106,936
SCED-2012 SB1998-SMALL CO OUTREACH		\$256,410						\$256,410
SCOP-SMALL COUNTY OUTREACH PROGRAM		\$230,714						\$230,714
SCWR-2015 SB2514A-SMALL CO OUTREACH		\$245,490						\$245,490
Phase: CONSTRUCTION Totals		\$3,178,450						\$3,178,450
Item: 448501 1 Totals		\$3,178,450						\$3,178,450
Project Totals		\$3,178,450						\$3,178,450

Item Number: 448502 1 **Project Description:** W MUSTANG BLVD FROM W MESA VERDE DR TO CR 491
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: 2 LANES **Project Length:** 0.643MI
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / MANAGED BY CITRUS COUNTY, FLORIDA								
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP			\$486,130					\$486,130
LF-LOCAL FUNDS			\$226,860					\$226,860
Phase: CONSTRUCTION Totals			\$712,990					\$712,990
Item: 448502 1 Totals			\$712,990					\$712,990
Project Totals			\$712,990					\$712,990

Item Number: 449062 1 **Project Description:** S APOPKA AVE FROM E ANNA JO DR TO US 41
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: 2 LANES **Project Length:** 3.573MI
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP			\$462,327					\$462,327
LF-LOCAL FUNDS			\$407,568					\$407,568
SCED-2012 SB1998-SMALL CO OUTREACH			\$256,410					\$256,410
SCOP-SMALL COUNTY OUTREACH PROGRAM			\$247,117					\$247,117
SCWR-2015 SB2514A-SMALL CO OUTREACH			\$256,848					\$256,848
Phase: CONSTRUCTION Totals			\$1,630,270					\$1,630,270
Item: 449062 1 Totals			\$1,630,270					\$1,630,270
Project Totals			\$1,630,270					\$1,630,270

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 450545 1 **Project Description:** US 41/SR 45 FROM SOUTH OF SR 44 TO NORTH OF SR 44 ***SIS***
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: REPLACE ASPHALT WITH CONCRETE AT INTERSECTION-6 LANES **Project Length:** 0.190MI
L RTP 2045 Reference: Goal 4, Objectives 2, 8 & 9; Goal 6, Objective 2, 8 & 9

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$662,023					\$662,023
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$1,000					\$1,000
Phase: PRELIMINARY ENGINEERING Totals			\$663,023					\$663,023
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP					\$4,633,319			\$4,633,319
DDR-DISTRICT DEDICATED REVENUE					\$511,540			\$511,540
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$77,173			\$77,173
SA-STP, ANY AREA					\$643,108			\$643,108
Phase: CONSTRUCTION Totals					\$5,865,140			\$5,865,140
Item: 450545 1 Totals			\$663,023		\$5,865,140			\$6,528,163
Project Totals			\$663,023		\$5,865,140			\$6,528,163

Item Number: 450593 1 **Project Description:** CR 470 FROM N AOPKA AVE TO SR 44
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
Extra Description: MILLING AND RESURFACING **Project Length:** 4.925MI
L RTP 2045 Reference: Goal 4, Objectives 2, 8 & 9; Goal 6, Objective 2, 8 & 9

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP				\$966,026				\$966,026
LFP-LOCAL FUNDS FOR PARTICIPATING				\$1,289,872				\$1,289,872
SCED-2012 SB1998-SMALL CO OUTREACH				\$256,410				\$256,410
SCOP-SMALL COUNTY OUTREACH PROGRAM				\$256,923				\$256,923
SCWR-2015 SB2514A-SMALL CO OUTREACH				\$330,769				\$330,769
Phase: CONSTRUCTION Totals				\$3,100,000				\$3,100,000
Item: 450593 1 Totals				\$3,100,000				\$3,100,000
Project Totals				\$3,100,000				\$3,100,000

Item Number: 450972 1 **Project Description:** CITRUS COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS
District: 07 **County:** CITRUS **Type of Work:** SIDEWALK
L RTP 2045 Reference: Goal 2, Objective 1; Goal 3, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: CARL-CARB FOR URB. LESS THAN 200K				\$186,527				\$186,527
CARN-CARB FOR RURAL AREAS < 5K				\$320,771				\$320,771
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$63,010				\$63,010
Phase: CONSTRUCTION Totals				\$570,308				\$570,308
Item: 450972 1 Totals				\$570,308				\$570,308

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 450972 2 **Project Description:** CITRUS COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS - PHASE II
District: 07 **County:** CITRUS **Type of Work:** SIDEWALK
LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: CARL-CARB FOR URB. LESS THAN 200K					\$186,527			\$186,527
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$2,723			\$2,723
Phase: CONSTRUCTION Totals					\$189,250			\$189,250
Item: 450972 2 Totals					\$189,250			\$189,250

Item Number: 450972 3 **Project Description:** CITRUS COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS - PHASE III
District: 07 **County:** CITRUS **Type of Work:** SII **Project Length:** 0.000
LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: CARL-CARB FOR URB. LESS THAN 200K						\$192,645		\$192,645
DDR-DISTRICT DEDICATED REVENUE						\$907,355		\$907,355
DIH-STATE IN-HOUSE PRODUCT SUPPORT						\$2,812		\$2,812
Phase: CONSTRUCTION Totals						\$1,102,812		\$1,102,812
Item: 450972 3 Totals						\$1,102,812		\$1,102,812
Project Totals				\$570,308	\$189,250	\$1,102,812		\$1,862,370

Item Number: 453057 1 **Project Description:** W DUNKLIN ST FROM CR 495 TO N CITRUS SPRINGS BLVD
District: 07 **County:** CITRUS **Type of Work:** RESURFACING
LRTP 2045 Reference: Goal 2, Objectives 2 and 4 **Project Length:** 4.089MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP						\$966,026		\$966,026
LF-LOCAL FUNDS						\$1,499,358		\$1,499,358
SCED-2012 SB1998-SMALL CO OUTREACH						\$256,410		\$256,410
SCOP-SMALL COUNTY OUTREACH PROGRAM						\$258,462		\$258,462
SCWR-2015 SB2514A-SMALL CO OUTREACH						\$319,744		\$319,744
Phase: CONSTRUCTION Totals						\$3,300,000		\$3,300,000
Item: 453057 1 Totals						\$3,300,000		\$3,300,000
Project Totals						\$3,300,000		\$3,300,000

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 416735 1 **Project Description:** SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET ***SIS***
District: 07 **County:** HERNANDO **Type of Work:** ADD LANES & REHABILITATE PVMNT
Extra Description: 4 TO 6 LANES **Project Length:** 2.557MI
LRTP 2045 Reference: Goals 1, 2, 3, 6 Obj 2

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP	\$340,000							\$340,000
ACSA-ADVANCE CONSTRUCTION (SA)	\$7,193							\$7,193
DDR-DISTRICT DEDICATED REVENUE	\$94,726							\$94,726
DEM-ENVIRONMENTAL MITIGATION	\$931							\$931
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$140,447							\$140,447
DS-STATE PRIMARY HIGHWAYS & PTO	\$222,564							\$222,564
NHPP-IM, BRDG REPL, NATNL HWY-MAP21	\$1,700,768							\$1,700,768
SA-STP, ANY AREA	\$515,988							\$515,988
SL-STP, AREAS <= 200K	\$1,969,129							\$1,969,129
Phase: PRELIMINARY ENGINEERING Totals	\$4,991,746							\$4,991,746
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$20							\$20
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$20,000							\$20,000
Phase: RIGHT OF WAY Totals	\$20,020							\$20,020
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$30,000							\$30,000
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP			\$58,863,872					\$58,863,872
DS-STATE PRIMARY HIGHWAYS & PTO	\$34,650							\$34,650
Phase: CONSTRUCTION Totals	\$34,650		\$58,863,872					\$58,898,522
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$133,188							\$133,188
DS-STATE PRIMARY HIGHWAYS & PTO	\$14,187							\$14,187
Phase: ENVIRONMENTAL Totals	\$147,375							\$147,375
Item: 416735 1 Totals	\$5,223,791		\$58,863,872					\$64,087,663
Project Totals	\$5,223,791		\$58,863,872					\$64,087,663

Item Number: 436733 1 **Project Description:** US 98 /SR 700/PONCE DE LEON BLVD FROM N OF CR 491 TO N OF LANDFILL RD
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING
Extra Description: 2 LANES **Project Length:** 2.382MI
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$117,262							\$117,262
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$204,664							\$204,664
DS-STATE PRIMARY HIGHWAYS & PTO	\$12,590							\$12,590
Phase: PRELIMINARY ENGINEERING Totals	\$334,516							\$334,516

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

CONSTRUCTION / MANAGED BY FDOT (Continued from Prior Page)

Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$3,123,492						\$3,123,492
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$45,177						\$45,177
DS-STATE PRIMARY HIGHWAYS & PTO	\$211							\$211
Phase: CONSTRUCTION Totals	\$211	\$3,168,669						\$3,168,880
Item: 436733 1 Totals	\$334,727	\$3,168,669						\$3,503,396
Project Totals	\$334,727	\$3,168,669						\$3,503,396

Item Number: 441935 1 **Project Description:** US 19/SR 55 FROM PASCO COUNTY LINE TO CITRUS COUNTY LINE *SIS*
District: 07 **County:** HERNANDO **Type of Work:** ATMS - ARTERIAL TRAFFIC MGMT
Extra Description: ADD CAMERAS, TRAVEL TIME READERS, FIBER, DETECTORS SIGNAL CONTROLLER UPGRADES ALONG ENTIRE CORRIDOR
LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 2, Obj 3; Goal 3, Obj 1; Goal 6, Obj 1 **Project Length:** 19.514MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE						\$486,441		\$486,441
DIH-STATE IN-HOUSE PRODUCT SUPPORT						\$1,000		\$1,000
Phase: PRELIMINARY ENGINEERING Totals						\$487,441		\$487,441
Item: 441935 1 Totals						\$487,441		\$487,441
Project Totals						\$487,441		\$487,441

Item Number: 447237 1 **Project Description:** US 98/SR 50 AT MONDON HILL RD *SIS*
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING
Extra Description: 2 LANES **Project Length:** 0.280MI
LRTP 2045 Reference: Goal 1; Obj 1-3, Goal 4, Objective 3; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$57,285							\$57,285
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$10,242							\$10,242
DS-STATE PRIMARY HIGHWAYS & PTO	\$33,169							\$33,169
SL-STP, AREAS <= 200K	\$580,222							\$580,222
Phase: PRELIMINARY ENGINEERING Totals	\$680,918							\$680,918

CONSTRUCTION / MANAGED BY FDOT

Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP		\$2,134,079					\$2,134,079
ACNR-AC NAT HWY PERFORM RESURFACING		\$1,459,282					\$1,459,282
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$58,212					\$58,212
SA-STP, ANY AREA		\$388,083					\$388,083
Phase: CONSTRUCTION Totals		\$4,039,656					\$4,039,656
Item: 447237 1 Totals	\$680,918	\$4,039,656					\$4,720,574
Project Totals	\$680,918	\$4,039,656					\$4,720,574

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 447536 3 **Project Description:** US 301 FROM PASCO COUNTY LINE TO SR 50/CORTEZ BLVD
District: 07 **County:** HERNANDO **Type of Work:** ADD LANES & RECONSTRUCT
Extra Description: 2 TO 4 LANES **Project Length:** 2.082MI
L RTP 2045 Reference: Goal 2, Obj 1, Goal 3, Objectives 1-3

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT	\$799,660							\$799,660
DDR-DISTRICT DEDICATED REVENUE	\$794,586							\$794,586
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$122,111							\$122,111
DS-STATE PRIMARY HIGHWAYS & PTO	\$84,432							\$84,432
GFGA-GF STPBG ANY AREA	\$365,992							\$365,992
LF-LOCAL FUNDS	\$146,007							\$146,007
Phase: PRELIMINARY ENGINEERING Totals	\$2,312,788							\$2,312,788
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT	\$3,670,285							\$3,670,285
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$162,973							\$162,973
DS-STATE PRIMARY HIGHWAYS & PTO	\$31,558							\$31,558
Phase: RIGHT OF WAY Totals	\$3,864,816							\$3,864,816
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code: LF-LOCAL FUNDS	\$3,282,482							\$3,282,482
DESIGN BUILD / MANAGED BY FDOT								
Fund Code: ARTW-ARTERIAL WIDENING PROGRAM		\$5,267,171						\$5,267,171
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$452,760						\$452,760
SIB1-STATE INFRASTRUCTURE BANK	\$54,108,744							\$54,108,744
Phase: DESIGN BUILD Totals	\$54,108,744	\$5,719,931						\$59,828,675
REPAYMENTS / MANAGED BY FDOT								
Fund Code: ART-ARTERIAL HIGHWAYS PROGRAMS		\$50,742,862						\$50,742,862
ARTW-ARTERIAL WIDENING PROGRAM		\$3,365,882						\$3,365,882
Phase: REPAYMENTS Totals								
Item: 447536 3 Totals	\$63,568,830	\$5,719,931						\$69,288,761
Project Totals	\$63,568,830	\$5,719,931						\$69,288,761

Item Number: 447935 1 **Project Description:** US 41/SR 45 FROM SOUTH OF COUNTY LINE ROAD TO SOUTH OF POWELL ROAD
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING
Extra Description: 4 LANES **Project Length:** 4.304MI
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: ACSL-ADVANCE CONSTRUCTION (SL)	\$332,936							\$332,936
DDR-DISTRICT DEDICATED REVENUE	\$7,407							\$7,407
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$15,900							\$15,900
DS-STATE PRIMARY HIGHWAYS & PTO	\$5,876							\$5,876
SA-STP, ANY AREA	\$946,410							\$946,410
Phase: PRELIMINARY ENGINEERING Totals	\$1,308,529							\$1,308,529

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

CONSTRUCTION / MANAGED BY FDOT (Continued from Prior Page)

Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$3,205,833					\$3,205,833
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$138,393					\$138,393
DS-STATE PRIMARY HIGHWAYS & PTO	\$527							\$527
SA-STP, ANY AREA			\$2,960,389					\$2,960,389
SL-STP, AREAS <= 200K			\$3,275,521					\$3,275,521
Phase: CONSTRUCTION Totals	\$527		\$9,580,136					\$9,580,663
Item: 447935 1 Totals	\$1,309,056		\$9,580,136					\$10,889,192
Project Totals	\$1,309,056		\$9,580,136					\$10,889,192

Item Number: 447948 1 **Project Description:** SR 50 FROM MONDON HILL RD TO S OF JASMINE DR ***SIS***
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING
Extra Description: 4 LANES **Project Length:** 4.147MI
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)		\$21,937						\$21,937
DDR-DISTRICT DEDICATED REVENUE		\$2,459						\$2,459
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$5,263						\$5,263
DS-STATE PRIMARY HIGHWAYS & PTO		\$21,375						\$21,375
SA-STP, ANY AREA		\$1,044,886						\$1,044,886
Phase: PRELIMINARY ENGINEERING Totals		\$1,095,920						\$1,095,920

CONSTRUCTION / MANAGED BY FDOT

Fund Code: ACNR-AC NAT HWY PERFORM RESURFACING		\$9,011,925						\$9,011,925
DDR-DISTRICT DEDICATED REVENUE		\$1,170,380						\$1,170,380
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$189,864						\$189,864
DS-STATE PRIMARY HIGHWAYS & PTO	\$25,940							\$25,940
Phase: CONSTRUCTION Totals	\$25,940	\$10,372,169						\$10,398,109
Item: 447948 1 Totals	\$1,121,860	\$10,372,169						\$11,494,029
Project Totals	\$1,121,860	\$10,372,169						\$11,494,029

Item Number: 449059 1 **Project Description:** CR 581/EMERSON RD FROM POWELL RD TO SR 50/CORTEZ BLVD
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING
Extra Description: RESURFACING AND SHOULDER IMPROVEMENTS **Project Length:** 2.903MI
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY HERNANDO COUNTY BOCC								
Fund Code: LF-LOCAL FUNDS		\$100,000						\$100,000

CONSTRUCTION / MANAGED BY HERNANDO COUNTY BOCC

Fund Code: LF-LOCAL FUNDS	\$250,000							\$250,000
SCWR-2015 SB2514A-SMALL CO OUTREACH	\$1,050,000							\$1,050,000
Phase: CONSTRUCTION Totals	\$1,300,000							\$1,300,000
Item: 449059 1 Totals	\$1,300,000	\$100,000						\$1,400,000
Project Totals	\$1,300,000	\$100,000						\$1,400,000

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
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**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 449157 1 **Project Description:** US 41/SR 45/BROAD ST FROM N OF JEFFERSON ST TO S OF TURKEY TROT LN
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING
Extra Description: MILLING AND RESURFACING **Project Length:** 4.034MI
LRTP 2045 Reference: Goal 2, Objectives 1-4

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$3,391	\$1,053,001						\$1,056,392
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$1,500	\$1,000						\$2,500
DS-STATE PRIMARY HIGHWAYS & PTO	\$2,025							\$2,025
Phase: PRELIMINARY ENGINEERING Totals	\$6,916	\$1,054,001						\$1,060,917
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$5,331,279				\$5,331,279
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$71,083				\$71,083
Phase: CONSTRUCTION Totals				\$5,402,362				\$5,402,362
Item: 449157 1 Totals	\$6,916	\$1,054,001		\$5,402,362				\$6,463,279

Item Number: 451056 1 **Project Description:** US 98/SR 50A/E JEFFERSON ST FM W OF CORTEZ BLVD TO PONCE DE LEON BLVD
District: 07 **County:** HERNANDO **Type of Work:** RESURFACING
LRTP 2045 Reference: Goal 1, Obj 1-3; Goal 2, Obj 1-4 **Project Length:** 2.393MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$1,020	\$811,178						\$812,198
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$2,000	\$10,000						\$12,000
DS-STATE PRIMARY HIGHWAYS & PTO	\$1,881							\$1,881
Phase: PRELIMINARY ENGINEERING Totals	\$4,901	\$821,178						\$826,079
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$4,046,331				\$4,046,331
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$53,952				\$53,952
Phase: CONSTRUCTION Totals				\$4,100,283				\$4,100,283
Item: 451056 1 Totals	\$4,901	\$821,178		\$4,100,283				\$4,926,362

Item Number: 452924 1 **Project Description:** US 98/US 41/SR 700/SR 50A FROM NORTH BROAD ST TO EAST OF JEFFERSON ST
District: 07 **County:** HERNANDO **Type of Work:** INTERSECTION IMPROVEMENT
Extra Description: INTERSECTION IMPROVEMENTS **Project Length:** 0.154MI
LRTP 2045 Reference: Goal 1, Obj 1-4; Goal 2, Obj 2; Goal 3, Obj 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$150,377							\$150,377
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$2,000							\$2,000
DS-STATE PRIMARY HIGHWAYS & PTO	\$205,085							\$205,085
Phase: PRELIMINARY ENGINEERING Totals	\$357,462							\$357,462
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: DS-STATE PRIMARY HIGHWAYS & PTO	\$500,000							\$500,000

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

CONSTRUCTION / MANAGED BY FDOT (Continued from Prior Page)									
Fund Code:	DIH-STATE IN-HOUSE PRODUCT SUPPORT							\$15,981	\$15,981
	SA-STP, ANY AREA							\$547,488	\$547,488
	SM-STBG AREA POP. W/ 5K TO 49,999							\$651,030	\$651,030
Phase: CONSTRUCTION Totals								\$1,214,499	\$1,214,499
Item: 452924 1 Totals		\$857,462						\$1,214,499	\$2,071,961
Project Totals		\$869,279	\$1,875,179					\$10,717,144	\$13,461,602

Item Number: 450971 1 Project Description: HERNANDO COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS
 District: 07 County: HERNANDO Type of Work: SIDEWALK
 LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4 Project Length: 0.000

Phase / Responsible Agency	Fiscal Year								
	<2025	2025	2026	2027	2028	2029	>2029	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CARL-CARB FOR URB. LESS THAN 200K				\$339,981				\$339,981
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$4,831				\$4,831
	Phase: CONSTRUCTION Totals								\$344,812
Item: 450971 1 Totals					\$344,812				\$344,812

Item Number: 450971 2 Project Description: HERNANDO COUNTY SIDEWALK GAPS- VARIOUS LOCATIONS - PHASE II
 District: 07 County: HERNANDO Type of Work: SIDEWALK
 LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4 Project Length: 0.000

Phase / Responsible Agency	Fiscal Year								
	<2025	2025	2026	2027	2028	2029	>2029	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CARL-CARB FOR URB. LESS THAN 200K					\$339,981			\$339,981
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$4,986			\$4,986
	Phase: CONSTRUCTION Totals								\$344,967
Item: 450971 2 Totals						\$344,967			\$344,967

Item Number: 450971 3 Project Description: HERNANDO COUNTY SIDEWALK GAPS- VARIOUS LOCATIONS - PHASE III
 District: 07 County: HERNANDO Type of Work: SIDEWALK
 LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objectives 1 & 4 Project Length: 0.000

Phase / Responsible Agency	Fiscal Year								
	<2025	2025	2026	2027	2028	2029	>2029	All Years	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	CARL-CARB FOR URB. LESS THAN 200K					\$339,981			\$339,981
	DDR-DISTRICT DEDICATED REVENUE					\$760,019			\$760,019
	DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$5,149			\$5,149
Phase: CONSTRUCTION Totals								\$1,105,149	\$1,105,149
Item: 450971 3 Totals						\$1,105,149			\$1,105,149
Project Totals					\$344,812	\$344,967	\$1,105,149		\$1,794,928

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
HIGHWAYS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 451046 1 Project Description: SR 50/CORTEZ BLVD FROM WISCON RD TO COBB RD *SIS*
 District: 07 County: HERNANDO Type of Work: RESURFACING
 Extra Description: MILLING AND RESURFACING C(9/2023) Project Length: 3.834MI
 LRTP 2045 Reference: Goal 1, Obj 1-3; Goal 2, 1-4; Goal 3, Obj 2; Goal 6, Obj 2

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$281,929						\$281,929
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$500,000						\$500,000
Phase: PRELIMINARY ENGINEERING Totals		\$781,929						\$781,929
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$4,614,908				\$4,614,908
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$122,237				\$122,237
DS-STATE PRIMARY HIGHWAYS & PTO				\$4,552,810				\$4,552,810
Phase: CONSTRUCTION Totals				\$9,289,955				\$9,289,955
Item: 451046 1 Totals		\$781,929		\$9,289,955				\$10,071,884
Project Totals		\$781,929		\$9,289,955				\$10,071,884
Total Highway Projects	\$99,609,892	\$34,056,523	\$109,891,609	\$52,314,985	\$23,970,968	\$8,095,402	\$0	\$327,939,379

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
TURNPIKE**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 442764 2 **Project Description:** SUNCOAST II-PHASE 3A (SR589)-CR 486 TO CR 495 ***SIS***
District: 07 **County:** CITRUS **Type of Work:** NEW ROAD CONSTRUCTION
LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 3, Obj 1, 2, 4; Goal 4, Obj 3, 4 and 5 **Project Length:** 5.515MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,839,081							\$9,839,081
PKYI-TURNPIKE IMPROVEMENT	\$710,473	\$2,762,200						\$3,472,673
Phase: PRELIMINARY ENGINEERING Totals	\$10,549,554	\$2,762,200						\$13,311,754
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$450,485							\$450,485
PKYI-TURNPIKE IMPROVEMENT	\$13,553,851	\$35,370,800	\$9,824,096					\$58,748,747
Phase: RIGHT OF WAY Totals	\$14,004,336	\$35,370,800	\$9,824,096					\$59,199,232
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT	\$500,000	\$7,500,000						\$8,000,000
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: PKBD-TURNPIKE MASTER BOND FUND		\$161,487,480						\$161,487,480
PKYI-TURNPIKE IMPROVEMENT	\$59,355	\$116,008,972	\$1,060		\$1,910,000			\$117,979,387
Phase: CONSTRUCTION Totals	\$59,355	\$277,496,452	\$1,060		\$1,910,000			\$279,466,867
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT	\$35,500	\$1,000,000	\$1,500,000					\$2,535,500
Item: 442764 2 Totals	\$25,148,745	\$324,129,452	\$11,325,156		\$1,910,000			\$362,513,353

Item Number: 442764 3 **Project Description:** SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19 ***SIS***
District: 07 **County:** CITRUS **Type of Work:** NEW ROAD CONSTRUCTION
LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 3, Obj 1, 2, 4; Goal 4, Obj 3, 4 and 5 **Project Length:** 4.496MI

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,365,325							\$9,365,325
PKYI-TURNPIKE IMPROVEMENT	\$1,753,583	\$1,800,000						\$3,553,583
Phase: PRELIMINARY ENGINEERING Totals	\$11,118,908	\$1,800,000						\$12,918,908
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$165,672							\$165,672
PKYI-TURNPIKE IMPROVEMENT	\$2,131,458	\$24,099,000	\$8,630,824					\$34,861,282
Phase: RIGHT OF WAY Totals	\$2,297,130	\$24,099,000	\$8,630,824					\$35,026,954
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code: PKYI-TURNPIKE IMPROVEMENT		\$22,030,000	\$1,250,000					\$23,280,000
CONSTRUCTION / MANAGED BY FDOT (Continued from Prior Page)								
Fund Code: PKBD-TURNPIKE MASTER BOND FUND			\$148,278,792					\$148,278,792
PKYI-TURNPIKE IMPROVEMENT	\$38,885		\$105,965,888	\$1,093				\$106,005,866
Phase: CONSTRUCTION Totals	\$38,885		\$254,244,680	\$1,093				\$254,284,658

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
TURNPIKE**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

ENVIRONMENTAL / MANAGED BY FDOT (Continued from prior page)									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT		\$2,500,000					\$2,500,000	
Item:	442764 3 Totals	\$13,454,923	\$50,429,000	\$264,125,504	\$1,093			\$328,010,520	
Project Totals		\$38,603,668	\$374,558,452	\$275,450,660	\$1,093	\$1,910,000		\$690,523,873	
Item Number: 447701 1 Project Description: RESURFACE SUNCOAST (SR 589) IN HERNANDO COUNTY, MP 37.3-44.5 *SIS* District: 07 County: HERNANDO Type of Work: RESURFACING LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 3, Obj 1, 2, 4; Goal 4, Obj 3, 4 and 5 Project Length: 7.212MI									
Phase / Responsible Agency		Fiscal Year							
		<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	\$8,020							\$8,020
	PKYR-TURNPIKE RENEWAL & REPLACEMENT	\$1,500	\$1,550,000						\$1,551,500
	Phase: PRELIMINARY ENGINEERING Totals	\$9,520	\$1,550,000						\$1,559,520
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	PKYR-TURNPIKE RENEWAL & REPLACEMENT			\$19,238,419					\$19,238,419
	Item: 447701 1 Totals	\$9,520	\$1,550,000	\$19,238,419					\$20,797,939
Item Number: 447701 2 Project Description: SAFETY IMPROVEMENTS TO SUNCOAST (SR 589) IN HERNANDO CNTY, MP 37.3-44.5 *SIS* District: 07 County: HERNANDO Type of Work: GUARDRAIL LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1 Project Length: 7.212MI									
Phase / Responsible Agency		Fiscal Year							
		<2025	2025	2026	2027	2028	2029	>2029	All Years
P D & E / MANAGED BY FDOT									
Fund Code:	PKYR-TURNPIKE RENEWAL & REPLACEMENT	\$245,044							\$245,044
PRELIMINARY ENGINEERING / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	\$55,652							\$55,652
CONSTRUCTION / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	\$8,433							\$8,433
	PKYR-TURNPIKE RENEWAL & REPLACEMENT			\$2,485,066					\$2,485,066
	Phase: CONSTRUCTION Totals	\$8,433		\$2,485,066					\$2,493,499
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	\$20,733							\$20,733
	Item: 447701 2 Totals	\$329,862		\$2,485,066					\$2,814,928
	Project Totals	\$339,382	\$1,550,000	\$21,723,485					\$23,612,867
	Total FL Turnpike Projects	\$38,943,050	\$376,108,452	\$297,174,145	\$1,093	\$1,910,000	\$0	\$0	\$714,136,740

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
TRANSPORTATION PLANNING**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 439335 5 **Project Description:** HERNANDO/CITRUS FY 2024/2025-2025/2026 UPWP
District: 07 **County:** HERNANDO **Type of Work:** TRANSPORTATION PLANNING
LRTP 2045 Reference: Goals 1-6 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)		\$697,924	\$705,133					\$1,403,057
Item: 439335 5 Totals		\$697,924	\$705,133					\$1,403,057

Item Number: 439335 6 **Project Description:** HERNANDO/CITRUS FY 2026/2027-2027/2028 UPWP
District: 07 **County:** HERNANDO **Type of Work:** TRANSPORTATION PLANNING
LRTP 2045 Reference: Goals 1-6 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)				\$705,133	\$705,133			\$1,410,266
Item: 439335 6 Totals				\$705,133	\$705,133			\$1,410,266

Item Number: 439335 7 **Project Description:** HERNANDO /CITRUS FY 2028/2029-2029/2030 UPWP
District: 07 **County:** HERNANDO **Type of Work:** TRANSPORTATION PLANNING
LRTP 2045 Reference: All Goals **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)						\$705,133		\$705,133
Item: 439335 7 Totals						\$705,133		\$705,133
Project Totals		\$697,924	\$705,133	\$705,133	\$705,133	\$705,133		\$3,518,456
Total Transportation Planning Projects	\$0	\$697,924	\$705,133	\$705,133	\$705,133	\$705,133	\$0	\$3,518,456

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
MAINTENANCE**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 259756 1 **Project Description:** CITRUS CO (02)
District: 07 **County:** CITRUS **Type of Work:** ROUTINE MAINTENANCE
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY	\$3,891,346	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,241,346
Item: 259756 1 Totals	\$3,891,346	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,241,346
Project Totals	\$3,891,346	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,241,346

Item Number: 405298 1 **Project Description:** CITRUS CO (02) ASSET MANAGEMENT CONTRACT
District: 07 **County:** CITRUS **Type of Work:** ROUTINE MAINTENANCE
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY	\$20,217,352	\$1,348,656	\$1,348,656	\$1,348,656	\$1,348,656	\$1,399,905		\$27,011,881
Item: 405298 1 Totals	\$20,217,352	\$1,348,656	\$1,348,656	\$1,348,656	\$1,348,656	\$1,399,905		\$27,011,881
Project Totals	\$20,217,352	\$1,348,656	\$1,348,656	\$1,348,656	\$1,348,656	\$1,399,905		\$27,011,881

Item Number: 400490 1 **Project Description:** HERNANDO CO (08)
District: 07 **County:** HERNANDO **Type of Work:** ROUTINE MAINTENANCE
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY	\$44,655,080	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$56,155,080
Item: 400490 1 Totals	\$44,655,080	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$56,155,080
Project Totals	\$44,655,080	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$56,155,080

Item Number: 401185 1 **Project Description:** HERNANDO CO (08) *SIS*
District: 07 **County:** HERNANDO **Type of Work:** ROUTINE MAINTENANCE
Extra Description: NONE **Project Length:** 0.000
L RTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY	\$149,793	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		\$224,793
Item: 401185 1 Totals	\$149,793	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		\$224,793
Project Totals	\$149,793	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		\$224,793

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
MAINTENANCE**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 453974 1 **Project Description:** BROOKSVILLE OPS CENTER- CAMPUS PAINTING/CLEANING/INTERIOR & EXTERIOR
District: 07 **County:** HERNANDO **Type of Work:** FIXED CAPITAL OUTLAY
L RTP 2045 Reference: Goal 1, Obj 1-3; Goal 2, Obj 1-4.; Goal 5, Obj 1, 2, 4; Goal 6, Goal 7 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$30,000						\$30,000
Item: 453974 1 Totals		\$30,000						\$30,000
Project Totals		\$30,000						\$30,000

Item Number: 453976 1 **Project Description:** BROOKSVILLE OPS CENTER- SECURITY/DESIGN CAMPUS-WIDE CAMERA SYSTEM
District: 07 **County:** HERNANDO **Type of Work:** FIXED CAPITAL OUTLAY
L RTP 2045 Reference: Goal 1, Obj 1-3, Goals 2, Obj 1-4, Goal 5, Obj 1, 2, 4, Goal 6, Goal 7 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$20,000						\$20,000
Item: 453976 1 Totals		\$20,000						\$20,000
Project Totals		\$20,000						\$20,000
Total Maintenance Projects	\$68,913,571	\$3,783,656	\$3,733,656	\$3,733,656	\$3,733,656	\$3,784,905	\$0	\$87,683,100

APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

FLP: AVIATION

HERNANDO/CITRUS MPO

Item Number: 440559 1 **Project Description:** INVERNESS AIRPORT - TAXILANES FOR T-HANGARS
District: 07 **County:** CITRUS **Type of Work:** AVIATION REVENUE/OPERATIONAL
Extra Description: DESIGN AND CONSTRUCT **Project Length:** 0.000
L RTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DPTO-STATE - PTO		\$84,880						\$84,880
FAA-FEDERAL AVIATION ADMIN		\$954,900						\$954,900
LF-LOCAL FUNDS		\$21,220						\$21,220
Phase: CAPITAL Totals		\$1,061,000						\$1,061,000
Item: 440559 1 Totals		\$1,061,000						\$1,061,000
Project Totals		\$1,061,000						\$1,061,000

Item Number: 450280 1 **Project Description:** REHABILITATE AIRFIELD SECURITY AND GATES - INVERNESS AIRPORT
District: 07 **County:** CITRUS **Type of Work:** AVIATION SECURITY PROJECT
L RTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DPTO-STATE - PTO				\$409,600				\$409,600
LF-LOCAL FUNDS				\$102,400				\$102,400
Phase: CAPITAL Totals				\$512,000				\$512,000
Item: 450280 1 Totals				\$512,000				\$512,000
Project Totals				\$512,000				\$512,000

Item Number: 452372 1 **Project Description:** CRYSTAL RIVER AIRPORT - TAXIWAY A REHAB CONSTRUCTION
District: 07 **County:** CITRUS **Type of Work:** AVIATION PRESERVATION PROJECT
L RTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$86,400				\$86,400
FAA-FEDERAL AVIATION ADMIN				\$972,000				\$972,000
LF-LOCAL FUNDS				\$21,600				\$21,600
Phase: CAPITAL Totals				\$1,080,000				\$1,080,000
Item: 452372 1 Totals				\$1,080,000				\$1,080,000
Project Totals				\$1,080,000				\$1,080,000

Item Number: 452373 1 **Project Description:** INVERNESS AIRPORT- REPLACE FUEL TANKS
District: 07 **County:** CITRUS **Type of Work:** AVIATION REVENUE/OPERATIONAL
L RTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$360,000					\$360,000
LF-LOCAL FUNDS			\$90,000					\$90,000
Phase: CAPITAL Totals			\$450,000					\$450,000
Item: 452373 1 Totals			\$450,000					\$450,000
Project Totals			\$450,000					\$450,000

APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

FLP: AVIATION

HERNANDO/CITRUS MPO

Item Number: 452374 1 **Project Description:** CRYSTAL RIVER AIRPORT - TAXIWAY A REHAB DESIGN
District: 07 **County:** CITRUS **Type of Work:** AVIATION PRESERVATION PROJECT
L RTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$9,600					\$9,600
FAA-FEDERAL AVIATION ADMIN			\$108,000					\$108,000
LF-LOCAL FUNDS			\$2,400					\$2,400
Phase: CAPITAL Totals			\$120,000					\$120,000
Item: 452374 1 Totals			\$120,000					\$120,000
Project Totals			\$120,000					\$120,000

Item Number: 435240 1 **Project Description:** BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT - RUNWAY REHABILITATION
District: 07 **County:** HERNANDO **Type of Work:** AVIATION SECURITY PROJECT
Extra Description: DESIGN AND CONSTRUCT **Project Length:** 0.000
L RTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DPTO-STATE - PTO		\$160,000						\$160,000
LF-LOCAL FUNDS		\$40,000						\$40,000
Phase: CAPITAL Totals		\$200,000						\$200,000
Item: 435240 1 Totals		\$200,000						\$200,000
Project Totals		\$200,000						\$200,000

Item Number: 447532 1 **Project Description:** BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT-T HANGER AND TAXI LANE CONST
District: 07 **County:** HERNANDO **Type of Work:** AVIATION REVENUE/OPERATIONAL
L RTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1 **Project Length:** 0.000

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: DPTO-STATE - PTO				\$1,574,000				\$1,574,000
LF-LOCAL FUNDS				\$1,574,000				\$1,574,000
Phase: CAPITAL Totals				\$3,148,000				\$3,148,000
Item: 447532 1 Totals				\$3,148,000				\$3,148,000
Project Totals				\$3,148,000				\$3,148,000
Total Aviation Projects	\$0	\$1,261,000	\$570,000	\$4,740,000	\$0	\$0	\$0	\$6,571,000

APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

FLP: TRANSIT

HERNANDO/CITRUS MPO

Item Number: 402628 1 **Project Description:** FTA SECTION 5311 OPERATING
District: 07 **County:** CITRUS **Type of Work:** CAPITAL FOR FIXED ROUTE
Extra Description: CITRUS COUNTY BOCC **Project Length:** 0.000
L RTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$31,314							\$31,314
DU-STATE PRIMARY/FEDERAL REIMB	\$5,184,527	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301	\$5,781,032
LF-LOCAL FUNDS	\$5,309,777	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301	\$5,906,282
Phase: OPERATIONS Totals	\$10,525,618	\$238,602	\$238,602	\$238,602	\$238,602	\$238,602	\$238,602	\$11,718,628
Item: 402628 1 Totals	\$10,525,618	\$238,602	\$238,602	\$238,602	\$238,602	\$238,602	\$238,602	\$11,718,628

Item Number: 402628 2 **Project Description:** FTA SECTION 5311
District: 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE
Extra Description: CITRUS COUNTY BOCC - FTA SECTION 5311 **Project Length:** 0.000
L RTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY BOARD CO COMMISSNRS CITRUS CO								
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$521,075	\$81,221	\$58,218	\$128,471	\$128,471	\$128,471	\$128,471	\$1,045,927
LF-LOCAL FUNDS	\$521,075	\$81,221	\$58,218	\$128,471	\$128,471	\$128,471	\$128,471	\$1,045,927
Phase: OPERATIONS Totals	\$1,042,150	\$162,442	\$116,436	\$256,942	\$256,942	\$256,942	\$256,942	\$2,091,854
CAPITAL / MANAGED BY BOARD CO COMMISSNRS CITRUS CO								
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$3,631,468							\$3,631,468
LF-LOCAL FUNDS	\$596,494							\$596,494
Phase: CAPITAL Totals	\$4,227,962							\$4,227,962
Item: 402628 2 Totals	\$5,270,112	\$162,442	\$116,436	\$256,942	\$256,942	\$256,942	\$256,942	\$6,319,816

Item Number: 402628 4 **Project Description:** CITRUS COUNTY BOCC - FTA SECTION 5307
District: 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE
Extra Description: SMALL URBANIZED AREA GOVERNOR'S APPORTIONMENT **Project Length:** 0.000
L RTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$2,500,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$8,750,000
LF-LOCAL FUNDS	\$700,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,450,000
Phase: OPERATIONS Totals	\$3,200,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$11,200,000
CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$6,145,165							\$6,145,165
LF-LOCAL FUNDS	\$6,145,165							\$6,145,165
Phase: CAPITAL Totals	\$12,290,330							\$12,290,330
Item: 402628 4 Totals	\$15,490,330	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$23,490,330
Project Totals	\$31,286,060	\$2,001,044	\$1,955,038	\$2,095,544	\$2,095,544	\$2,095,544	\$2,095,544	\$41,528,774

APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

FLP: TRANSIT

HERNANDO/CITRUS MPO

Item Number: 438845 1 **Project Description:** CITRUS COUNTY BOCC - STATE TRANSIT BLOCK GRANT
District: 07 **County:** CITRUS **Type of Work:** OPERATING/ADMIN. ASSISTANCE
Extra Description: HOMOSSASSA SPRINGS **Project Length:** 0.000
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$602,905	\$364,748	\$329,104	\$350,000	\$441,543	\$44,035		\$2,132,335
DPTO-STATE - PTO	\$1,619,969					\$410,754		\$2,030,723
LF-LOCAL FUNDS	\$2,331,558	\$364,748	\$329,104	\$350,000	\$441,543	\$454,789		\$4,271,742
Phase: OPERATIONS Totals	\$4,554,432	\$729,496	\$658,208	\$700,000	\$883,086	\$909,578		\$8,434,800
Item: 438845 1 Totals	\$4,554,432	\$729,496	\$658,208	\$700,000	\$883,086	\$909,578		\$8,434,800
Project Totals	\$4,554,432	\$729,496	\$658,208	\$700,000	\$883,086	\$909,578		\$8,434,800

Item Number: 401982 1 **Project Description:** HERNANDO COUNTY SECTION 5311
District: 07 **County:** HERNANDO **Type of Work:** OPERATING/ADMIN. ASSISTANCE
Extra Description: FTA SECTION 5311 **Project Length:** 0.000
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY HERNANDO								
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$2,569,311	\$315,527	\$315,527	\$315,527	\$315,527	\$315,527		\$4,146,946
LF-LOCAL FUNDS	\$2,598,762	\$315,527	\$315,527	\$315,527	\$315,527	\$315,527		\$4,176,397
Phase: OPERATIONS Totals	\$5,168,073	\$631,054	\$631,054	\$631,054	\$631,054	\$631,054		\$8,323,343
CAPITAL / MANAGED BY HERNANDO								
Fund Code: LF-LOCAL FUNDS	\$22,000							\$22,000
Item: 401982 1 Totals	\$5,190,073	\$631,054	\$631,054	\$631,054	\$631,054	\$631,054		\$8,345,343

Item Number: 401982 2 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5311
District: 07 **County:** HERNANDO **Type of Work:** CAPITAL FOR FIXED ROUTE
Extra Description: THE BUS **Project Length:** 0.000
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY HERNANDO COUNTY MPO								
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$230,059	\$35,000	\$25,000	\$130,083	\$130,083	\$130,083		\$680,308
LF-LOCAL FUNDS	\$230,059	\$35,000	\$25,000	\$130,083	\$130,083	\$130,083		\$680,308
Phase: OPERATIONS Totals	\$460,118	\$70,000	\$50,000	\$260,166	\$260,166	\$260,166		\$1,360,616
Item: 401982 2 Totals	\$460,118	\$70,000	\$50,000	\$260,166	\$260,166	\$260,166		\$1,360,616
Project Totals	\$5,650,191	\$701,054	\$681,054	\$891,220	\$891,220	\$891,220		\$9,705,959

APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

FLP: TRANSIT

HERNANDO/CITRUS MPO

Item Number: 408104 1 **Project Description:** HERNANDO COUNTY BLOCK GRANT
District: 07 **County:** HERNANDO **Type of Work:** OPERATING FOR FIXED ROUTE
Extra Description: HERNANDO COUNTY BOCC - STATE TRANSIT BLOCK GRANT - THE BUS **Project Length:** 0.000
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY HERNANDO COUNTY MPO								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$2,617,990	\$257,725	\$265,457	\$460,001	\$551,543			\$4,152,716
DPTO-STATE - PTO	\$2,653,249	\$230,133	\$175,730			\$568,089		\$3,627,201
DS-STATE PRIMARY HIGHWAYS & PTO	\$1,397,737							\$1,397,737
LF-LOCAL FUNDS	\$6,712,599	\$487,858	\$441,186	\$460,001	\$551,543	\$568,089		\$9,221,276
Phase: OPERATIONS Totals	\$13,381,575	\$975,716	\$882,373	\$920,002	\$1,103,086	\$1,136,178		\$18,398,930
Item: 408104 1 Totals	\$13,381,575	\$975,716	\$882,373	\$920,002	\$1,103,086	\$1,136,178		\$18,398,930
Project Totals	\$13,381,575	\$975,716	\$882,373	\$920,002	\$1,103,086	\$1,136,178		\$18,398,930

Item Number: 408715 1 **Project Description:** HERNANDO COUNTY BOCC - FTA SECTION 5307
District: 07 **County:** HERNANDO **Type of Work:** TRANSIT IMPROVEMENT
Extra Description: THE BUS - SMALL URBANIZED GOV. APPROPRIATION **Project Length:** 0.000
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5, Goal 4, Goal 6, Obj 1-4

Phase / Responsible Agency	Fiscal Year							All Years
	<2025	2025	2026	2027	2028	2029	>2029	
OPERATIONS / MANAGED BY HERNANDO								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$1,950,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000		\$8,200,000
LF-LOCAL FUNDS	\$1,400,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000		\$3,150,000
Phase: OPERATIONS Totals	\$3,350,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000		\$11,350,000
CAPITAL / MANAGED BY HERNANDO								
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$10,248,621							\$10,248,621
Item: 408715 1 Totals	\$13,598,621	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000		\$21,598,621
Project Totals	\$13,598,621	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000		\$21,598,621
Total Transit Projects	\$68,470,879	\$6,007,310	\$5,776,673	\$6,206,766	\$6,572,936	\$6,632,520	\$0	\$99,667,084

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS
MISCELLANEOUS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Item Number: 451758 1 **Project Description:** CRYSTAL RIVERS NWR HEADQUARTERS BYPASS ROAD - FLAP GRANT
District: 07 **County:** CITRUS **Type of Work:** NEW ROAD CONSTRUCTION
Extra Description: CITY OF CRYSTAL RIVER IS GRANT RECIPIENT. FWS TO ADMINISTER **Project Length:** 0.000
LRTP 2045 Reference: Goal 3

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: FLAP-FEDERAL LANDS ACCESS PROGRAM	\$195,000							\$195,000
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: FLAP-FEDERAL LANDS ACCESS PROGRAM		\$650,344						\$650,344
Item: 451758 1 Totals	\$195,000	\$650,344						\$845,344
Project Totals	\$195,000	\$650,344						\$845,344

Item Number: 452206 2 **Project Description:** US 41 AT SR 50 - ELECTRIC VEHICLE CHARGER DEPLOYM *SIS*
District: 07 **County:** HERNANDO **Type of Work:** ELECTRIC VEHICLE CHARGING
LRTP 2045 Reference: Goal 3, Objective 1 **Project Length:** 0.371MI

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM			\$1,500,000					\$1,500,000
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM		\$900,000						\$900,000
Item: 452206 2 Totals		\$900,000	\$1,500,000					\$2,400,000

Item Number: 452206 3 **Project Description:** US 301 AT SR 50 - ELECTRIC VEHICLE CHARGER DEPLOYMENT - NEVI *SIS*
District: 07 **County:** HERNANDO **Type of Work:** ELECTRIC VEHICLE CHARGING
LRTP 2045 Reference: Goal 3, Objective 1 **Project Length:** 0.168MI

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM			\$1,500,000					\$1,500,000
CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM		\$900,000						\$900,000
Item: 452206 3 Totals		\$900,000	\$1,500,000					\$2,400,000
Project Totals		\$1,800,000	\$3,000,000					\$4,800,000
Total Miscellaneous Projects	\$195,000	\$2,450,344	\$3,000,000	\$0	\$0	\$0	\$0	\$5,645,344
Grand Total	\$276,132,392	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960		\$1,245,161,103

APPENDIX E

TIP FISCAL YEARS 2025-2029

SUMMARY BY PROJECT CATEGORY PER FISCAL YEAR

HERNANDO/CITRUS MPO

Summary by Project Category	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
Total Highway Projects	\$99,609,892	\$34,056,523	\$109,891,609	\$52,314,985	\$23,970,968	\$8,095,402	\$0	\$327,939,379
Total FL Turnpike Projects	\$38,943,050	\$376,108,452	\$297,174,145	\$1,093	\$1,910,000	\$0	\$0	\$714,136,740
Total Transportation Planning Projects	\$0	\$697,924	\$705,133	\$705,133	\$705,133	\$705,133	\$0	\$3,518,456
Total Maintenance Projects	\$68,913,571	\$3,783,656	\$3,733,656	\$3,733,656	\$3,733,656	\$3,784,905	\$0	\$87,683,100
Total Aviation Projects	\$0	\$1,261,000	\$570,000	\$4,740,000	\$0	\$0	\$0	\$6,571,000
Total Transit Projects	\$68,470,879	\$6,007,310	\$5,776,673	\$6,206,766	\$6,572,936	\$6,632,520	\$0	\$99,667,084
Total Miscellaneous Projects	\$195,000	\$2,450,344	\$3,000,000	\$0	\$0	\$0	\$0	\$5,645,344
Total All Categories for 5-Year TIP FY 2025-FY 2029	\$276,132,392	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960	\$0	\$1,245,161,103

APPENDIX E

TIP FISCAL YEARS 2025-2029

SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR

HERNANDO/CITRUS MPO

Fund	Fund Name	<2025	2025	2026	2027	2028	2029	>2029	All Years
ACCM	ADVANCE CONSTRUCTION (CM)	240,873							240,873
ACNP	ADVANCE CONSTRUCTION NHPP	340,000		60,997,951		4,633,319			65,971,270
ACNR	AC NAT HWY PERFORM RESURFACING		9,011,925	1,459,282	7,032,378				17,503,585
ACPR	AC - PROTECT GRANT PGM			4,629,202					4,629,202
ACSA	ADVANCE CONSTRUCTION (SA)	34,130							34,130
ACSL	ADVANCE CONSTRUCTION (SL)	682,936							682,936
ACSM	STBG AREA POP. W/ 5K TO 49,999	610,758							610,758
ACSS	ADVANCE CONSTRUCTION (SS,HSP)			86,260					86,260
ARPA	AMERICAN RESCUE PLAN ACT	4,469,945							4,469,945
ARTW	ARTERIAL WIDENING PROGRAM		5,267,171						5,267,171
BA	DONOR BONUS, ANY AREA	740,031							740,031
CARB	CARBON REDUCTION GRANT PGM			1,477,955		2,142,180			3,620,135
CARL	CARB FOR URB. LESS THAN 200K				526,508	526,508	532,626		1,585,642
CARN	CARB FOR RURAL AREAS < 5K	779,352	314,742	326,601	320,771	326,434			2,067,900
CM	CONGESTION MITIGATION - AQ	692,192	29,036	1,813,696					2,534,924
D	UNRESTRICTED STATE PRIMARY	68,913,571	3,783,656	3,733,656	3,733,656	3,733,656	3,784,905		87,683,100
DDR	DISTRICT DEDICATED REVENUE	15,111,067	10,944,487	19,192,965	33,428,145	11,776,812	2,197,850		92,651,326
DEM	ENVIRONMENTAL MITIGATION	931							931
DIH	STATE IN-HOUSE PRODUCT SUPPORT	1,321,370	1,198,801	605,088	440,394	212,635	8,961		3,787,249
DPTO	STATE - PTO	4,273,218	475,013	175,730	1,983,600		978,843		7,886,404
DS	STATE PRIMARY HIGHWAYS & PTO	6,102,207		326,447	4,552,810	2,045,089			13,026,553
DU	STATE PRIMARY/FEDERAL REIMB	12,136,440	551,049	518,046	693,382	693,382	693,382		15,285,681
FAA	FEDERAL AVIATION ADMIN		954,900	108,000	972,000				2,034,900
FLAP	FEDERAL LANDS ACCESS PROGRAM	195,000	650,344						845,344
FTA	FEDERAL TRANSIT ADMINISTRATION	\$20,843,786	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000		\$33,343,786
GFEV	GEN. FUND EVEHICLE CHARG. PGM		\$1,800,000	\$3,000,000					\$4,800,000
GFSA	GF STPBG ANY AREA	\$365,992							\$365,992
GRSC	GROWTH MANAGEMENT FOR SCOP		\$1,338,900	\$948,457	\$966,026		\$966,026		\$4,219,409
LF	LOCAL FUNDS	\$30,245,978	\$3,371,811	\$4,001,195	\$3,901,383	\$2,386,468	\$3,915,618		\$47,822,453
LFP	LOCAL FUNDS FOR PARTICIPATING				\$1,289,872				\$1,289,872
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	\$1,700,768							\$1,700,768
PKBD	TURNPIKE MASTER BOND FUND		\$161,487,480	\$148,278,792					\$309,766,272
PKED	2012 SB1998-TURNPIKE FEEDER RD	\$19,820,563							\$19,820,563

APPENDIX E **TIP FISCAL YEARS 2025-2029**
SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR **HERNANDO/CITRUS MPO**

Fund	Fund Name	<2025	2025	2026	2027	2028	2029	>2029	All Years
PKYI	TURNPIKE IMPROVEMENT	\$18,875,943	\$213,070,972	\$127,171,868	\$1,093	\$1,910,000			\$361,029,876
PKYR	TURNPIKE RENEWAL & REPLACEMENT	\$246,544	\$1,550,000	\$21,723,485					\$23,520,029
PL	METRO PLAN (85% FA; 15% OTHER)		\$697,924	\$705,133	\$705,133	\$705,133	\$705,133		\$3,518,456
SA	STP, ANY AREA	\$4,277,741	\$1,298,445	\$5,781,732	\$547,488	\$643,108			\$12,548,514
SCED	2012 SB1998-SMALL CO OUTREACH		\$256,410	\$256,410	\$256,410		\$256,410		\$1,025,640
SCOP	SMALL COUNTY OUTREACH PROGRAM		\$230,714	\$247,117	\$256,923		\$258,462		\$993,216
SCWR	2015 SB2514A-SMALL CO OUTREACH	\$1,050,000	\$245,490	\$256,848	\$330,769		\$319,744		\$2,202,851
SIB1	STATE INFRASTRUCTURE BANK	\$54,108,744							\$54,108,744
SL	STP, AREAS <= 200K	\$2,549,351		\$3,275,521					\$5,824,872
SM	STBG AREA POP. W/ 5K TO 49,999	\$1,024,103	\$785,667	\$814,712	\$651,030				\$3,275,512
SN	STP, MANDATORY NON-URBAN <= 5K	\$3,927,822	\$2,550,272	\$2,659,334	\$2,611,862	\$2,657,969	\$2,100,000		\$16,507,259
SR2T	SAFE ROUTES - TRANSFER	\$451,036		\$972,476					\$1,423,512
TALL	TRANSPORTATION ALTS- <200K			\$384,231					\$384,231
TALT	TRANSPORTATION ALTS- ANY AREA			\$2,423,026					\$2,423,026
Grand Total:		\$276,132,392	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960		\$1,245,161,103

APPENDIX E

TIP FISCAL YEARS 2025-2029

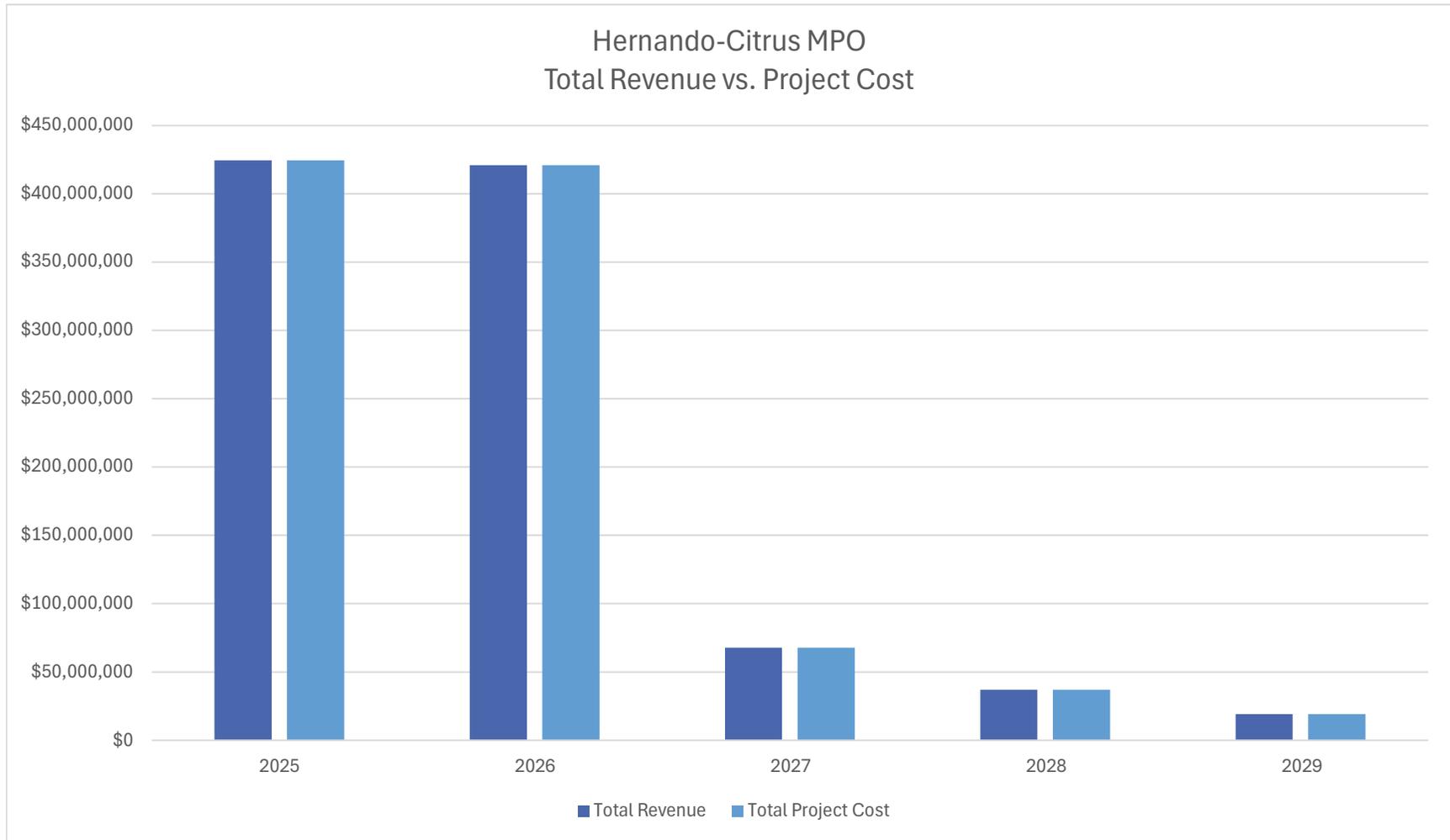
SUMMARY BY FUNDING SOURCE PER FISCAL YEAR

HERNANDO/CITRUS MPO

Fund Type	<2025	2025	2026	2027	2028	2029	>2029	All Years
Federal	\$56,062,256	\$21,144,304	\$93,933,158	\$16,560,552	\$14,828,033	\$6,531,141		\$209,059,444
Local	\$30,245,978	\$3,371,811	\$4,001,195	\$5,191,255	\$2,386,468	\$3,915,618		\$49,112,325
SIB	\$54,108,744							\$54,108,744
State 100%	\$116,592,927	\$23,740,642	\$25,742,718	\$45,948,733	\$17,768,192	\$8,771,201		\$238,564,413
Toll/Turnpike	\$19,122,487	\$376,108,452	\$297,174,145	\$1,093	\$1,910,000			\$694,316,177
Grand Total:	\$276,132,392	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960		\$1,245,161,103

APPENDIX E
5-YEAR FUNDED PROJECTS FISCAL CONSTRAINT

TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO



Fund Type	2025	2026	2027	2028	2029	All Years
Total Revenue	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960	\$969,028,711
Total Project Cost	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960	\$969,028,711

Appendix F: FDOT Annual List of Obligated Projects

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APPENDIX F **TIP FISCAL YEARS 2025-2029**
FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS **HERNANDO/CITRUS MPO**

GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	CM	MANAGED BY FDOT	*NON-SIS*	\$281,441
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	GFSA	MANAGED BY FDOT	*NON-SIS*	\$172,937
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	GFSN	MANAGED BY FDOT	*NON-SIS*	\$40,297
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	PROT	MANAGED BY FDOT	*NON-SIS*	\$3,221,092
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	\$1,981,396
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	SN	MANAGED BY FDOT	*NON-SIS*	\$2,259,476
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	RIGHT OF WAY	SA	MANAGED BY FDOT	*NON-SIS*	\$163,000
HIGHWAYS	CITRUS	4058223	405822 3	US 19 (SR 55) FROM W JUMP COURT TO W FORT ISLAND TRAIL	ADD LANES & RECONSTRUCT	02030000	4.805	MI	4	6	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$1,161,795

APPENDIX F **TIP FISCAL YEARS 2025-2029**
FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS **HERNANDO/CITRUS MPO**

GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	CITRUS	4058225	405822 5	US 19 FROM W CARDINAL ST TO W GREEN ACRES ST	ADD LANES & RECONSTRUCT	02030000	2.045	MI	4	4	2	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	\$4,470
HIGHWAYS	CITRUS	4300211	430021 1	CR490A/HALLS RIVER FROM W OF HALLS RIVER TO E OF HALLS RIVER	BRIDGE REPLACEMENT	02610000	0.333	MI	2	2	0	CONSTRUCTION	NHBR	MANAGED BY FDOT	*NON-SIS*	\$474,204
HIGHWAYS	CITRUS	4375141	437514 1	US 19/US 98/SR 55/SUNCOAST BLVD FR HERNANDO CO LN TO W GREEN ACRES	RESURFACING	02030000	6.809	MI	4	4	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	-\$3,713
HIGHWAYS	CITRUS	4375141	437514 1	US 19/US 98/SR 55/SUNCOAST BLVD FR HERNANDO CO LN TO W GREEN ACRES	RESURFACING	02030000	6.809	MI	4	4	0	CONSTRUCTION	SA	MANAGED BY FDOT	*SIS*	\$326,175
HIGHWAYS	CITRUS	4396981	439698 1	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605	MI	0	2	0	CONSTRUCTION	SR2T	MANAGED BY FDOT	*NON-SIS*	-\$6,979
HIGHWAYS	CITRUS	4396981	439698 1	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605	MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	-\$1,674
HIGHWAYS	CITRUS	4411041	441104 1	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	-\$17,371
HIGHWAYS	CITRUS	4411041	441104 1	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	CONSTRUCTION	SR2S	MANAGED BY FDOT	*NON-SIS*	-\$34,266

APPENDIX F **TIP FISCAL YEARS 2025-2029**
FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS **HERNANDO/CITRUS MPO**

GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	CITRUS	4411041	441104 1	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	CONSTRUCTION	SR2T	MANAGED BY FDOT	*NON-SIS*	\$7,566
HIGHWAYS	CITRUS	4411041	441104 1	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	-\$340
HIGHWAYS	CITRUS	4466071	446607 1	NORTH G MARTINELLI BLVD @ RR CROSSING 628007L	RAIL SAFETY PROJECT		0.000		0	0	0	RAILROAD AND UTILITIES	RHH	MANAGED BY FDOT	*NON-SIS*	-\$1,745
HIGHWAYS	CITRUS	4466101	446610 1	NORTH G.W. CARVER ROAD @ RR CROSSING 622600V	RAIL SAFETY PROJECT		0.000		0	0	0	RAILROAD AND UTILITIES	RHH	MANAGED BY FDOT	*NON-SIS*	-\$6,030
HIGHWAYS	HERNANDO	2572984	257298 4	CR 578 (CO LINE RD) FROM E OF MARINER BLVD TO W OF SUNCOAST PARKWAY	ADD LANES & RECONSTRUCT	08000050	2.956	MI	2	2	2	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	\$5,000
HIGHWAYS	HERNANDO	2572985	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492	MI	4	4	4	CONSTRUCTION	SU	MANAGED BY FDOT	*NON-SIS*	\$327,232
HIGHWAYS	HERNANDO	2572985	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492	MI	4	4	4	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	\$66,363
HIGHWAYS	HERNANDO	2572985	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492	MI	4	4	4	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	-\$36,274

APPENDIX F **TIP FISCAL YEARS 2025-2029**
FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS **HERNANDO/CITRUS MPO**

GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	HERNANDO	2572986	257298 6	CR 578 @ MARINER INT FM SPRINGTIME STREET TO EAST OF MARINER BLVD	INTERSECTION IMPROVEMENT	08000050	0.674	MI	2	2	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	-\$37,335
HIGHWAYS	HERNANDO	4110122	411012 2	I-75 (SR 93) FROM N OF SR 50 TO HERNANDO/SUMTER CO/L	ADD LANES & REHABILITATE PVMNT	08150000	3.271	MI	4	4	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	-\$139,428
HIGHWAYS	HERNANDO	4167323	416732 3	SR 50 FROM E OF US 98/MCKETHAN RD TO E OF US 301	ADD LANES & REHABILITATE PVMNT	08070000	2.154	MI	4	4	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$9,563,130
HIGHWAYS	HERNANDO	4167324	416732 4	SR 50 FM WINDMERE RD/BRONSON BL TO E OF US 98/MCKETHAN RD	ADD LANES & REHABILITATE PVMNT	08070000	3.488	MI	5	5	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$2,035,373
HIGHWAYS	HERNANDO	4167351	416735 1	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	ADD LANES & REHABILITATE PVMNT	08002000	2.557	MI	4	4	2	PRELIMINARY ENGINEERING	NHPP	MANAGED BY FDOT	*SIS*	\$1,000
HIGHWAYS	HERNANDO	4167351	416735 1	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	ADD LANES & REHABILITATE PVMNT	08002000	2.557	MI	4	4	2	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	\$396,192
HIGHWAYS	HERNANDO	4300512	430051 2	SR 50 FROM LOCKHART RD TO E OF REMINGTON RD	ADD LANES & REHABILITATE PVMNT	08070000	0.355	MI	4	4	2	CONSTRUCTION	GFSL	MANAGED BY FDOT	*SIS*	-\$50,217
HIGHWAYS	HERNANDO	4300512	430051 2	SR 50 FROM LOCKHART RD TO E OF REMINGTON RD	ADD LANES & REHABILITATE PVMNT	08070000	0.355	MI	4	4	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$3,176

APPENDIX F **TIP FISCAL YEARS 2025-2029**
FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS **HERNANDO/CITRUS MPO**

GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY FDOT	*NON-SIS*	-\$5,616
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-\$76,957
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-\$1,019
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-\$8,338
HIGHWAYS	HERNANDO	4367121	436712 1	BROOKSVILLE ELEMENTARY - HOWELL AVE FROM CROOM RD TO US 41/BROAD ST	SIDEWALK	08000007	0.602	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY FDOT	*NON-SIS*	-\$1,559
HIGHWAYS	HERNANDO	4374841	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	\$341,176
HIGHWAYS	HERNANDO	4374841	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	\$18,071
HIGHWAYS	HERNANDO	4374841	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	\$340,971

APPENDIX F **TIP FISCAL YEARS 2025-2029**
FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS **HERNANDO/CITRUS MPO**

GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	HERNANDO	4386511	438651 1	S LINDEN DRIVE SIDEWALK FROM COUNTY LINE RD TO SPRING HILL DR	SIDEWALK	08000043	2.610	MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	\$2,000
HIGHWAYS	HERNANDO	4394481	439448 1	US 98/SR 700/PONCE DE LEON FR N OF CITRUS WAY/CR491 TO S OF CITRUS WAY	ROUNDBOUT	08080000	0.495	MI	2	2	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*NON-SIS*	-\$32,517
HIGHWAYS	HERNANDO	4395081	439508 1	ELGIN BLVD FROM DELTONA BLVD TO MARINER BLVD	SIDEWALK	08000042	2.520	MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	-\$196
HIGHWAYS	HERNANDO	4395091	439509 1	DELTONA BLVD FROM ELGIN BLVD TO SR 50 (CORTEZ BLVD)	SIDEWALK	08000010	0.505	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-\$5,988
HIGHWAYS	HERNANDO	4395091	439509 1	DELTONA BLVD FROM ELGIN BLVD TO SR 50 (CORTEZ BLVD)	SIDEWALK	08000010	0.505	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	-\$7,502
HIGHWAYS	HERNANDO	4413861	441386 1	US 41/SR 45/BROAD ST FR N OF INGRAM ST TO OAKS MHP	RESURFACING	08010000	1.952	MI	6	6	0	CONSTRUCTION	NHPP	MANAGED BY FDOT	*NON-SIS*	\$204,314
HIGHWAYS	HERNANDO	4472371	447237 1	US 98/SR 50 AT MONDON HILL RD	RESURFACING	08070000	0.265	MI	4	4	0	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*SIS*	\$580,222
HIGHWAYS	HERNANDO	4479481	447948 1	SR 50 FROM MONDON HILL RD TO S OF JASMINE DR	RESURFACING	08050000	4.147	MI	4	4	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	\$1,044,978

APPENDIX F **TIP FISCAL YEARS 2025-2029**
FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS **HERNANDO/CITRUS MPO**

GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDCD	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
MISC	CITRUS	4373491	437349 1	WITHLACOOCHEE-DUNNELLO TRAIL CONNECTOR FM N END WITHLA. TO S END DUNN	BIKE PATH/TRAIL		0.000		0	0	0	CONSTRUCTION	RED	MANAGED BY FDOT	*NON-SIS*	\$340,365
MISC	CITRUS	4373491	437349 1	WITHLACOOCHEE-DUNNELLO TRAIL CONNECTOR FM N END WITHLA. TO S END DUNN	BIKE PATH/TRAIL		0.000		0	0	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	\$83,441
MISC	CITRUS	4373491	437349 1	WITHLACOOCHEE-DUNNELLO TRAIL CONNECTOR FM N END WITHLA. TO S END DUNN	BIKE PATH/TRAIL		0.000		0	0	0	CONSTRUCTION	SN	MANAGED BY FDOT	*NON-SIS*	-\$29,897
PLANNING	HERNANDO	4387474	438747 4	HERNANDO PLANNING MODEL STUDIES	PLANNING MODELS/DATA UPDATE		0.000		0	0	0	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	\$1,000
PLANNING	HERNANDO	4393353	439335 3	HERNANDO/CITRUS FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING		0.000		0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	-\$227,174
PLANNING	HERNANDO	4393354	439335 4	HERNANDO/CITRUS FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING		0.000		0	0	0	PRELIMINARY ENGINEERING	PL	RESPONSIBLE AGENCY NOT AVAILABLE	*NON-SIS*	\$1,112,137
															Total	\$25,827,855

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Appendix G: Local Agency Capital Improvement Programs

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**APPENDIX G: HERNANDO COUNTY, FLORIDA
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

APPENDIX G: HERNANDO COUNTY, FLORIDA

Department of Public Works FY 2025-29 CIP

Projects by Category	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Capacity	10,142,460	17,513,300	8,704,000	5,732,000	15,193,000	15,031,000	62,173,300
Anderson Snow/Corp Rdwy Inters Improv - 111817	7,170,900	-	-	-	-	-	-
Construction - 1013-34606-5616306	7,170,900	-	-	-	-	-	-
Ayers/Culbreath/Hayman Intersection Improv - 112004	-	604,000	2,100,000	-	-	-	2,704,000
Acquisition - 3333-03323-5606101	-	339,000	-	-	-	-	-
Construction - 3333-03323-5616306	-	-	2,100,000	-	-	-	2,704,000
Acquisition - 1017-03231-5606101	-	265,000	-	-	-	-	-
Barclay Avenue Multilaning Ph 1 (SR50 to Lucky) - 100380	2,671,560	5,000,000	-	-	-	-	5,000,000
Acquisition - 3334-03324-5606101	2,271,560	-	-	-	-	-	-
Design - 3334-03324-5616360	400,000	-	-	-	-	-	-
Construction - 3334-03324-5616360	-	5,000,000	-	-	-	-	5,000,000
Barclay Avenue Multilaning Ph 2 (Elgin to San Antonio) - 100380	-	11,259,300	-	-	-	-	11,259,300
Acquisition - 3334-03324-5606101	-	150,000	-	-	-	-	-
Design - 3334-03324-5616360	-	610,000	-	-	-	-	-
Construction - 3331-03321-5616360	-	5,158,000	-	-	-	-	-
Construction - 1017-03231-5616360	-	5,341,300	-	-	-	-	11,259,300
Barclay Avenue Multilaning Ph 3 (San Antonio to Lucky) - 100380	-	-	520,000	1,250,000	1,250,000	-	3,020,000
Acquisition - 3334-03324-5606101	-	-	-	1,250,000	1,250,000	-	3,020,000
Design - 3334-03324-5616360	-	-	520,000	-	-	-	-
Coastal Way Intersection Imp - 105900	50,000	650,000	-	-	-	-	650,000
Construction - 3331-03321-5616330	-	650,000	-	-	-	-	650,000
Acquisition - 3331-03321-5616330	50,000	-	-	-	-	-	-
Kettering Road Multilaning (SR50 to Powerline) - 112049	-	-	4,059,000	1,107,000	9,594,000	-	14,760,000
Construction - 1013-03211-5616306	-	-	-	-	9,594,000	-	14,760,000
Design - 1013-03211-5616306	-	-	2,952,000	-	-	-	-
Acquisition - 1013-03211-5616306	-	-	1,107,000	1,107,000	-	-	-
Mariner W Frontage Rd (Evergreen Woods to Mariner) - 109900	-	-	-	-	474,000	577,500	1,051,500
Acquisition - 3334-03324-5606101	-	-	-	-	345,000	-	-
Construction - 3334-03324-5616306	-	-	-	-	-	577,500	1,051,500
Design - 3334-03324-5616306	-	-	-	-	129,000	-	-
SR50 Frontage Rd W of Mariner (Kadri to Evergreen) - 105840	-	-	-	-	-	953,500	953,500
Acquisition - 3334-03324-5616340	-	-	-	-	-	530,000	-
Construction - 3334-03324-5616340	-	-	-	-	-	423,500	953,500

**APPENDIX G: HERNANDO COUNTY, FLORIDA
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Department of Public Works FY 2025-29 CIP

PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Star Rd Imp - 105930	-	-	-	-	250,000	-	250,000
Acquisition - 3331-03321-5616321	-	-	-	-	250,000	-	250,000
Sunshine Grove Road Multilaning (Ken Austin to Hexam) - 112050	-	-	2,025,000	3,375,000	3,375,000	13,500,000	22,275,000
Construction - 1013-03211-5616306	-	-	-	-	-	13,500,000	22,275,000
Design - 1013-03211-5616306	-	-	2,025,000	-	-	-	-
Acquisition - 1013-03211-5616306	-	-	-	3,375,000	3,375,000	-	-
Weeping Willow Rd Imp - 105940	-	-	-	-	250,000	-	250,000
Acquisition - 3331-03321-5616321	-	-	-	-	250,000	-	250,000
Westside Elementary School Road Improv - 111956	250,000	-	-	-	-	-	-
Construction - 3334-03324-5616306	240,000	-	-	-	-	-	-
Design - 3334-03324-5616306	10,000	-	-	-	-	-	-

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Department of Public Works FY 2025-29 CIP

PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Capital-Other	1,728,550	1,170,000	-	350,000	1,675,000	4,750,000	7,945,000
Cobblestone @ Spring Hill Intersection Improv - 109850	-	-	-	-	575,000	-	575,000
Construction - 1015-03221-5616314	-	-	-	-	500,000	-	-
Design - 1015-03221-5616314	-	-	-	-	75,000	-	575,000
County Line @ Anderson Snow Intersection Improv - TBD	-	-	-	-	325,000	-	325,000
Construction - 1015-03221-5616314	-	-	-	-	250,000	-	-
Design - 1015-03221-5616314	-	-	-	-	75,000	-	325,000
Cyril Bypass Rdwy (Grant) - 111150	1,728,550	-	-	-	-	-	-
Construction - 1013-34702-5616316	1,728,550	-	-	-	-	-	-
DPW AC System Replacement - TBD	-	-	-	250,000	-	-	250,000
Design - 1015-03221-5606201	-	-	-	25,000	-	-	-
Construction - 1015-03221-5606201	-	-	-	225,000	-	-	250,000
DPW Building Exterior Restoration - TBD	-	-	-	100,000	-	-	100,000
Construction - 1015-03221-5606201	-	-	-	100,000	-	-	100,000
DPW Parking Lot Overlay - TBD	-	-	-	-	150,000	-	150,000
Construction - 1015-03221-5606201	-	-	-	-	150,000	-	150,000
Mariner Blvd Median Improvements - 112060	-	700,000	-	-	-	-	700,000
Construction - 1015-03221-5616310	-	700,000	-	-	-	-	700,000
Northcliff @ Deltona Intersection Improv - TBD	-	-	-	-	125,000	-	125,000
Construction - 1015-03221-5616314	-	-	-	-	100,000	-	-
Design - 1015-03221-5616314	-	-	-	-	25,000	-	125,000
Petit Lane Realignment - 111810	-	470,000	-	-	-	-	470,000
Construction - 1013-03211-5616306	-	470,000	-	-	-	-	470,000
Spring Lake @ SR50/Cortez Intersection Improv - TBD	-	-	-	-	100,000	750,000	850,000
Construction - 1015-03221-5616314	-	-	-	-	-	750,000	-
Design - 1015-03221-5616314	-	-	-	-	100,000	-	850,000
Weeki Wachee High School Road Imp - 111955	-	-	-	-	400,000	4,000,000	4,400,000
Construction - 1013-03211-5616306	-	-	-	-	-	4,000,000	4,400,000
Design - 1013-03211-5616306	-	-	-	-	400,000	-	-

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HERNANDO/CITRUS MPO**

Department of Public Works FY 2025-29 CIP

PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Pavement Mgmt-Collector	2,601,000	7,235,440	20,905,910	5,228,000	12,619,250	4,858,500	50,847,100
Anderson Snow Road Resurfacing (Spring Hill to Edward Knoll) - TBD	-	500,000	-	-	-	-	500,000
Construction - 1022-03241-5616305	-	455,000	-	-	-	-	
Design - 1022-03241-5616305	-	45,000	-	-	-	-	500,000
Cedar Lane Resurfacing (SR50 to Powell) - TBD	-	-	-	-	-	1,319,950	1,319,950
Construction - 1022-03241-5616305	-	-	-	-	-	1,146,950	
Design - 1022-03241-5616305	-	-	-	-	-	173,000	1,319,950
Citurs Way Resurfacing (Lake Lindsey to Kensington) - TBD	-	-	927,000	-	-	-	927,000
Construction - 1022-03241-5616305	-	-	842,000	-	-	-	
Design - 1022-03241-5616305	-	-	85,000	-	-	-	927,000
Cobb Road Resurfacing (SR50 to Ponce DeLeon/US98) - 109750	-	-	3,184,750	-	-	-	3,184,750
Construction - 1022-03241-5616305	-	-	2,800,000	-	-	-	
Design - 1022-03241-5616305	-	-	384,750	-	-	-	3,184,750
CR581/Emerson Road Resurfacing (Powell to SR50) - 111892	-	1,300,000	-	-	-	-	1,300,000
Construction - 1022-03241-5999078	-	250,000	-	-	-	-	1,300,000
Construction - 1022-34608-5616305	-	1,050,000	-	-	-	-	
Croom Rd Safety Edge (US41 to Jacobson) - 109780	-	-	300,000	-	-	-	300,000
Construction - 1022-03241-5616305	-	-	300,000	-	-	-	300,000
Culbreath Road Resurfacing (Powell to Pasco) - 108290	-	-	-	-	2,374,000	-	2,374,000
Construction - 1022-03241-5616305	-	-	-	-	1,924,000	-	2,374,000
Design - 1022-03241-5616305	-	-	-	-	450,000	-	
Deltona Blvd Resurfacing (Philatelic to Northcliff) - TBD	-	-	984,000	-	-	-	984,000
Construction - 1022-03241-5616305	-	-	894,000	-	-	-	
Design - 1022-03241-5616305	-	-	90,000	-	-	-	984,000
Grove Road Resurfacing (SR50-Ken Austin Pkw/pvmt end) - 111690	-	-	-	250,000	1,250,000	-	1,500,000
Construction - 1022-03241-5616305	-	-	-	-	1,250,000	-	1,500,000
Design - 1022-03241-5606101	-	-	-	250,000	-	-	
Hayman Road Resurfacing (Culbreath to Spring Lake) - 112019	-	-	3,157,260	-	-	-	3,157,260
Construction - 1022-03241-5616305	-	-	3,057,260	-	-	-	3,157,260
Design - 1022-03241-5616305	-	-	100,000	-	-	-	
Hayman Road Safety Upgrade - 111893	-	950,440	-	-	-	-	950,440
Construction - 1022-03241-5616306	-	586,690	-	-	-	-	950,440
Construction - 1022-34605-5616306	-	363,750	-	-	-	-	
Hickory Hill Resurfacing (Spring Lk to 2300' E of Baseball Pond) - TBD	-	-	770,000	-	-	-	770,000
Construction - 1022-03241-5616305	-	-	700,000	-	-	-	700,000
Design - 1022-03241-5616305	-	-	70,000	-	-	-	70,000

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Department of Public Works FY 2025-29 CIP

PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Lake Lindsey Phase 4 Resurfacing - 109910	-	-	1,500,000	-	-	-	1,500,000
Construction - 1022-03241-5616305	-	-	1,500,000	-	-	-	1,500,000
Landover Blvd Phase 1 Resurfacing (Mariner N to Elgin) - 111947	-	-	880,000	-	-	-	880,000
Construction - 1022-03241-5616305	-	-	800,000	-	-	-	880,000
Design - 1022-03241-5616305	-	-	80,000	-	-	-	880,000
Landover Blvd Phase 2 Resurfacing (Elgin to Mariner S) - 111948	-	-	1,200,000	-	-	-	1,200,000
Construction - 1022-03241-5616305	-	-	1,100,000	-	-	-	1,200,000
Design - 1022-03241-5616305	-	-	100,000	-	-	-	1,200,000
Landover Blvd Phase 3 Resurfacing (Mariner S - Northcliff) - 111949	-	-	550,000	-	-	-	550,000
Construction - 1022-03241-5616305	-	-	500,000	-	-	-	550,000
Design - 1022-03241-5616305	-	-	50,000	-	-	-	550,000
Lockhart Road Resurfacing (SR50 to Powerline Rd) - TBD	-	-	1,891,900	-	-	-	1,891,900
Construction - 1022-03241-5616305	-	-	1,641,900	-	-	-	1,891,900
Design - 1022-03241-5616305	-	-	250,000	-	-	-	1,891,900
MLK Blvd Resurfacing - 108240	-	607,000	-	-	-	-	607,000
Construction - 1022-03241-5616305	-	552,000	-	-	-	-	607,000
Design - 1022-03241-5616305	-	55,000	-	-	-	-	607,000
Northcliff Blvd Resurfacing (Azora to Mariner) - TBD	-	-	-	-	1,095,250	-	1,095,250
Construction - 1022-03241-5616305	-	-	-	-	952,250	-	1,095,250
Design - 1022-03241-5616305	-	-	-	-	143,000	-	1,095,250
Northcliff Blvd Resurfacing (US19 to Azora) - TBD	-	-	296,000	1,968,000	-	-	2,264,000
Construction - 1022-03241-5616305	-	-	-	1,968,000	-	-	2,264,000
Design - 1022-03241-5616305	-	-	296,000	-	-	-	2,264,000
Philatelic Drive Resurfacing - 112059	401,000	-	-	-	-	-	-
Construction - 1022-03241-5616367	395,000	-	-	-	-	-	-
Design - 1022-03241-5616367	6,000	-	-	-	-	-	-
Powell Road Resurfacing (California to Suncoast Pkwy) - 111946	2,200,000	-	-	-	-	-	-
Construction - 1022-03241-5616305	2,200,000	-	-	-	-	-	-
Powell Road Resurfacing (Emerson to Spring Lake) - TBD	-	-	-	-	4,400,000	-	4,400,000
Construction - 1022-03241-5616305	-	-	-	-	4,000,000	-	4,400,000
Design - 1022-03241-5616305	-	-	-	-	400,000	-	4,400,000
Powell Road Resurfacing (US41-Emerson) - 111700	-	-	2,250,000	-	-	-	2,250,000
Construction - 1022-03241-5616305	-	-	2,000,000	-	-	-	2,250,000
Design - 1022-03241-5616305	-	-	250,000	-	-	-	2,250,000
Ridge Manor Blvd Resurfacing (SR50 to US301) - TBD	-	-	-	-	-	1,238,550	1,238,550
Construction - 1022-03241-5616305	-	-	-	-	-	1,076,550	1,238,550

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PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Design - 1022-03241-5616305	-	-	-	-	-	162,000	1,238,550
Spring Hill Drive Phase 1 Resurfacing (US19 to Deltona) - 111951	-	2,300,000	-	-	-	-	2,300,000
Construction - 1022-03241-5616305	-	2,070,000	-	-	-	-	
Design - 1022-03241-5616305	-	230,000	-	-	-	-	2,300,000
Spring Hill Drive Phase 2 Resurfacing (Deltona to Mariner) - 111952	-	-	2,300,000	-	-	-	2,300,000
Construction - 1022-03241-5616305	-	-	2,070,000	-	-	-	
Design - 1022-03241-5616305	-	-	230,000	-	-	-	2,300,000
Spring Hill Drive Phase 3 Resurfacing (Mariner to E Linden) - 111953	-	-	-	2,300,000	-	-	2,300,000
Construction - 1022-03241-5616305	-	-	-	2,070,000	-	-	
Design - 1022-03241-5616305	-	-	-	230,000	-	-	2,300,000
Spring Hill Drive Phase 4 Resurfacing (E Linden to Barclay) - 111954	-	-	-	-	2,300,000	-	2,300,000
Construction - 1022-03241-5616305	-	-	-	-	2,070,000	-	
Design - 1022-03241-5616305	-	-	-	-	230,000	-	2,300,000
Spring Hill Drive Phase 5 Resurfacing (Barclay to California) - TBD	-	-	-	-	-	2,300,000	2,300,000
Construction - 1022-03241-5616305	-	-	-	-	-	2,070,000	
Design - 1022-03241-5616305	-	-	-	-	-	230,000	2,300,000
Spring Hill Drive Phase 6 Resurfacing (California to US41/Broad) - TBD	-	-	-	-	-	-	-
Construction - 1022-03241-5616305	-	-	-	-	-	-	
Design - 1022-03241-5616305	-	-	-	-	-	-	-
Sunshine Grove Resurfacing (Hexam-Centraillia) - 111710	-	-	-	60,000	1,200,000	-	1,260,000

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PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Construction - 1022-03241-5616305	-	-	-	-	1,200,000	-	
Design - 1022-03241-5616305	-	-	-	60,000	-	-	1,260,000
Thrasher Ave Resurfacing (Mellon to Pomp) - 109800	-	-	65,000	650,000	-	-	715,000
Construction - 1022-03241-5616305	-	-	-	650,000	-	-	
Design - 1022-03241-5616305	-	-	65,000	-	-	-	715,000
Thrasher Ave Resurfacing (US19-Mellon) - 109790	-	32,500	650,000	-	-	-	682,500
Construction - 1022-03241-5616305	-	-	650,000	-	-	-	
Design - 1022-03241-5616305	-	32,500	-	-	-	-	682,500
Waterfall Drive Resurfacing (County Line to Spring Hill) - TBD	-	700,500	-	-	-	-	700,500
Construction - 1022-03241-5616305	-	608,500	-	-	-	-	
Design - 1022-03241-5616305	-	92,000	-	-	-	-	700,500
WPA Road Resurfacing (SR50 to Mondon Hill) - TBD	-	845,000	-	-	-	-	845,000
Construction - 1022-03241-5616305	-	845,000	-	-	-	-	845,000

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PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Pavement Mgmt-Residential	96,200	2,996,400	289,250	216,000	1,584,300	-	5,085,950
Andy Pella Drive Resurfacing - 112058	96,200	-	-	-	-	-	-
Construction - 1022-03241-5616367	95,000	-	-	-	-	-	-
Design - 1022-03241-5616367	1,200	-	-	-	-	-	-
Calienta Stormwater/Rdwy Improvements - 111140	-	2,996,400	-	-	-	-	2,996,400
Construction - 3135-Grant-5616306	-	2,400,000	-	-	-	-	-
Construction - 7552-09552-5606309	-	596,400	-	-	-	-	2,996,400
Clayton Road Resurfacing - 108450	-	-	173,250	-	-	-	173,250
Construction - 1022-03241-5616367	-	-	165,000	-	-	-	-
Design - 1022-03241-5616367	-	-	8,250	-	-	-	173,250
Country Oak Drive Resurfacing - 111891	-	-	116,000	-	-	-	116,000
Construction - 1022-03241-5616367	-	-	110,000	-	-	-	-
Design - 1022-03241-5616367	-	-	6,000	-	-	-	116,000
Fairway Drive Resurfacing (Country Club to north end) - TBD	-	-	-	-	243,000	-	243,000
Construction - 1022-03241-5616367	-	-	-	-	221,000	-	-
Design - 1022-03241-5616367	-	-	-	-	22,000	-	243,000
Myers Road Resurfacing(Lockhart to south end) - TBD	-	-	-	-	738,000	-	738,000
Construction - 1022-03241-5616367	-	-	-	-	671,000	-	-
Design - 1022-03241-5616367	-	-	-	-	67,000	-	738,000
Navy Drive Resurfacing (Marine to Twin Dolphin) - TBD	-	-	-	-	157,300	-	157,300
Construction - 1022-03241-5616367	-	-	-	-	143,000	-	-
Design - 1022-03241-5616367	-	-	-	-	14,300	-	157,300
Old Trilby Road Resurfacing (Spring Lake to White) - 108430	-	-	-	-	446,000	-	446,000
Construction - 1022-03241-5616367	-	-	-	-	405,500	-	-
Design - 1022-03241-5616367	-	-	-	-	40,500	-	446,000
Redfox Lane Resurfacing - 108410	-	-	-	135,000	-	-	135,000
Construction - 1022-03241-5616367	-	-	-	127,000	-	-	-
Design - 1022-03241-5616367	-	-	-	8,000	-	-	135,000
Wildflower Drive Resurfacing - 111890	-	-	-	81,000	-	-	81,000
Construction - 1022-03241-5616367	-	-	-	79,000	-	-	-
Design - 1022-03241-5616367	-	-	-	2,000	-	-	81,000

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Sidewalks	1,951,243	-	-	-	-	-	-
Eastside Elem LAP (Raley from SR 50 to Roper) - 111270	332,001	-	-	-	-	-	-
Construction - 1013-34609-5616371	332,001	-	-	-	-	-	-
Freeport/Fox Chapel MS LAP; from Dltna to Nrthclf) - 111280	552,251	-	-	-	-	-	-
Construction - 1013-34610-5616371	552,251	-	-	-	-	-	-
S Linden SW LAP(Spring Hill to County Line) - 110030	1,066,991	-	-	-	-	-	-
Construction - 1013-34607-5616371	1,066,991	-	-	-	-	-	-

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Signal Systems	1,050,000	1,107,000	1,293,460	-	-	-	2,400,460
County Line @ Linden Signalization - 111950	300,000	-	-	-	-	-	-
Construction - 1015-03211-5616307	300,000	-	-	-	-	-	-
Evergreen Woods @ SR50 Signalization Improv - 111809	-	1,000,000	-	-	-	-	1,000,000
Construction - 1015-03221-5616307	-	1,000,000	-	-	-	-	1,000,000
Fiber Optic-Northcliffe (Deltona-Explorer) - 106040	250,000	-	725,000	-	-	-	725,000
Construction - 1015-03221-5616307	-	-	725,000	-	-	-	-
Design - 1015-03221-5616307	250,000	-	-	-	-	-	725,000
Fiber Optic-Spring Hill Dr(Mariner-Coronado) - 109840	5,000	107,000	-	-	-	-	107,000
Construction - 1015-03221-5616307	-	107,000	-	-	-	-	-
Design - 1015-03221-5616307	5,000	-	-	-	-	-	107,000
Fiber Optic-SR50 (Wiscon-Cobb) - 106020	-	-	568,460	-	-	-	568,460
Construction - 1015-03221-5616307	-	-	568,460	-	-	-	-
Design - 1015-03221-5616307	-	-	-	-	-	-	568,460
Mariner @ Landover S Signal Upgrade - 109860	495,000	-	-	-	-	-	-
Construction - 1015-03221-5616307	495,000	-	-	-	-	-	-

**APPENDIX G: HERNANDO COUNTY, FLORIDA
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Department of Public Works FY 2025-29 CIP

PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Stormwater	1,952,000	3,825,000	3,685,000	2,250,000	1,837,500	200,000	11,797,500
Alhambra Court Culvert Sliplining - TBD	-	-	-	125,000	-	-	125,000
Construction - 7552-09552-5606309	-	-	-	125,000	-	-	125,000
Baton Avenue Culvert Sliplining - TBD	-	-	-	125,000	-	-	125,000
Construction - 7552-09552-5606309	-	-	-	125,000	-	-	125,000
Bay Drive Culvert Lining - 112061	126,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	126,000	-	-	-	-	-	-
Clipper Court Drainage Improvement - 112056	-	325,000	-	-	-	-	325,000
Construction - 7552-09552-5606309	-	325,000	-	-	-	-	325,000
Coachman Road Culvert Sliplining - TBD	-	-	75,000	-	-	-	75,000
Construction - 7552-09552-5606309	-	-	75,000	-	-	-	75,000
Cobblestone Drive Culvert Sliplining - TBD	-	225,000	-	-	-	-	225,000
Construction - 7552-09552-5606309	-	225,000	-	-	-	-	225,000
Coronado/Little Farms Stormwater Retrofit - 109590	-	-	-	-	-	200,000	200,000
Construction - 7552-09552-5606309	-	-	-	-	-	200,000	200,000
Culbreath Rd@Carr Creek Flood Imp - 108510	-	2,750,000	-	-	-	-	2,750,000
Construction - 7552-09552-5606309	-	2,750,000	-	-	-	-	2,750,000
Emerson Rd Culvert Slip Lining - 111828	-	-	60,000	-	-	-	60,000
Construction - 7552-09552-5606309	-	-	60,000	-	-	-	60,000
Fillmore Street Culvert Lining - 112062	76,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	76,000	-	-	-	-	-	-
Highpoint Gardens Drainage Improvements - 111939	-	-	200,000	-	-	-	200,000
Construction - 7552-09552-5606309	-	-	200,000	-	-	-	200,000
Imogene Ln Culvert Replacement - 111829	-	-	-	250,000	-	-	250,000
Construction - 7552-09552-5606309	-	-	-	250,000	-	-	250,000
Lark Av Culvert Replacement - 111827	-	-	250,000	-	-	-	250,000
Construction - 7552-09552-5606309	-	-	250,000	-	-	-	250,000
Old Crystal River Road Drainage Improvements - 112057	-	350,000	-	-	-	-	350,000
Construction - 7552-09552-5606309	-	350,000	-	-	-	-	350,000
Peck Sink Drainage Improvements Phase I - 111813	-	-	-	1,550,000	-	-	1,550,000
Construction - 7552-09552-5606309	-	-	-	1,550,000	-	-	1,550,000
Peck Sink Drainage Improvements Phase II - 111814	-	-	-	-	1,737,500	-	1,737,500
Construction - 7552-09552-5606309	-	-	-	-	1,650,000	-	-
Design - 7552-09552-5606309	-	-	-	-	87,500	-	1,737,500
Pinehurst Drive Culvert Sliplining (6910) - TBD	-	175,000	-	-	-	-	175,000
Construction - 7552-09552-5606309	-	175,000	-	-	-	-	175,000

**APPENDIX G: HERNANDO COUNTY, FLORIDA
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Department of Public Works FY 2025-29 CIP

PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Pinehurst Drive Culvert Sliplining (7665) - TBD	-	-	100,000	-	-	-	100,000
Construction - 7552-09552-5606310	-	-	100,000	-	-	-	100,000
Powell Rd Stormwater Improvements - 110080	-	-	-	-	100,000	-	100,000
Construction - 7552-09552-5606309	-	-	-	-	100,000	-	100,000
South Brooksville BMP-2 Drainage Improvements - 106220	500,000	-	3,000,000	-	-	-	3,000,000
Construction - 1555-33290-5626601	-	-	3,000,000	-	-	-	3,000,000
Design - 1555-33290-5626601	500,000	-	-	-	-	-	-
Waterfall Drive Culvert Sliplining - TBD	-	-	-	200,000	-	-	200,000
Construction - 7552-09552-5606308	-	-	-	200,000	-	-	200,000
WW Springs BMP-Geranium Ave Stormwater Retrofit - 109550	850,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	850,000	-	-	-	-	-	-
WW Springs BMP-Northcliffe Blvd Stormwater Retrofit - 109570	400,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	400,000	-	-	-	-	-	-

**APPENDIX G: HERNANDO COUNTY, FLORIDA
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

Department of Public Works FY 2025-29 CIP

PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Surface Treatment	729,441	1,400,000	-	-	-	-	1,400,000
Dan Brown Hill Road Surface Treatment - TBD	-	1,400,000	-	-	-	-	1,400,000
Construction - 1013-03211-5616313	-	1,400,000	-	-	-	-	1,400,000
Ridge Manor Loop Multi Road Paving - 111816	729,441	-	-	-	-	-	-
Construction - 1013-03211-5616313	177,190	-	-	-	-	-	-
Construction - 1013-34602-5616313	552,251	-	-	-	-	-	-
Grand Total	20,250,894	35,247,140	34,877,620	13,776,000	32,909,050	24,839,500	141,649,310

Transportation Funds

Capital Improvement Project Summary

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Totals
Funding Source							
Grants	-	3,000,000	1,222,702	1,800,000	1,800,000	1,800,000	9,622,702
Other	-	7,757,425	10,343,234	12,929,043	12,929,043	12,929,043	56,887,788
Transportation and Gas Taxes	-	20,011,176	14,543,961	14,121,322	14,212,457	14,620,067	77,508,983
Funding Source Total	-	30,768,601	26,109,897	28,850,365	28,941,500	29,349,110	144,019,473
Expenditures							
Construction	-	24,647,001	21,043,297	23,196,665	24,090,000	23,800,960	116,777,923
Debt Service	-	2,936,600	2,934,600	2,933,700	2,931,500	2,928,150	14,664,550
Land	-	80,000	-	-	-	-	80,000
Other	-	1,860,000	1,860,000	1,860,000	1,860,000	1,860,000	9,300,000
Planning/Design	-	1,245,000	272,000	860,000	60,000	760,000	3,197,000
Expenditures Total	-	30,768,601	26,109,897	28,850,365	28,941,500	29,349,110	144,019,473
Capital Improvement Project							
2015 Transportation Bonds	-	735,700	735,500	734,500	735,400	733,550	3,674,650
2020 Transportation Bonds	-	2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	10,989,900
Annual Road Resurfacing Program	-	16,200,000	16,500,000	19,200,000	19,500,000	21,200,000	92,600,000
Bridge Repair - Museum Pt 019	-	-	-	-	-	-	-
Bridge Repairs - Ozello 009, 044 & 045	-	-	-	-	-	-	-
Bridge/Guardrail/Handrail Repair Program	-	250,000	250,000	250,000	150,000	150,000	1,050,000
CR 470 - Resurfacing SCOP	-	650,000	650,000	2,946,665	-	-	4,246,665
CR 491 & Hampshire Blvd Turn Lanes	-	570,000	462,000	-	-	-	1,032,000
CR 491 Next Phase Road Widening	-	-	-	-	-	-	-
E Turner Camp Rd - Resurfacing SCOP	-	3,178,450	-	-	-	-	3,178,450
Engineering Services	-	305,000	60,000	60,000	60,000	60,000	545,000
Ft Island Tr - Replace Guardrail at Bridge 024015	-	1,587,000	-	-	-	-	1,587,000
Functionally Classified Road Repair	-	500,000	500,000	500,000	500,000	-	2,000,000
Gas Tax Funding - Road Maintenance	-	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000
Gas Tax Funding - Transit Operations	-	160,000	160,000	160,000	160,000	160,000	800,000
Guardrail & Handrail Installation Repair	-	100,000	100,000	100,000	100,000	-	400,000
Intersection Improvements	-	50,000	50,000	50,000	50,000	50,000	250,000
Kensington/ Rehill - Resurfacing SCOP	-	-	-	-	-	2,650,960	2,650,960
N Deltona Blvd - Resurfacing SCOP	-	508,561	-	-	-	-	508,561
N Dunkenfield Ave - Resurfacing SCOP	-	-	-	-	-	-	-
Path & Sidewalk Facility / Improvement	-	100,000	100,000	100,000	100,000	100,000	500,000
Re-Marking /Striping Existing County Roads	-	350,000	350,000	350,000	350,000	350,000	1,750,000
S Apopka Ave - Resurfacing SCOP	-	-	1,793,297	-	-	-	1,793,297
Safe Route to School PH II Forest Ridge	-	410,000	-	-	-	-	410,000
Turner Camp Rd Guardrail Replacement	-	-	-	-	-	-	-
W Dunklin St - Resurfacing SCOP	-	500,000	500,000	500,000	3,340,000	-	4,840,000
W Mustang Blvd - Resurfacing SCOP	-	712,990	-	-	-	-	712,990

Annual Road Resurfacing Program

Transportation Funds

Project Number: T1993-12	Project Status: Active	Strategic Element:	Master Plan: No
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Project Description:

Resurfacing/maintenance of existing asphalt roads. Road resurfacing is funded from gas tax and ad valorem revenue. Prioritized resurfacing helps to reduce cost of maintaining existing County roads and keep roads from deteriorating to the point where major repairs or reconstruction becomes necessary.

The County is issuing an RFQ for Engineering services to evaluate and inventory paved county roads and develop a pavement preservation program. This analysis will review the roads to be evaluated following ASTM E3303 and will require annual Consultant update/maintenance.

Functionally Classified Roadway improvements as needed. Funded from gas tax revenue at 500,000 per year. The County has more than 300 miles of collector and arterial roadways which require periodic localized maintenance and repair. The BOCC directed staff to set a 20 year goal. Additional funding sources will be needed to meet the 20 year goal.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		8,442,575	6,156,766	6,270,957	6,570,957	8,270,957	35,712,212
Other		7,757,425	10,343,234	12,929,043	12,929,043	12,929,043	56,887,788
Total Funding	-	16,200,000	16,500,000	19,200,000	19,500,000	21,200,000	92,600,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design		700,000		700,000		700,000	2,100,000
Construction		15,500,000	16,500,000	18,500,000	19,500,000	20,500,000	90,500,000
Total Expenditures	-	16,200,000	16,500,000	19,200,000	19,500,000	21,200,000	92,600,000

Bridge/Guardrail/Handrail Repair Program

Transportation Funds

Project Number: T1993-14	Project Status: Active	Strategic Element:	Master Plan: No
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Project Description:

Maintenance for twenty-nine (29) county bridges as needed. Since the current maintenance program has been so successful, future repair costs may remain constant at \$50,000 per year. Funds are used to correct bridge deficiencies identified on Florida Department of Transportation (FDOT) bi-annual bridge inspection reports and make other repairs as necessary throughout the year. Guardrail and handrail installation repair as needed at \$100,000 per year. The County has nearly 200 sections of guardrails which require periodic maintenance and repair. The bridge/guardrail/handrail repair program will be funded from gas tax revenues.

Requested funding is necessary for Engineering and Permitting associated with repairs needed on bridges:
024015 - Ft Island Tr \$100,000; 024020 - Stokes Ferry \$100,000; 024022 - Turner Camp \$100,000

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		250,000	250,000	250,000	150,000	150,000	1,050,000
Total Funding	-	250,000	250,000	250,000	150,000	150,000	1,050,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design		100,000	100,000	100,000			300,000
Construction		150,000	150,000	150,000	150,000	150,000	750,000
Total Expenditures	-	250,000	250,000	250,000	150,000	150,000	1,050,000

Re-Marking /Striping Existing County Roads

Transportation Funds

Project Number: T1993-17	Project Status: Active	Strategic Element:	Master Plan: No
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Project Description:

Restripe existing county roads and other traffic safety related projects as directed by the Board of County Commissioners. Restriping improves safety by replacing worn or non-reflective striping to meet state requirements. This project is funded by gas tax revenue.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		350,000	350,000	350,000	350,000	350,000	1,750,000
Total Funding	-	350,000	350,000	350,000	350,000	350,000	1,750,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		350,000	350,000	350,000	350,000	350,000	1,750,000
Total Expenditures	-	350,000	350,000	350,000	350,000	350,000	1,750,000

Intersection Improvements

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T1993-32	Active		No

Project Description:

Intersection improvements as needed. Funded from gas tax revenue at \$50,000 per year. Construct intersection improvements to increase or improve traffic flow and safety. Projects are determined on an as needed basis.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	50,000	50,000	50,000	50,000	50,000	250,000
Total Funding	-	50,000	50,000	50,000	50,000	50,000	250,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction	-	50,000	50,000	50,000	50,000	50,000	250,000
Total Expenditures	-	50,000	50,000	50,000	50,000	50,000	250,000

Gas Tax Funding - Road Maintenance

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T1993-98	Active		No

Project Description:

A portion of the gas tax revenue is transferred to the Road and Bridge Fund for Road Maintenance Division's purchase of materials for maintenance of County infrastructure. This project provides funding for the Road Maintenance Operational Budget.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000
Total Funding	-	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Other		1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000
Total Expenditures	-	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000

2015 Transportation Bonds

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2012-02	Active		No

Project Description:

On October 13, 2015 the County issued \$10,580,000 in debt, at an interest rate of 3.50%, for the County Road 491 widening improvement project. These bonds mature on October 1, 2035 and are secured by a Covenant to Budget and Appropriate all legally available non-ad valorem revenues. The County plans to use gas tax revenues for the debt service payments.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		735,700	735,500	734,500	735,400	733,550	3,674,650
Total Funding	-	735,700	735,500	734,500	735,400	733,550	3,674,650

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Debt Service		735,700	735,500	734,500	735,400	733,550	3,674,650
Total Expenditures	-	735,700	735,500	734,500	735,400	733,550	3,674,650

Gas Tax Funding - Transit Operations

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2015-23	Active		No

Project Description:

A portion of the 1-6 cents Local Option Fuel Tax is funding the cash match for County Bus (transportation) operations. This funding is authorized by Section 336.025 (7), F.S.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		160,000	160,000	160,000	160,000	160,000	800,000
Total Funding	-	160,000	160,000	160,000	160,000	160,000	800,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Other		160,000	160,000	160,000	160,000	160,000	800,000
Total Expenditures	-	160,000	160,000	160,000	160,000	160,000	800,000

N Dunkenfield Ave - Resurfacing SCOP

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2020-01	Active		No

Project Description:

N. Dunkenfield Ave (SCOP Grant from W. Venable St. to 250 L.F. N. of N. Marion Way (1.9 miles). FDOT SCOP grant will provide a portion of the funding and the County will provide the remaining plus contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2018/2019 through 2022/2023 has been estimated at \$12,500 yearly. Once resurfacing has been completed in FY 2023/2024, the annual maintenance cost decreases to \$9,700.

Transportation and Gas Taxes	-
Grants	-
Construction	-

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		9,700	9,700	9,700	9,700	9,700	48,500
Total Operational Impacts	-	9,700	9,700	9,700	9,700	9,700	48,500

W Mustang Blvd - Resurfacing SCOP

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-01	Active		No

Project Description:

W. Mustang Blvd. SCOP Grant from Mesa Verde Dr. to CR 491(.65 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding, plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2020/2021 through 2023/2024 has been estimated at \$4,300 yearly. Once resurfacing has been completed in FY 2024/2025 the annual maintenance cost decreases to \$3,300.00

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		226,860					226,860
Grants		486,130					486,130
Total Funding	-	712,990	-	-	-	-	712,990

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		712,990					712,990
Total Expenditures	-	712,990	-	-	-	-	712,990

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		3,300	3,300	3,300	3,300	3,300	16,500
Total Operational Impacts	-	3,300	3,300	3,300	3,300	3,300	16,500

N Deltona Blvd - Resurfacing SCOP

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-02	Active		No

Project Description:

N. Deltona Blvd.. SCOP Grant from CR 491 to Homeway Lp (.36 miles). FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding, plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2020/2021 through 2023/2024 has been estimated at \$2,400 yearly. Once resurfacing has been completed in FY 2024/2025 the annual maintenance cost decreases to \$1,800.00

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		161,815					161,815
Grants		346,746					346,746
Total Funding	-	508,561	-	-	-	-	508,561

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		508,561					508,561
Total Expenditures	-	508,561	-	-	-	-	508,561

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		1,800	1,800	1,800	1,800	1,800	9,000
Total Operational Impacts	-	1,800	1,800	1,800	1,800	1,800	9,000

E Turner Camp Rd - Resurfacing SCOP

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-03	Active		No

Project Description:

E. Turner Camp Rd.. SCOP Grant from Matthew Meadow to END (1.7 miles). FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding, plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2020/2021 through 2023/2024 has been estimated at \$11,200 yearly. Once resurfacing has been completed in FY 2024/2025 the annual maintenance cost decreases to \$8,600.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		1,011,326					1,011,326
Grants		2,167,124					2,167,124
Total Funding	-	3,178,450	-	-	-	-	3,178,450

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		3,178,450					3,178,450
Total Expenditures	-	3,178,450	-	-	-	-	3,178,450

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		8,600	8,600	8,600	8,600	8,600	43,000
Total Operational Impacts	-	8,600	8,600	8,600	8,600	8,600	43,000

CR 491 & Hampshire Blvd Turn Lanes

Transportation Funds

Project Number: T2021-05	Project Status: Active	Strategic Element:	Master Plan: No
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Project Description:

The purpose of this project is to improve the left turn lane on CR 491 and construct a right turn lane on Hampshire Blvd. Project costs are as follows Engineer Design and Permitting \$140,000; Construction \$700,000. Right-of-way acquisition: (Does not include business damages or litigation costs \$80,000). Construction Administration/Inspection/Testing \$112,000.. This County road is identified as an arterial roadway and is an evacuation route for the citizens of Citrus County in the case of emergencies or storm events. Additional road maintenance will be required in future years after completion of construction. Annual maintenance cost is estimated to be after completion of the project.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		570,000	462,000				1,032,000
Total Funding	-	570,000	462,000	-	-	-	1,032,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design		140,000	112,000				252,000
Land		80,000					80,000
Construction		350,000	350,000				700,000
Total Expenditures	-	570,000	462,000	-	-	-	1,032,000

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		28,000	28,500	28,500	28,500	28,500	142,000
Total Operational Impacts	-	28,000	28,500	28,500	28,500	28,500	142,000

2020 Transportation Bonds

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-10	Active		No

Project Description:

On May 11, 2020 the County issued \$26,680,000 in debt, at an interest rate of 3.00%, for the County Road 491 widening improvement project. These bonds mature on October 1, 2037 and are secured by a Covenant to Budget and Appropriate all legally available non-ad valorem revenues. The County plans to use gas tax revenues for the debt service payments.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	10,989,900
Total Funding	-	2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	10,989,900

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Debt Service		2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	10,989,900
Total Expenditures	-	2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	10,989,900

S Apopka Ave - Resurfacing SCOP

Transportation Funds

Project Number: T2022-01	Project Status: Active	Strategic Element:	Master Plan: No
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Project Description:

S. Apopka Ave SCOP Grant from AnnaJo Dr to SR 44 (3.6 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance cost for FY 2021/2022 through 2025 /2026 has been estimated at \$23,700 yearly. Once resurfacing has been completed in FY 2025/2026 the annual maintenance cost decreases to \$18,200.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes			570,595				570,595
Grants			1,222,702				1,222,702
Total Funding	-	-	1,793,297	-	-	-	1,793,297

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction			1,793,297				1,793,297
Total Expenditures	-	-	1,793,297	-	-	-	1,793,297

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		23,700	18,200	18,200	18,200	18,200	96,500
Total Operational Impacts	-	23,700	18,200	18,200	18,200	18,200	96,500

Path & Sidewalk Facility / Improvement

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2022-02	Active		No

Project Description:

Path & Sidewalk Facility improvements as needed. Funded from gas tax revenue at \$100,000 per year. The County has more than 20 miles of paths and more than 60 miles of sidewalks with ADA ramps; which, require periodic maintenance and repair. Facility improvements may be staff initiated or concerned citizens contact their County Commissioners who generate a request to Public Works to review and provide solutions to correct intersections for the safety of the residents and visitors in Citrus County.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	100,000	100,000	100,000	100,000	100,000	500,000
Total Funding	-	100,000	100,000	100,000	100,000	100,000	500,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction	-	100,000	100,000	100,000	100,000	100,000	500,000
Total Expenditures	-	100,000	100,000	100,000	100,000	100,000	500,000

CR 470 - Resurfacing SCOP

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2023-02	Active		No

Project Description:

CR470 SCOP Grant from N. Apopka Ave. to SR 44 (4.9 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. DOT is experiencing a funding shortfall and the anticipated grant funding is being reduced to \$1.8M. To keep the project funded the county will need to cover the shortfall. The Resurfacing Program has been in effect for over 20 years and the County has been using SCOP funding for resurfacing for over 15 years. Annual Road Maintenance cost for FY 2024/2025 through 2025/2026 has been estimated at \$32,258 yearly. Once resurfacing has been completed in FY 2026/2027, the annual maintenance cost decreases to \$24,772.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		650,000	650,000	1,146,665			2,446,665
Grants				1,800,000			1,800,000
Total Funding	-	650,000	650,000	2,946,665	-	-	4,246,665

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		650,000	650,000	2,946,665			4,246,665
Total Expenditures	-	650,000	650,000	2,946,665	-	-	4,246,665

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		32,258	32,258	24,772	24,772	24,772	138,832
Total Operational Impacts	-	32,258	32,258	24,772	24,772	24,772	138,832

Engineering Services

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2023-05	Active		No

Project Description:

1. Requested \$60,000 funding is necessary to perform preliminary geotechnical investigation of the existing roadway facility.
2. Requested \$60,000 is needed to update signal warrant analysis.
3. Requested \$185,000 for Consulting Engineering Inspection Services.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	305,000	60,000	60,000	60,000	60,000	545,000
Total Funding	-	305,000	60,000	60,000	60,000	60,000	545,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design	-	305,000	60,000	60,000	60,000	60,000	545,000
Total Expenditures	-	305,000	60,000	60,000	60,000	60,000	545,000

Safe Route to School PH II Forest Ridge

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2023-06	Inactive		No

Project Description:

DOT is currently nearing completion of Phase I of the Safe Routes to Schools Sidewalk Project along Forest Ridge Blvd from CR 486 to Lake Beverly and planning to program engineering funding in FY 24 for Phase II of the Safe Routes to Schools Sidewalk Project along Forest Ridge Blvd from Lake Beverly Dr to Colbert Ct. DOT has informed the County that storm water facilities associated with the sidewalk project is not eligible for SRTS funding. As such, DOT is looking for the County to address the funding shortfall.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		410,000					410,000
Total Funding	-	410,000	-	-	-	-	410,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		410,000					410,000
Total Expenditures	-	410,000	-	-	-	-	410,000

W Dunklin St - Resurfacing SCOP

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-01	Active		No

Project Description:

W Dunklin St SCOP grant from CR495 to Citrus Springs Blvd (4.1 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. DOT is experiencing a funding shortfall and the anticipated grant funding is being reduced to \$1.8M. To keep the project funded the county will need to cover the shortfall. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance cost for FY 2024/2025 through 2026/2027 has been estimated at 27,000 yearly. Once resurfacing has been completed in FY 2027/2028, the annual maintenance cost decreases to 20,500.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		500,000	500,000	500,000	1,540,000		3,040,000
Grants					1,800,000		1,800,000
Total Funding	-	500,000	500,000	500,000	3,340,000	-	4,840,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		500,000	500,000	500,000	3,340,000		4,840,000
Total Expenditures	-	500,000	500,000	500,000	3,340,000	-	4,840,000

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		27,000	27,000	27,000	20,500	20,500	122,000
Total Operational Impacts	-	27,000	27,000	27,000	20,500	20,500	122,000

Ft Island Tr - Replace Guardrail at Bridge 024015

Transportation Funds

Project Number: T2024-02	Project Status: Inactive	Strategic Element:	Master Plan: No
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Project Description:

Replace Guardrail Systems along Ft Island Tr at Bridge No 024015. The Guardrail Systems along Ft Island Tr at Bridge No 024015 needs to be evaluated for safety and replacement. This project will provide funding to evaluate and replace the systems. Design/Engineering (80,000) and post design, bidding and contract administration (20,000). Maintenance costs will be determined as part of each specific project as they are developed.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	1,587,000					1,587,000
Total Funding	-	1,587,000	-	-	-	-	1,587,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design	-						-
Construction		1,587,000					1,587,000
Total Expenditures	-	1,587,000	-	-	-	-	1,587,000

Bridge Repairs - Ozello 009, 044 & 045

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-04	Active		No

Project Description:

The proposed project is to provide funding for maintenance improvements to three bridges on Ozello Trail.

009 Colleen Canal \$270,000 (includes contingency)

044 Black Creek \$110,000 (includes contingency)

045 Saltwater Bay \$350,000 (includes contingency) DOT has inspected the noted county owned bridges and has recommended various maintenance improvements be addressed. Repair plans and permit/exemptions are complete.

Transportation and Gas Taxes	-
Construction	-

Bridge Repair - Museum Pt 019

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-05	Active		No

Project Description:

The proposed project is to provide funding for maintenance improvements to they Museum Point Bridge (includes contingency). DOT has inspected the noted county owned bridges and has recommended various maintenance improvements be addressed. Repair plans and permit/exemptions are complete.

Transportation and Gas Taxes	-
Construction	-

Guardrail & Handrail Installation Repair

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-06	Cancel		No

Project Description:

Guardrail and handrail installation repair as needed. Project will be funded from gas tax revenue at 100,000 per year. The County has nearly 200 sections of guardrails which require periodic maintenance and repair. Facility improvements may be staff initiated or concerned citizens contract their County Commissioners who generate a request to Public Works to review and provide solutions to correct the guardrail/handrail for the safety of the public.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	100,000	100,000	100,000	100,000		400,000
Total Funding	-	100,000	100,000	100,000	100,000	-	400,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction	-	100,000	100,000	100,000	100,000		400,000
Total Expenditures	-	100,000	100,000	100,000	100,000	-	400,000

Functionally Classified Road Repair

Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-07	Cancel		No

Project Description:

Functionally Classified Roadway improvements as needed. Funded from gas tax revenue at 500,000 per year. The County has more than 300 miles of collector and arterial roadways which require periodic localized maintenance and repair. Facility improvements may be staff initiated or concerned citizens contact their County Commissioners who generate a request to Public Works to review and provide solutions to correct localized pavements and roadway deficiencies on collector and arterial roadways.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		500,000	500,000	500,000	500,000		2,000,000
Total Funding	-	500,000	500,000	500,000	500,000	-	2,000,000

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		500,000	500,000	500,000	500,000		2,000,000
Total Expenditures	-	500,000	500,000	500,000	500,000	-	2,000,000

Kensington/ Rehill - Resurfacing SCOP

Transportation Funds

Project Number: T2025-01	Project Status: Active	Strategic Element:	Master Plan: No
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Project Description:

Kensington/Rehill SCOP grant from SR44 to Citrus Hills Blvd (1.81 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. The resurfacing program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual road maintenance cost for FY 24/25 through FY 28/29 has been estimated at \$11,854 yearly. Once resurfacing has ben completed in FY 28/29, the annual maintenance cost decreases to \$9,000.

Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes						850,960	850,960
Grants						1,800,000	1,800,000
Total Funding	-	-	-	-	-	2,650,960	2,650,960

Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction						2,650,960	2,650,960
Total Expenditures	-	-	-	-	-	2,650,960	2,650,960

Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		11,854	11,854	11,854	11,854	9,000	56,416
Total Operational Impacts	-	11,854	11,854	11,854	11,854	9,000	56,416

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**APPENDIX G
LOCAL AGENCY CAPITAL IMPROVEMENT PROGRAMS**

**TIP FY 2025 - FY 2029
HERNANDO/CITRUS MPO**

CITY OF BROOKSVILLE - SCHEDULE OF CAPITAL IMPROVEMENTS FOR 5-YEAR PROGRAM

Dept/ Division	Project	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Unscheduled
COMMUNITY DEVELOPMENT CRA							
Development - CRA	Parking Improvement Plan	\$ 25,000					
CRA	Downtown Revitalization (Streets, Sidewalks, Street Lights, Fire Hydrants)	\$ 50,000					
CRA Sub-Total		\$ 75,000					
DPW STREETS AND DRAINAGE							
Streets and Drainage	North Avenue Sidewalk Construction	\$ -	\$ -				\$ 1,000,000
Streets and Drainage	Milling/Resurface Program	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	
Streets and Drainage	Sidewalk Program (5,000 Linear Feet Each Year)	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	
Streets and Drainage Sub-Total		\$1,000,000	\$600,000	\$600,000	\$600,000	\$600,000	\$1,000,000
Transportation TOTAL		\$ 1,075,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 1,000,000

**APPENDIX G: CITY OF INVERNESS, FLORIDA
LOCAL AGENCY CAPITAL IMPROVEMENT PROGRAMS**

**TIP FISCAL YEARS 2025-2029
HERNANDO/CITRUS MPO**

PROJECT	STATUS	FUNDING SOURCE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Road Resurfacing	Ongoing	General Fund	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Sidewalk Improvements	Ongoing	General Fund	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
West Inverness Trail	Applied for Grant	Grant	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000
Wispering Pines Park Entrance (US 41N)	Ongoing	Tax Increment (GF)	\$300,000	\$1,000,000	\$0	\$0	\$0	\$1,300,000
		Total	\$3,080,000	\$1,530,000	\$530,000	\$530,000	\$530,000	\$6,200,000

Appendix H: 5-Year Schedule of Capital Improvements for Transit Systems in Citrus and Hernando Counties

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Citrus County Transit Schedule of Capital Improvements FY 2025 - FY 2029

Project Description: FY 2024/2025 project is based on the purchase of 3 wheelchair accessible passenger buses. All vehicles are ordered through the Florida Department of Transportation (FDOT) approved vendors and meet the FDOT / Federal Transit administration (FTA) criteria for replacement. FY 2024/2025 through FY 2028/2029 projects will replace 18 buses for both Para transit and the Deviated Fixed Route. FDOT recommends replacement of buses after 150,000 miles and/or five (5) years, whichever comes first. Using State toll revenue/transportation development credits, the purchase of buses/capital equipment is 100% funded by FTA/FDOT grants. FTA requires annual performance targets for the replacement of rolling stock (buses).

Project Duration: Ongoing

CIE Requirement: No

Master Plan: Yes

Citrus County Transit CIP Project Number GF1993-05

FUNDING SOURCE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Taxes	\$ 67,000	\$ 67,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 359,000
Grants	\$ 600,000	\$ 1,324,020	\$ 600,000	\$ 600,000	\$ 600,000	\$ 3,724,020
Total	\$ 667,000	\$ 1,391,020	\$ 675,000	\$ 675,000	\$ 675,000	\$ 4,083,020
EXPENDITURES	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Equipment	\$ 667,000	\$ 1,391,020	\$ 675,000	\$ 675,000	\$ 675,000	\$ 4,083,020
Total	\$ 667,000	\$ 1,391,020	\$ 675,000	\$ 675,000	\$ 675,000	\$ 4,083,020

<u>Project</u>	<u>FY2025 Proposed</u>	<u>FY2026 Proposed</u>	<u>FY2027 Proposed</u>	<u>FY2028 Proposed</u>	<u>FY2029 Proposed</u>	<u>Total Proposed Projects</u>
108190 Replace Heavy Duty Fixed-Route Vehicles	\$1,800,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,600,000
108200 Replace ADA Paratransit Vehicles	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$4,050,000
108210 Bus Stop ADA Improvements	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$4,500,000
109220 Transit Shelter (s) & Amenities	\$230,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,630,000
111841 Fixed Route Vehicle	\$595,203	\$150,000	\$0	\$0	\$0	\$895,203
111842 Transfer Facility	\$5,000,000	\$3,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$23,000,000
	\$8,575,203	\$5,000,000	\$3,850,000	\$3,850,000	\$3,850,000	\$41,675,203

Appendix I: Transportation Disadvantaged 5-Year Work Programs

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**APPENDIX I
TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM**

**TIP FY 2025 - FY 2029
HERNANDO/CITRUS MPO**

HERNANDO COUNTY TRANSPORTATION DISADVANTAGED SERVICES						
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Section 5311	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Section 5310	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$1,875,000
Commission for Transportation Disadvantaged Trip & Equipment (T&E)	\$825,000	\$800,000	\$800,000	\$750,000	\$800,000	\$3,975,000
Commission for Transportation Disadvantaged Innovative Service Development Grant (ISD)	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Shirley Conroy Funding	\$0	\$132,000	\$0	\$132,000	\$0	\$264,000
5-Year Program Total	\$1,650,000	\$1,757,000	\$1,625,000	\$1,707,000	\$1,625,000	\$8,364,000

APPENDIX I**TIP FY 2025 - FY 2029****TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM****HERNANDO/CITRUS MPO****CITRUS COUNTY TRANSPORTATION DISADVANTAGED SERVICES**

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Section 5311 - Operating	\$235,260	\$200,522	\$177,519	\$247,772	\$247,772	\$1,108,845
CTD Trip and Equipment	\$644,054	\$644,054	\$650,000	\$650,000	\$650,000	\$3,238,108
State Block Grant - 5307/5311 match	\$319,518	\$329,104	\$329,104	\$350,000	\$441,543	\$1,769,269
Total	\$1,198,832	\$1,173,680	\$1,156,623	\$1,247,772	\$1,339,315	\$6,116,222

Appendix J: FDOT Review Comments for the Draft 5-YEAR TIP FY 2025-2029

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TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
REVIEW CHECKLIST**

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO’s final TIP Document.

Comments should be categorized as:

Editorial: The MPO may address comments regarding grammatical, spelling, and other related errors, but this would not affect the document’s approval.

Enhancement: Comments may be addressed by the MPO but would not affect the approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: The comment **MUST** be addressed to meet the minimum state and federal requirements for approval. The reviewer must clearly identify the applicable state or federal statutes, regulations, policies, guidance, or procedures to which the document does not conform.

If a question is categorized, a comment must accompany it. If a question is answered with “no,” a comment must accompany it.

MPO:	Hernando Citrus MPO	Fiscal Years included:	2025-2029
Review #:	1	Date of Review:	05/13/2024
		Reviewed by:	SZ/EJ 

TIP Format & Content

Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 1 & 5
	Click here to enter notes
Does the Table of Contents show the title of each section with the correct page number?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 9-10
	Click here to enter notes
Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 11
	Click here to enter notes
Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<i>No comment</i> Click here to enter comments	Page Numbers: 71-78
	Clicker here to enter notes

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53]

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 13

[Click here to enter notes](#)

Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)]

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 19

[Click here to enter notes](#)

Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS].

Yes No

No comment [Click here to enter comments.](#)

Page Numbers: 110

[Click here to enter notes](#)

Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs?

Yes No

Critical

Hernando Citrus is not in the TMA and will need only use 23 CFR 450.332 (b) on page 13.

Page Numbers: 13

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)]

Yes No

Choose an item. [Click here to enter comments](#)

Page Numbers: 16

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#).

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 14

[Click here to enter notes](#)

Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS]

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 79-110

[Click here to enter notes](#)

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

<p>Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download HERE. [23 CFR 450.334]; [s. 339.175(8)(h), FS]</p> <p><i>No comment</i> Click here to enter comments</p> <p>Click here to enter notes</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Page Numbers: 19, 111-120</p>
<p>Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)</p> <p><i>No comment</i> Click here to enter comments</p> <p>Click here to enter notes</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Page Numbers: 13</p>
<p>Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification.</p> <p><i>No comment</i> Click here to enter comments</p> <p>Click here to enter notes</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Page Numbers: 19</p>
<p>Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS]</p> <p><i>No comment</i> Click here to enter comments</p> <p>Click here to enter notes</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Page Numbers: 19</p>
<p>Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS AND 41-2.009(2) FAC]</p> <p><i>No comment</i> Click here to enter comments</p> <p>Click here to enter notes</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Page Numbers: 19-172; 19-20</p>
<p>Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:</p> <ul style="list-style-type: none">✓ Safety performance measures✓ System performance measures✓ Bridge performance measures✓ Pavement performance measures✓ State asset management plan<ul style="list-style-type: none">○ Including risk to off-system facilities during emergency events (if applicable)✓ State freight plan <p><i>If the MPO incorporated the TIP Performance Measures Template directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)]</i></p> <p><i>No comment</i> Click here to enter comments</p> <p>Click here to enter notes</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>Page Numbers: 26-61</p>
<p>Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>

TRANSPORTATION IMPROVEMENT PROGRAM

Review Checklist

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
- ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)]

No comment [Click here to enter comments](#)

Page Numbers: 26-61

[Click here to enter notes](#)

Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#).

Yes No

Critical

Please list any federal discretionary grant funding (ie. Safe Streets for All, etc.) the MPO, Hernando County, or Citrus County may have received in a separate appendix titled Federal Discretionary Grants.

Page Numbers:

[Click here to enter notes](#)

Does the TIP contain projects listed in the [FDOT 23 CFR Part 667 Report](#)?

Yes No

If so, does the MPO reference the report in the TIP for that project?

Yes No

No comment [Click here to enter comments](#)

Page Numbers:

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP include the following information?

- ✓ Sufficient description of the project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ Page number or identification number where the project can be found in LRTP (spot check)
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes No

No comment [Click here to enter comments](#)

Page Numbers: 7-110

[Click here to enter notes](#)

TIP Review

What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, FloridaCommerce, FTA, & FHWA? Include the date of submission in the comments.

No comment [Hernando Citrus MPO submitted the TIP draft into GAP on 05/10/2024.](#)

Page Numbers:

[Click here to enter notes](#)



AGENDA ITEM

TITLE

Approval of Resolutions 2024-5 and 2024-6, and Authorization for MPO Executive Director to Execute Fiscal Year 2025 Grant Award Agreements for Citrus and Hernando Counties from the Florida Commission for the Transportation Disadvantaged

BRIEF OVERVIEW

The Florida Commission for the Transportation Disadvantaged (CTD) provides annual planning grants to local agencies in support of statutorily mandated administrative and planning activities related to the Transportation Disadvantaged (TD) Program. The MPO Board, in their official capacity is the Designated Official Planning Agency (DOPA) for both Hernando and Citrus counties, oversees the program. The activities supported by the grants are consistent with the Unified Planning Work Program (UPWP) FY 2025 - FY 2026 which was adopted by the MPO Board on May 2, 2024. The CTD has allocated for FY 2025 for Citrus County the amount of \$25,645 and \$26,591 for Hernando County. There is no local match required. Funds are reimbursed upon furnishing invoices consistent with the agreements for the completion of prescribed activities and documents to the State.

The Florida Commission for the Transportation Disadvantaged has not yet transmitted the Grant Award Agreements to the agencies as they are awaiting finalization of the State's budget process. Given that the MPO Board is not scheduled to conduct a meeting in July, and the next meeting is in August, it is requested the MPO Board provide for the MPO Executive Director's administration of the grant agreements which typically commences July 1 of the State's fiscal year. Attached are resolutions presented in format from the CTD providing for an authorized agent for administrative purposes.

FINANCIAL IMPACT

Funds recognizing the State grant awards are programmed into the MPO Fund 1031 of the Hernando County's budgets for FY 2025 and for FY 2026.

LEGAL NOTE

Pursuant to Chapter 339.175 and Chapter 427, Florida Statutes, the MPO Board has the authority to take the recommended action. The resolutions and agreements will be reviewed by the County Attorney's office for form and legal sufficiency prior to execution.

RECOMMENDATION

It is recommended the MPO Board authorize the Chair's signature upon Resolution 2024-5 (Citrus County), Resolution 2024-6 (Hernando County), and the respective agreements for the Transportation Disadvantaged Planning Grant awards for the Citrus and Hernando counties upon receipt and review by the Hernando County Attorney's Office, and for the MPO Executive Director to administer the award agreements.

HERNANDO/CITRUS MPO BOARD

Transportation Disadvantaged Planning Grant (Hernando)

Resolution 2024-6

A RESOLUTION of the (Hernando/Citrus Metropolitan Planning Organization Board), hereinafter BOARD, hereby authorizes the filing and execution of a Transportation Disadvantaged Planning Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this BOARD is eligible to receive a Transportation Disadvantaged Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The BOARD has the authority to enter into this grant agreement for Hernando County, Florida.
2. The BOARD authorizes (Robert Esposito, MPO Executive Director) to execute the grant agreement, amendments, warranties, certifications and any other documents which may be required in connection with the agreement with the Florida Commission for the Transportation Disadvantaged on behalf of the Hernando/Citrus Metropolitan Planning Organization Board.
3. The BOARD'S Registered Agent in Florida is Robert Esposito, MPO Executive Director.
The Registered Agent's address is 789 Providence Boulevard, Brooksville, Florida 34601.

DULY PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

HERNANDO/CITRUS MPO BOARD

(Signature of Chairperson)

Jerry Campbell
(Typed name of Chairperson)

ATTEST:

Signature _____

Reviewed and Approved as to
Form & Legal Sufficiency

Hernando County Attorney

HERNANDO/CITRUS MPO BOARD
Transportation Disadvantaged Planning Grant (Citrus County)
Resolution 2024-5

A RESOLUTION of the (Hernando/Citrus MPO Board), hereinafter BOARD, hereby authorizes the filing and execution of a Transportation Disadvantaged Planning Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this BOARD is eligible to receive a Transportation Disadvantaged Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The BOARD has the authority to enter into this grant agreement for Citrus County, Florida.
2. The BOARD authorizes (Robert Esposito, MPO Executive Director) to execute the grant agreement, amendments, warranties, certifications and any other documents which may be required in connection with the agreement with the Florida Commission for the Transportation Disadvantaged on behalf of the Hernando/Citrus Metropolitan Planning Organization Board.
3. The BOARD'S Registered Agent in Florida is Robert Esposito, MPO Executive Director.
The Registered Agent's address is 789 Providence Boulevard, Brooksville, Florida 34601.

DULY PASSED AND ADOPTED THIS _____ DAY OF _____, 2024.

HERNANDO/CITRUS MPO BOARD

(Signature of Chairperson)

Jerry Campbell
(Typed name of Chairperson)

ATTEST:

Signature _____

Reviewed and Approved as to
Form & Legal Sufficiency

Hernando County Attorney



AGENDA ITEM

TITLE

Items for the Information of the MPO Board

BRIEF OVERVIEW

1. Annual Evaluations of the Community Transportation Coordinators (CTC) for Citrus and Hernando Counties.

Attached are the Annual Evaluations of the Community Transportation Coordinators (CTC) conducted by the Hernando/Citrus MPO staff (Planning Agency) on the Citrus County Board of County Commissioners (Citrus County Transit) and for Mid Florida Community Services doing business as Trans-Hernando for transportation disadvantaged service in Hernando County.

Utilizing the evaluation forms provided by the Commission for Transportation Disadvantaged, the reviews were completed and presented to the Transportation Disadvantaged Local Coordinating Boards at their respective public meetings on May 9, 2024. Based on the review, both CTCs appear to be operating consistent with the Florida Statutes Chapter 427, and Rule 41-2 of the Florida Administrative Code.

2. MPO Quarterly Financial Report for the period of January 1, 2024, through March 31, 2024.

FINANCIAL IMPACT

This is an informational item.

LEGAL NOTE

Pursuant to Chapter 427, Florida Statutes, the MPO Board is to receive a copy of the annual evaluations of the Community Transportation Coordinators.

RECOMMENDATION

It is recommended the MPO Board acknowledge the receipt of the annual evaluations of the Community Transportation Coordinators and provide comment as desired. No action is required by the MPO Board on the MPO Quarterly Financial Report for the period ending March 31, 2024.

CTC

EVALUATION WORKBOOK

Florida Commission for the



Transportation Disadvantaged

CTC BEING REVIEWED: Citrus County Board of County Commissioners

COUNTY (IES): Citrus County

ADDRESS: 1300 South Lecanto Highway, Lecanto. FL 34461

CONTACT: Joanne Granger **PHONE:** 352-527-7630

REVIEW PERIOD: FY 2024 **REVIEW DATES:** 2/28/24 to 5/2/24

PERSON CONDUCTING THE REVIEW: Robert Esposito and Mary Elwin

CONTACT INFORMATION: REsposito@hernandocounty.us; MaryE@hernandocounty.us

FORMATTED 2011 – 2012

LCB EVALUATION WORKBOOK

ITEM	PAGE
REVIEW CHECKLIST _____	3
EVALUATION INFORMATION _____	5
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SURVEYS _____	47
LEVEL OF COST WORKSHEET # 1 _____	52
LEVEL OF COMPETITION WORKSHEET #2 _____	53
LEVEL OF AVAILABILITY WORKSHEET #3 _____	55

REVIEW CHECKLIST & SCHEDULE

COLLECT FOR REVIEW:

- APR Data Pages
- QA Section of TDSP
- Last Review (Date: 4/30/2023)
- List of Omb. Calls
- QA Evaluation
- Status Report (from last review)
- AOR Submittal Date
- TD Clients to Verify
- TDTF Invoices
- Audit Report Submittal Date

ITEMS TO REVIEW ON-SITE:

- SSPP PTASP
- Policy/Procedure Manual
- Complaint Procedure
- Drug & Alcohol Policy (see certification)
- Grievance Procedure
- Driver Training Records (see certification)
- Contracts
- Other Agency Review Reports
- Budget
- Performance Standards
- Medicaid Documents

ITEMS TO REQUEST:

- REQUEST INFORMATION FOR RIDER/BENEFICIARY SURVEY** (Rider/Beneficiary Name, Agency who paid for the trip [sorted by agency and totaled], and Phone Number)
- REQUEST INFORMATION FOR CONTRACTOR SURVEY** (Contractor Name, Phone Number, Address and Contact Name)
- REQUEST INFORMATION FOR PURCHASING AGENCY SURVEY** (Purchasing Agency Name, Phone Number, Address and Contact Name)
- REQUEST ANNUAL QA SELF CERTIFICATION** (Due to CTD annually by January 15th).
- MAKE ARRANGEMENTS FOR VEHICLES TO BE INSPECTED** (Only if purchased after 1992 and privately funded).

INFORMATION OR MATERIAL TO TAKE WITH YOU:

- Measuring Tape
- Stop Watch

EVALUATION INFORMATION

An LCB review will consist of, but is not limited to the following pages:

1	Cover Page
5 - 6	Entrance Interview Questions
12	Chapter 427.0155 (3) Review the CTC monitoring of contracted operators
13	Chapter 427.0155 (4) Review TDSP to determine utilization of school buses and public transportation services
19	Insurance
23	Rule 41-2.011 (2) Evaluation of cost-effectiveness of Coordination Contractors and Transportation Alternatives
25 - 29	Commission Standards and Local Standards
39	On-Site Observation
40 – 43	Surveys
44	Level of Cost - Worksheet 1
45- 46	Level of Competition – Worksheet 2
47 - 48	Level of Coordination – Worksheet 3

Notes to remember:

- **The CTC should not conduct the evaluation or surveys. If the CTC is also the PA, the PA should contract with an outside source to assist the LCB during the review process.**
- **Attach a copy of the Annual QA Self Certification.**

ENTRANCE INTERVIEW QUESTIONS

INTRODUCTION AND BRIEFING:

- Describe the evaluation process (LCB evaluates the CTC and forwards a copy of the evaluation to the CTD).
- The LCB reviews the CTC once every year to evaluate the operations and the performance of the local coordinator.

The LCB will be reviewing the following areas:

- Chapter 427, Rules 41-2 and 14-90, CTD Standards, and Local Standards
 - Following up on the Status Report from last year and calls received from the Ombudsman program.
 - Monitoring of contractors.
 - Surveying riders/beneficiaries, purchasers of service, and contractors
-
- The LCB will issue a Review Report with the findings and recommendations to the CTC no later than 30 working days after the review has concluded.
 - Once the CTC has received the Review Report, the CTC will submit a Status Report to the LCB within 30 working days.
 - Give an update of Commission level activities (last meeting update and next meeting date), if needed.

USING THE APR, COMPILE THIS INFORMATION:

1. OPERATING ENVIRONMENT:

- RURAL URBAN

2. ORGANIZATION TYPE:

- PRIVATE-FOR-PROFIT
 PRIVATE NON-PROFIT
 GOVERNMENT
 TRANSPORTATION AGENCY

3. NETWORK TYPE:

- SOLE PROVIDER
- PARTIAL BROKERAGE
- COMPLETE BROKERAGE

4. NAME THE OPERATORS THAT YOUR COMPANY HAS CONTRACTS WITH:

Not applicable.

5. NAME THE GROUPS THAT YOUR COMPANY HAS COORDINATION CONTRACTS WITH:

Coordination Contract Agencies				
Name of Agency	Address	City, State, Zip	Telephone Number	Contact
CCARC Inc	5399 Gulf-to-Lake	Lecanto, FL	352-795-5541	Theresa Flick

6. NAME THE ORGANIZATIONS AND AGENCIES THAT PURCHASE SERVICE FROM THE CTC AND THE PERCENTAGE OF TRIPS EACH REPRESENTS?
(Recent APR information may be used)

Name of Agency	% of Trips	Name of Contact	Telephone Number
Not Applicable			

7. REVIEW AND DISCUSS TD HELPLINE CALLS:

	Number of calls	Closed Cases	Unsolved Cases
Cost	0		
Medicaid	0		
Quality of Service	0		
Service Availability	0		
Toll Permit	0		
Other	0		

GENERAL QUESTIONS

Use the TDSP to answer the following questions. If these are not addressed in the TDSP, follow-up with the CTC.

1. DESIGNATION DATE OF CTC: Originally January 1978; Current=May 12, 2022

2. WHAT IS THE COMPLAINT PROCESS?

The complaint process was updated and adopted on February 8, 2024 by LCB.

IS THIS PROCESS IN WRITTEN FORM? Yes No
(Make a copy and include in folder)

Is the process being used? Yes No

3. DOES THE CTC HAVE A COMPLAINT FORM? Yes No
(Make a copy and include in folder)

4. DOES THE COMPLAINT FORM INCORPORATE ALL ELEMENTS OF THE CTD'S UNIFORM SERVICE REPORTING GUIDEBOOK?

Yes No

5. DOES THE FORM HAVE A SECTION FOR RESOLUTION OF THE COMPLAINT?

Yes No

Review completed complaint forms to ensure the resolution section is being filled out and follow-up is provided to the consumer.

6. IS A SUMMARY OF COMPLAINTS GIVEN TO THE LCB ON A REGULAR BASIS?

Yes No When applicable.

7. WHEN IS THE DISSATISFIED PARTY REFERRED TO THE TD HELPLINE?

Issues would be referred to the TD Helpline if they could not be resolved at the local level.

8. WHEN A COMPLAINT IS FORWARDED TO YOUR OFFICE FROM THE OMBUDSMAN PROGRAM, IS THE COMPLAINT ENTERED INTO THE LOCAL COMPLAINT FILE/PROCESS?

Yes No

If no, what is done with the complaint?

9. DOES THE CTC PROVIDE WRITTEN RIDER/BENEFICIARY INFORMATION OR BROCHURES TO INFORM RIDERS/ BENEFICIARIES ABOUT TD SERVICES?

Yes No If yes, what type?

Brochures are used to provide information about TD Services. Copies are available on vehicles, in the office, and on the website. Copies have been provided to the reviewers and included in the review file.

10. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE OMBUDSMAN NUMBER?

Yes No

11. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE COMPLAINT PROCEDURE?

Yes No

12. WHAT IS YOUR ELIGIBILITY PROCESS FOR TD RIDERS/ BENEFICIARIES?

An application is required for TD service eligibility and is valid for a two-year period. A current application is available on CCT's website and is on file at the Planning Agency (MPO) to support this review.

Please Verify These Passengers Have an Eligibility Application on File:

TD Eligibility Verification			
Name of Client	Address of client	Date of Ride	Application on File?
Vera Bartolo	4235 S. Cascade Ave., Inverness, FL 34445	10/10/2023	Yes
Onolee Fass	500 N. Indigo Terrace, Hernando FL 34442	9/20/2023	Yes
Michael Musto	1103 Mossy Oak #1, Inverness, FL 34450	12/20/2023	Yes
Courtney Stivenson	21 N. Washington St, Beverly Hills 34465	8/15/2023	Yes

13. WHAT INNOVATIVE IDEAS HAVE YOU IMPLEMENTED IN YOUR COORDINATED SYSTEM?

Trips to government resources outside of the Citrus service area are available to the Social Security office in Ocala or the Veterans Administration clinic in Ocala.

14. ARE THERE ANY AREAS WHERE COORDINATION CAN BE IMPROVED?

The computer scheduling software is being evaluated since it is 20 years old. Vendor demonstrations have been conducted.

15. WHAT BARRIERS ARE THERE TO THE COORDINATED SYSTEM?

No barriers exist. Qualified driver shortages exist.

16. ARE THERE ANY AREAS THAT YOU FEEL THE COMMISSION SHOULD BE AWARE OF OR CAN ASSIST WITH?

None at this time.

17. WHAT FUNDING AGENCIES DOES THE CTD NEED TO WORK CLOSELY WITH IN ORDER TO FACILITATE A BETTER-COORDINATED SYSTEM?

None at this time.

18. HOW ARE YOU MARKETING THE VOLUNTARY DOLLAR?

A flyer is displayed on the vehicles to remind patrons to consider contributing \$1.00 at the time of vehicle registrations.

GENERAL QUESTIONS

Findings:
No findings.

Recommendations:
No recommendations.

COMPLIANCE WITH CHAPTER 427, F.S.

**Review the CTC last AOR submittal for compliance with 427. 0155(2)
“Collect Annual Operating Data for submittal to the Commission.”**

REPORTING TIMELINESS

Were the following items submitted on time?

a. Annual Operating Report Yes No

Any issues that need clarification? Yes No

Any problem areas on AOR that have been re-occurring?

List:

b. Memorandum of Agreement Yes No

c. Transportation Disadvantaged Service Plan Yes No

d. Grant Applications to TD Trust Fund Yes No

e. All other grant application (____%) Yes No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

No comments.

COMPLIANCE WITH CHAPTER 427, F.S.

Review the CTC monitoring of its transportation operator contracts to ensure compliance with 427.0155(3), F.S.

“Review all transportation operator contracts annually.”

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS OPERATOR(S) AND HOW OFTEN IS IT CONDUCTED?

Not applicable; the CTC is the operator.

Is a written report issued to the operator? Yes No

If **NO**, how are the contractors notified of the results of the monitoring?

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS COORDINATION CONTRACTORS AND HOW OFTEN IS IT CONDUCTED?

The CTC monitors the sole coordination contractor, Key Training Center, on an annual basis. The Key Training Center transports its own organizational clients. In addition, the Key Training Center is required to provide quarterly and annual reports on its service it provides to its clients.

Is a written report issued? Yes No

If **NO**, how are the contractors notified of the results of the monitoring?

WHAT ACTION IS TAKEN IF A CONTRACTOR RECEIVES AN UNFAVORABLE REPORT?

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

ASK TO SEE DOCUMENTATION OF MONITORING REPORTS.

COMPLIANCE WITH CHAPTER 427, F.S.

Review the TDSP to determine the utilization of school buses and public transportation services [Chapter 427.0155(4)]
“Approve and coordinate the utilization of school bus and public transportation services in accordance with the TDSP.”

HOW IS THE CTC USING SCHOOL BUSES IN THE COORDINATED SYSTEM?

The CTC does not use school buses in the system.

Rule 41-2.012(5)(b): *"As part of the Coordinator's performance, the local Coordinating Board shall also set an annual percentage goal increase for the number of trips provided within the system for ridership on public transit, where applicable. In areas where the public transit is not being utilized, the local Coordinating Board shall set an annual percentage of the number of trips to be provided on public transit."*

HOW IS THE CTC USING PUBLIC TRANSPORTATION SERVICES IN THE COORDINATED SYSTEM?

N/A

IS THERE A GOAL FOR TRANSFERRING PASSENGERS FROM PARATRANSIT TO TRANSIT?

Yes No

If YES, what is the goal?

TD riders are encouraged to ride the deviated fixed-route system using a free bus pass. There are 202 riders currently using bus passes.

Is the CTC accomplishing the goal? Yes No

IS THE CTC IN COMPLIANCE WITH THIS REQUIREMENT? Yes No

Comments:

The CTC is promoting the use of the deviated route public transit system. TDSP Pages 27-28. Free bus pass issued to experience deviated fixed-route.

COMPLIANCE WITH CHAPTER 427, F.S.

Review of local government, federal and state transportation applications for TD funds (all local, state or federal funding for TD services) for compliance with 427.0155(5).

“Review all applications for local government, federal, and state transportation disadvantaged funds, and develop cost-effective coordination strategies.”

IS THE CTC INVOLVED WITH THE REVIEW OF APPLICATIONS FOR TD FUNDS, IN CONJUNCTION WITH THE LCB? (TD Funds include all funding for transportation disadvantaged services, i.e. Section 5310 [formerly Sec.16] applications for FDOT funding to buy vehicles granted to agencies who are/are not coordinated)

Yes No

If Yes, describe the application review process.

The Citrus County Board of County Commissioners serves as the CTC. The CTC reviews and approves all applications. The Citrus County Transit Director serves on the Local Coordinating Board and provides reports. The Hernando/Citrus MPO applies for the Planning Grant.

If no, is the LCB currently reviewing applications for TD funds (any federal, state, and local funding)? Yes No

If no, is the planning agency currently reviewing applications for TD funds?
 Yes No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:
The Citrus County Transit Director and MPO Staff are in contact throughout each quarter and work on matters related to transportation disadvantaged service.

COMPLIANCE WITH CHAPTER 427, F.S.

**Review priorities listed in the TDSP, according to Chapter 427.0155(7).
*“Establish priorities with regard to the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust monies.”***

REVIEW THE QA SECTION OF THE TDSP (ask CTC to explain):

Quality assurance is addressed in the TDSP and reviewed annually during its update.

WHAT ARE THE PRIORITIES FOR THE TDTF TRIPS?

Per TDSP, Page 32, priority is given to trips in the following order: medical, nutrition, employment, education, shopping, and recreation.

HOW ARE THESE PRIORITIES CARRIED OUT?

Per TDSP, Page 32, priority is given to trips in the following order: medical, nutrition, employment, education, shopping, and recreation. Dispatchers utilize software to schedule trips. If space is not available, the client re-schedules trip. CCT indicates that it has not found it necessary to implement prioritization.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

No additional comments.

COMPLIANCE WITH CHAPTER 427, F.S.

Ensure CTC compliance with the delivery of transportation services, 427.0155(8).

“Have full responsibility for the delivery of transportation services for the transportation disadvantaged as outlined in s. 427.015(2).”

Review the Operational section of the TDSP

1. Hours of Service:

Hours of service are 6:00 am to 6:00 pm. (TDSP Page 35)

2. Hours of Intake:

Intake hours are 8:00 am to 5:00 pm. (TDSP Page 35)

3. Provisions for After Hours Reservations/Cancellations?

Callers utilize an answering system available 24 hours per day, 7 days per week. The Transit Office places reminder calls the night before a trip allowing the customer to re-confirm or cancel their trip by Interactive Voice Response (IVR). (TDSP Page 35)

4. What is the minimum required notice for reservations?

The minimum required notice for reservations is 2 days in advance, by noon, including trips to the Veterans Administration. Trips to the Social Security Office in Ocala are to be reserved by Friday at noon the week prior to the trip. (TDSP Page 35)

5. How far in advance can reservations be place (number of days)?

Advance reservations can be made 14 days in advance; however, standing reservations are utilized. Medical appointments can be made more than 14 days in advance. (TDSP Page 35)

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

No additional comments.

COMPLIANCE WITH CHAPTER 427, F.S.

Review the cooperative agreement with the local WAGES coalitions according to Chapter 427.0155(9).

“Work cooperatively with local WAGES coalitions established in Chapter 414 to provide assistance in the development of innovative transportation services for WAGES participants.”

WHAT TYPE OF ARRANGEMENT DO YOU HAVE WITH THE LOCAL WAGES COALITION?

Not applicable.

HAVE ANY INNOVATIVE WAGES TRANSPORTATION SERVICES BEEN DEVELOPED?

Not applicable.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

None.

CHAPTER 427

Findings:

No findings.

Recommendations:

None.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(1), Minimum Insurance Compliance
“...ensure compliance with the minimum liability insurance requirement of \$100,000 per person and \$200,000 per incident...”

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS?

The minimum liability insurance requirements are \$200,000 per person and \$300,000 per incident.

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS IN THE OPERATOR AND COORDINATION CONTRACTS?

The minimum liability insurance requirements are \$200,000 per person and \$300,000 per incident.

HOW MUCH DOES THE INSURANCE COST (per operator)?

Operator	Insurance Cost

DOES THE MINIMUM LIABILITY INSURANCE REQUIREMENTS EXCEED \$1 MILLION PER INCIDENT?

Yes No

If yes, was this approved by the Commission? Yes No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:
None.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(2), Safety Standards.

“...shall ensure the purchaser that their operations and services are in compliance with the safety requirements as specified in Section 341.061(2)(a), F.S. and 14-90, F.A.C.”

Date of last SSPP Compliance Review PTASP 7/12/22, Obtain a copy of this review.

Review the last FDOT SSPP Compliance Review, if completed in over a year, check drivers’ records. If the CTC has not monitored the operators, check drivers’ files at the operator’s site.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

ARE THE CTC CONTRACTED OPERATORS IN COMPLIANCE WITH THIS SECTION?

Yes No Not applicable; no operators.

DRIVER REQUIREMENT CHART

Driver Last Name	Driver License Review	Last Physical	CPR/1st Aid	Def. Driving	ADA Training	Other- Radio Communications
Peterson	12/20/2023	2/1/2023	N/A	6/8/2023	3/28/2023	12/5/2023
Osborn	12/20/2023	4/6/2022	N/A	6/5/2023	3/28/2023	12/7/2023
Rodriguez	12/20/2023	8/25/2023	N/A	5/9/2023	4/6/2023	12/7/2023
Welshans	12/20/2023	2/8/2023	N/A	5/8/2023	3/28/2023	9/19/2023
Mannino	12/20/2023	8/14/2023	N/A	5/12/2023	3/30/2023	12/5/2023
Whistler	12/20/2023	9/25/2023	N/A	8/31/2023	3/30/2023	9/13/2023
Jewasinski	12/20/2023	9/25/2023	N/A	10/20/2023		2/25/2024
Garvin	12/20/2023	5/17/2023	N/A	5/8/2023	3/23/2023	12/27/2023
Murphy	12/20/2023	4/25/2023	N/A	8/27/2023	3/23/2023	12/28/2023
Wood	12/20/2023	7/3/2023	N/A	9/1/2023	3/23/2023	12/27/2023
Molchanow	12/20/2023	9/18/2023	N/A	10/10/2023		12/13/2023
McCausland	12/20/2023	9/5/2023	N/A	8/31/2023	3/30/2023	12/7/2023
Rock	12/20/2023	5/6/2023	N/A	5/30/2023	4/17/2023	

Sample Size: 1-20 Drivers – 50-100% 21-100 Drivers – 20-50% 100+ Drivers – 5-10%

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(3), Drug and Alcohol Testing

“...shall assure the purchaser of their continuing compliance with the applicable state or federal laws relating to drug testing...”

With which of the following does the CTC (and its contracted operators) Drug and Alcohol Policy comply?

- FTA (Receive Sect. 5307, 5309, or 5311 funding)
- FHWA (Drivers required to hold a CDL)
- Neither

REQUEST A COPY OF THE DRUG & ALCOHOL POLICY AND LATEST COMPLIANCE REVIEW.

DATE OF LAST DRUG & ALCOHOL POLICY REVIEW: 1/9/2024 (FDOT)

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

On January 9, 2024, the Florida Department of Transportation completed a triennial (3-year) review and reported no findings on Drug and Alcohol policy matters.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.011(2), Evaluating Cost-Effectiveness of Coordination Contractors and Transportation Alternatives.

“...contracts shall be reviewed annually by the Community Transportation Coordinator and the Coordinating Board as to the effectiveness and efficiency of the Transportation Operator or the renewal of any Coordination Contracts.”

1. IF THE CTC HAS COORDINATION CONTRACTORS, DETERMINE THE COST-EFFECTIVENESS OF THESE CONTRACTORS.

Cost [CTC and Coordination Contractor (CC)]

	CTC	CC #1	CC #2	CC #3	CC #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation: The Key Training Center only transports their own clients and does not utilize TD funding.					

2. DO YOU HAVE TRANSPORTATION ALTERNATIVES? Yes No
 (Those specific transportation services approved by rule or the Commission as a service not normally arranged by the Community Transportation Coordinator, but provided by the purchasing agency. Example: a neighbor providing the trip)

Cost [CTC and Transportation Alternative (Alt.)]

	CTC	Alt. #1	Alt. #2	Alt. #3	Alt. #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation:					

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

RULE 41-2

Findings:

None.

Recommendations:

No recommendations.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Commission Standards

“...shall adhere to Commission approved standards...”

Review the TDSP for the Commission standards.

Commission Standards	Comments
Local toll free phone number must be posted in all vehicles.	Yes, the system vehicles contain the local toll-free telephone numbers. TDSP, Page 34
Vehicle Cleanliness	Vehicles are clean and well-kept. TDSP, Page 34
Passenger/Trip Database	Routematch software is utilized for database. CTC is reviewing software alternatives. TDSP, Page 34

Adequate seating	<p>Yes, there is adequate seating on the vehicles.</p> <p>TDSP, Page 33</p>
Driver Identification	<p>Drivers display identification.</p> <p>TDSP, Page 33</p>
Passenger Assistance	<p>Yes</p> <p>TDSP, Page 33</p>
Smoking, Eating and Drinking	<p>No smoking, eating, or drinking is permitted on vehicles.</p> <p>TDSP, Page 34</p>

Two-way Communications	Yes, vehicles are equipped with two-way radios. TDSP, Page 33
Air Conditioning/Heating	Yes, air conditioning and heating are utilized on vehicles. TDSP, Page 33
Billing Requirements	Billing requirements are contained within the TDSP. TDSP, Page 33

COMMISSION STANDARDS

Findings:

The TDSP addresses the Commission Standards.

Recommendations:

No recommendations.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Local Standards

“...shall adhere to Commission approved standards...”

Review the TDSP for the Local standards.

Local Standards	Comments
Transport of Escorts and dependent children policy	Standards are contained in TDSP. Children 12 and under traveling must be accompanied by an adult escort. Children 12 and under ride free. TDSP Page 34
Use, Responsibility, and cost of child restraint devices	Standards are contained in TDSP. Child restraint devices are not required on buses. However, if used, it is parent's responsibility to provide and secure device. TDSP Page 34
Out-of-Service Area trips	Standards are contained in TDSP. Services provided to Veterans Admin in Gainesville, Tampa, and the Villages on a weekly basis. Services to Social Security Admin in Ocala provided on a monthly basis. TDSP Page 33
CPR/1st Aid	Standards are contained in TDSP. Drivers are not required to perform CPR/1st Aid. Emergencies require 9-1-1 calls for assistance. TDSP Page 36
Driver Criminal Background Screening	Standards are contained in TDSP. Employment Level II Background completed. TDSP Page 36
Rider Personal Property	Standards are contained in TDSP. Personal property required to be placed on laps or stowed under seat. TDSP Page 33
Advance reservation requirements	Standards are contained in TDSP. Reservations made up to 14 days in advance. Reservations for Social Security Administration Offices in Ocala must be made by Noon on Friday the week prior. TDSP Page 36
Pick-up Window	Standards are contained in TDSP. Pick-up window is 1 hour from the scheduled pick-up and 1 hour of the return time. TDSP Page 37

<i>Measurable Standards/Goals</i>	<i>Standard/Goal</i>	<i>Latest Figures</i>	<i>Is the CTC/Operator meeting the Standard?</i>
Public Transit Ridership	CTC 24,651	CTC 26,697	Yes
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
On-time performance TDSP Pg 37, 7/1/23-3/31/24	CTC 85%	CTC 99.67%	Yes
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Passenger No-shows TDSP Pg 37 7/1/23-3/31/24	CTC ^{Less than 3 per rider/per month} 0	CTC 0 Unexcused	Yes
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Accidents TDSP Pg 36 7/1/23-3/31/24	CTC 6 per TDSP	CTC 0	Yes
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Roadcalls TDSP Pg 37 Average age of fleet: 6.5	CTC <10,000 miles per 1 Yr	CTC 0	Yes
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Complaints TDSP & Updated Policy Number filed: 0	CTC 0	CTC 0	Yes, 0 written
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Call-Hold Time TDSP Pg 36	CTC 4 Minutes	CTC	Yes, Tested @ 2.5
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	

LOCAL STANDARDS

Findings:

No findings.

Recommendations:

No recommendations at this time.

COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT

REVIEW COPIES OF THE PUBLIC INFORMATION PROVIDED.

DOES PUBLIC INFORMATION STATE THAT ACCESSIBLE FORMATS ARE
AVAILABLE UPON REQUEST? Yes No

ARE ACCESSIBLE FORMATS ON THE SHELF? Yes No

IF NOT, WHAT ARRANGEMENTS ARE IN PLACE TO HAVE MATERIAL
PRODUCED IN A TIMELY FASHION UPON REQUEST?

DO YOU HAVE TTY EQUIPMENT OR UTILIZE THE FLORIDA RELAY SYSTEM?
 Yes No

IS THE TTY NUMBER OR THE FLORIDA RELAY SYSTEM NUMBERS LISTED WITH
THE OFFICE PHONE NUMBER? Yes No

Florida Relay System:
Voice- 1-800-955-8770
TTY- 1-800-955-8771

EXAMINE OPERATOR MANUALS AND RIDER INFORMATION. DO CURRENT
POLICIES COMPLY WITH ADA PROVISION OF SERVICE REQUIREMENTS
REGARDING THE FOLLOWING:

Provision of Service	Training Provided	Written Policy	Neither
Accommodating Mobility Aids	Yes	Yes	
Accommodating Life Support Systems (O ₂ Tanks, IV's...)	N/A	N/A	
Passenger Restraint Policies	Yes	Yes	
Standee Policies (persons standing on the lift)	Yes	Yes	
Driver Assistance Requirements	Yes	Yes	
Personal Care Attendant Policies	Yes	Yes	
Service Animal Policies	Yes	Yes	
Transfer Policies (From mobility device to a seat)	Yes	Yes	
Equipment Operation (Lift and securement procedures)	Yes	Yes	
Passenger Sensitivity/Disability Awareness Training for Drivers	Yes	Yes	

RANDOMLY SELECT ONE OR TWO VEHICLES PER CONTRACTOR (DEPENDING ON SYSTEM SIZE) THAT ARE IDENTIFIED BY THE CTC AS BEING ADA ACCESSIBLE AND PURCHASED WITH PRIVATE FUNDING, AFTER 1992. CONDUCT AN INSPECTION USING THE ADA VEHICLE SPECIFICATION CHECKLIST.

INSPECT FACILITIES WHERE SERVICES ARE PROVIDED TO THE PUBLIC (ELIGIBILITY DETERMINATION, TICKET/COUPON SALES, ETC...).

IS A RAMP PROVIDED? Yes No

ARE THE BATHROOMS ACCESSIBLE? Yes No

Bus and Van Specification Checklist

Name of Provider: Not applicable - Vehicles utilized in the system are purchased with public funds. +

Vehicle Number (either VIN or provider fleet number):

Type of Vehicle: Minivan Van Bus (>22')
 Minibus (<= 22') Minibus (>22')

Person Conducting Review:

Date:

Review the owner's manual, check the stickers, or ask the driver the following:

- The lift must have a weight limit of at least 600 pounds.
- The lift must be equipped with an emergency back-up system (in case of loss of power to vehicle). Is the pole present?
- The lift must be "interlocked" with the brakes, transmission, or the door, so the lift will not move unless the interlock is engaged. Ensure the interlock is working correctly.

Have the driver lower the lift to the ground:

- Controls to operate the lift must require constant pressure.
- Controls must allow the up/down cycle to be reversed without causing the platform to "stow" while occupied.
- Sufficient lighting shall be provided in the step well or doorway next to the driver, and illuminate the street surface around the lift, the lighting should activate when the door/lift is in motion. Turn light switch on, to ensure lighting is working properly.

Once the lift is on the ground, review the following:

- Must have an inner barrier to prevent the mobility aid from rolling off the side closest to the vehicle until the platform is fully raised.
- Side barriers must be at least 1 ½ inches high.
- The outer barrier must be sufficient to prevent a wheelchair from riding over it.
- The platform must be slip-resistant.
- Gaps between the platform and any barrier must be no more than 5/8 of an inch.
- The lift must have two handrails.
- The handrails must be 30-38 inches above the platform surface.
- The handrails must have a useable grasping area of 8 inches, and must be at least 1 ½ inches wide and have sufficient knuckle clearance.
- The platform must be at least 28 1/2 inches wide measured at the platform surface, and 30 inches wide and 48 inches long measured 2 inches above the platform surface.

- If the ramp is not flush with the ground, for each inch off the ground the ramp must be 8 inches long.
- Lifts may be marked to identify the preferred standing position (suggested, not required)

Have the driver bring the lift up to the fully raised position (but not stowed):

- When in the fully raised position, the platform surface must be horizontally within 5/8 inch of the floor of the vehicle.
- The platform must not deflect more than 3 degrees in any direction. To test this, stand on the edge of the platform and carefully jump up and down to see how far the lift sways.
- The lift must be designed to allow boarding in either direction.

While inside the vehicle:

- Each securement system must have a clear floor area of 30 inches wide by 48 inches long.
- The securement system must accommodate all common wheelchairs and mobility aids.
- The securement system must keep mobility aids from moving no more than 2 inches in any direction.
- A seat belt and shoulder harness must be provided for each securement position, and must be separate from the security system of the mobility aid.

Vehicles under 22 feet must have:

- One securement system that can be either forward or rear-facing.
- Overhead clearance must be at least 56 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.

Vehicles over 22 feet must have:

- Must have 2 securement systems, and one must be forward-facing, the other can be either forward or rear-facing.
- Overhead clearance must be at least 68 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.
- Aisles, steps, and floor areas must be slip resistant.
- Steps or boarding edges of lift platforms must have a band of color which contrasts with the step/floor surface.

COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT

Table 1. ADA Compliance Review - Provider/Contractor Level of Service Chart

Name of Service Provider/ Contractor	Total # of Vehicles Available for CTC Service	# of ADA Accessible Vehicles	Areas/Sub areas Served by Provider/Contractor
Citrus County Transit	30	30	Citrus County and Trips to Ocala (Social Security), Gainesville (Vets Admin)

BASED ON THE INFORMATION IN TABLE 1, DOES IT APPEAR THAT INDIVIDUALS REQUIRING THE USE OF ACCESSIBLE VEHICLES HAVE EQUAL SERVICE?

Yes No

ADA COMPLIANCE

Findings:

None

Recommendations:

No recommendations.

FY 2023 / 2024 GRANT QUESTIONS

The following questions relate to items specifically addressed in the FY 2023 / 2024 Trip and Equipment Grant.

DO YOU KEEP ALL RECORDS PERTAINING TO THE SPENDING OF TDTF DOLLARS FOR FIVE YEARS? (Section 7.10: Establishment and Maintenance of Accounting Records, T&E Grant, and FY 2024)

Yes No

ARE ALL ACCIDENTS THAT HAVE RESULTED IN A FATALITY REPORTED TO THE COMMISSION WITHIN 24 HOURS AFTER YOU HAVE RECEIVED NOTICE? (Section 14.80: Accidents, T/E Grant, and FY 2024)

Yes No **Not applicable; no qualifying accidents.**

ARE ALL ACCIDENTS THAT HAVE RESULTED IN \$1,000 WORTH OF DAMAGE REPORTED TO THE COMMISSION WITHIN 72 HOURS AFTER YOU HAVE RECEIVED NOTICE OF THE ACCIDENT? (Section 14.80: Accidents, T/E Grant, and FY 2024)

Yes No **Not applicable; no qualifying accidents.**

STATUS REPORT FOLLOW-UP FROM LAST REVIEW(S)

DATE OF LAST REVIEW: 4-30-23

STATUS REPORT DATED: N/A

CTD RECOMMENDATION:

CTC Response:

Current Status:

ON-SITE OBSERVATION OF THE SYSTEM
--

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. REQUEST A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.

Date of Observation:

Please list any special guests that were present:

Location:

Number of Passengers picked up/dropped off:

Ambulatory

Non-Ambulatory

Was the driver on time? Yes No - How many minutes late/early?

Did the driver provide any passenger assistance? Yes No

Was the driver wearing any identification? Yes: Uniform Name Tag
 ID Badge No

Did the driver render an appropriate greeting?

Yes No Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?

Yes No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects? Yes No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD Helpline for comments/complaints/commendations? Yes No

Does the vehicle have working heat and air conditioning? Yes No

Does the vehicle have two-way communications in good working order? Yes No

If used, was the lift in good working order? Yes No

RIDER/BENEFICIARY SURVEY

Staff making call: M Elwin
Date of Call: 05/02 /2024

County: Citrus
Funding Source: TD

1) Did you receive transportation service on _____? Yes or No *Rides Regularly*

2) Where you charged an amount in addition to the co-payment? Yes or No

If so, how much?

3) How often do you normally obtain transportation?

Daily 7 Days/Week Other 1-2 Times/Week 3-5Times/Week *2 Times/Month*

4) Have you ever been denied transportation services?

Yes

No. If no, skip to question # 4

A. How many times in the last 6 months have you been refused transportation services?

None 3-5 Times

1-2 Times 6-10 Times

If none, skip to question # 4.

B. What was the reason given for refusing you transportation services?

Ineligible Space not available

Lack of funds Destination outside service area

Other _____ *Rider indicated that denial was rider's fault as they waited to call the day of the needed ride.*

5) What do you normally use the service for?

Medical Education/Training/Day Care

Employment Life-Sustaining/Other *Shopping/Groceries*

Nutritional

6) Did you have a problem with your trip on _____?

Yes. If yes, please state or choose problem from below

No. If no, skip to question # 6

What type of problem did you have with your trip?

Advance notice Cost

Pick up times not convenient Late pick up-specify time of wait

Assistance Accessibility

Service Area Limits Late return pick up - length of wait

- Drivers - specify
- Vehicle condition

- Reservations - specify length of wait
- Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.
10

8) What does transportation mean to you? (Permission granted by _____ for use in publications.)

Additional Comments:

Rider complimented the system citing the drivers are always nice, conversational, and are good people. Rider indicated that the service is important since rider does not own a car.

Contractor Survey

 N/A County

Contractor name (optional)

1. Do the riders/beneficiaries call your facility directly to cancel a trip?

- Yes No

2. Do the riders/beneficiaries call your facility directly to issue a complaint?

- Yes No

3. Do you have a toll-free phone number for a rider/beneficiary to issue commendations and/or complaints posted on the interior of all vehicles that are used to transport TD riders?

- Yes No

If yes, is the phone number posted the CTC's?

- Yes No

4. Are the invoices you send to the CTC paid in a timely manner?

- Yes No

5. Does the CTC give your facility adequate time to report statistics?

- Yes No

6. Have you experienced any problems with the CTC?

- Yes No

If yes, what type of problems?

Comments:

PURCHASING AGENCY SURVEY

Staff making call: N/A

Purchasing Agency name: N/A

Representative of Purchasing Agency: _____

1) Do you purchase transportation from the coordinated system?

YES

NO If no, why?

2) Which transportation operator provides services to your clients?

3) What is the primary purpose of purchasing transportation for your clients?

Medical

Employment

Education/Training/Day Care

Nutritional

Life Sustaining/Other

4) On average, how often do your clients use the transportation system?

7 Days/Week

1-3 Times/Month

1-2 Times/Week

Less than 1 Time/Month

3-5 Times/Week

5) Have you had any unresolved problems with the coordinated transportation system?

- Yes
- No If no, skip to question 7

6) What type of problems have you had with the coordinated system?

- Advance notice requirement [specify operator (s)]
- Cost [specify operator (s)]
- Service area limits [specify operator (s)]
- Pick up times not convenient [specify operator (s)]
- Vehicle condition [specify operator (s)]
- Lack of passenger assistance [specify operator (s)]
- Accessibility concerns [specify operator (s)]
- Complaints about drivers [specify operator (s)]
- Complaints about timeliness [specify operator (s)]
- Length of wait for reservations [specify operator (s)]
- Other [specify operator (s)] _____

7) Overall, are you satisfied with the transportation you have purchased for your clients?

- Yes
- No If no, why? _____

<p>Level of Cost Worksheet 1</p>

Insert Cost page from the AOR.

<h2 style="margin: 0;">Level of Competition</h2> <h3 style="margin: 0;">Worksheet 2</h3>
--

1. Inventory of Transportation Operators in the Service Area

	Column A Operators Available	Column B Operators Contracted in the System.	Column C Include Trips	Column D % of all Trips
Private Non-Profit				
Private For-Profit				
Government				
Public Transit Agency				
Total				

2. How many of the operators are coordination contractors? _____

3. Of the operators included in the local coordinated system, how many have the capability of expanding capacity? _____

Does the CTC have the ability to expand? _____

4. Indicate the date the latest transportation operator was brought into the system. _____

5. Does the CTC have a competitive procurement process? _____

6. In the past five (5) years, how many times have the following methods been used in selection of the transportation operators?

	Low bid
	Requests for qualifications
	Negotiation only

	Requests for proposals
	Requests for interested parties

Which of the methods listed on the previous page was used to select the current operators?

7. Which of the following items are incorporated in the review and selection of transportation operators for inclusion in the coordinated system?

	Capabilities of operator
	Age of company
	Previous experience
	Management
	Qualifications of staff
	Resources
	Economies of Scale
	Contract Monitoring
	Reporting Capabilities
	Financial Strength
	Performance Bond
	Responsiveness to Solicitation

	Scope of Work
	Safety Program
	Capacity
	Training Program
	Insurance
	Accident History
	Quality
	Community Knowledge
	Cost of the Contracting Process
	Price
	Distribution of Costs
	Other: (list)

8. If a competitive bid or request for proposals has been used to select the transportation operators, to how many potential operators was the request distributed in the most recently completed process? _____

How many responded? _____

The request for bids/proposals was distributed:

_____ Locally _____ Statewide _____ Nationally

9. Has the CTC reviewed the possibilities of competitively contracting any services other than transportation provision (such as fuel, maintenance, etc...)? _____

Level of Availability (Coordination)
Worksheet 3

Planning – What are the coordinated plans for transporting the TD population?

Public Information – How is public information distributed about transportation services in the community?

Certification – How are individual certifications and registrations coordinated for local TD transportation services?

Eligibility Records – What system is used to coordinate which individuals are eligible for special transportation services in the community?

Call Intake – To what extent is transportation coordinated to ensure that a user can reach a Reservationist on the first call?

Reservations – What is the reservation process? How is the duplication of a reservation prevented?

Trip Allocation – How is the allocation of trip requests to providers coordinated?

Scheduling – How is the trip assignment to vehicles coordinated?

Transport – How are the actual transportation services and modes of transportation coordinated?

Dispatching – How is the real time communication and direction of drivers coordinated?

General Service Monitoring – How is the overseeing of transportation operators coordinated?

Daily Service Monitoring – How are real-time resolutions to trip problems coordinated?

Trip Reconciliation – How is the confirmation of official trips coordinated?

Billing – How is the process for requesting and processing fares, payments, and reimbursements coordinated?

Reporting – How is operating information reported, compiled, and examined?

Cost Resources – How are costs shared between the coordinator and the operators (s) in order to reduce the overall costs of the coordinated program?

Information Resources – How is information shared with other organizations to ensure smooth service provision and increased service provision?

Overall – What type of formal agreement does the CTC have with organizations, which provide transportation in the community?

CTC

EVALUATION WORKBOOK

Florida Commission for the



Transportation Disadvantaged

CTC BEING REVIEWED: Mid Florida Community Services DBA Trans Hernando

COUNTY (IES): Hernando County

ADDRESS: 1122 Ponce De Leon Blvd., Brooksville, FL 34601

CONTACT: Miranda Maldonado **PHONE:** 352-799-1510

REVIEW PERIOD: SFY 2024 **REVIEW DATES:** 2/28/24-5/2/24

PERSON CONDUCTING THE REVIEW: Robert Esposito and Mary Elwin

CONTACT INFORMATION: 352-754-4082

FORMATTED 2011 – 2012

LCB EVALUATION WORKBOOK

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REVIEW CHECKLIST & SCHEDULE

COLLECT FOR REVIEW:

- APR Data Pages
- QA Section of TDSP
- Last Review (Date: 4/9/22)
- List of Omb. Calls
- QA Evaluation
- Status Report (from last review)
- AOR Submittal Date
- TD Clients to Verify
- TDTF Invoices
- Audit Report Submittal Date

ITEMS TO REVIEW ON-SITE:

- SSPP
- Policy/Procedure Manual
- Complaint Procedure
- Drug & Alcohol Policy (see certification)
- Grievance Procedure
- Driver Training Records (see certification)
- Contracts
- Other Agency Review Reports
- Budget
- Performance Standards
- Medicaid Documents

ITEMS TO REQUEST:

- REQUEST INFORMATION FOR RIDER/BENEFICIARY SURVEY** (Rider/Beneficiary Name, Agency who paid for the trip [sorted by agency and totaled], and Phone Number)
- REQUEST INFORMATION FOR CONTRACTOR SURVEY** (Contractor Name, Phone Number, Address and Contact Name)
- REQUEST INFORMATION FOR PURCHASING AGENCY SURVEY** (Purchasing Agency Name, Phone Number, Address and Contact Name)
- REQUEST ANNUAL QA SELF CERTIFICATION** (Due to CTD annually by January 15th).
- MAKE ARRANGEMENTS FOR VEHICLES TO BE INSPECTED** (Only if purchased after 1992 and privately funded).

INFORMATION OR MATERIAL TO TAKE WITH YOU:

- Measuring Tape
- Stop Watch

EVALUATION INFORMATION

An LCB review will consist of, but is not limited to the following pages:

1	Cover Page
5 - 6	Entrance Interview Questions
12	Chapter 427.0155 (3) Review the CTC monitoring of contracted operators
13	Chapter 427.0155 (4) Review TDSP to determine utilization of school buses and public transportation services
19	Insurance
23	Rule 41-2.011 (2) Evaluation of cost-effectiveness of Coordination Contractors and Transportation Alternatives
25 - 29	Commission Standards and Local Standards
39	On-Site Observation
40 – 43	Surveys
44	Level of Cost - Worksheet 1
45- 46	Level of Competition – Worksheet 2
47 - 48	Level of Coordination – Worksheet 3

Notes to remember:

- **The CTC should not conduct the evaluation or surveys. If the CTC is also the PA, the PA should contract with an outside source to assist the LCB during the review process.**
- **Attach a copy of the Annual QA Self Certification.**

ENTRANCE INTERVIEW QUESTIONS

INTRODUCTION AND BRIEFING:

- Describe the evaluation process (LCB evaluates the CTC and forwards a copy of the evaluation to the CTD).
- The LCB reviews the CTC once every year to evaluate the operations and the performance of the local coordinator.

The LCB will be reviewing the following areas:

- Chapter 427, Rules 41-2 and 14-90, CTD Standards, and Local Standards
 - Following up on the Status Report from last year and calls received from the Ombudsman program.
 - Monitoring of contractors.
 - Surveying riders/beneficiaries, purchasers of service, and contractors
- The LCB will issue a Review Report with the findings and recommendations to the CTC no later than 30 working days after the review has concluded.
 - Once the CTC has received the Review Report, the CTC will submit a Status Report to the LCB within 30 working days.
 - Give an update of Commission level activities (last meeting update and next meeting date), if needed.

USING THE APR, COMPILER THIS INFORMATION:

1. OPERATING ENVIRONMENT:

- RURAL URBAN

2. ORGANIZATION TYPE:

- PRIVATE-FOR-PROFIT
 PRIVATE NON-PROFIT
 GOVERNMENT
 TRANSPORTATION AGENCY

3. NETWORK TYPE:

- SOLE PROVIDER
- PARTIAL BROKERAGE
- COMPLETE BROKERAGE

4. NAME THE OPERATORS THAT YOUR COMPANY HAS CONTRACTS WITH:

Not Applicable

5. NAME THE GROUPS THAT YOUR COMPANY HAS COORDINATION CONTRACTS WITH:

Coordination Contract Agencies				
Name of Agency	Address	City, State, Zip	Telephone Number	Contact
N/A				

6. NAME THE ORGANIZATIONS AND AGENCIES THAT PURCHASE SERVICE FROM THE CTC AND THE PERCENTAGE OF TRIPS EACH REPRESENTS?
(Recent APR information may be used)

Name of Agency	% of Trips	Name of Contact	Telephone Number
Mid Florida Senior Serv	14%	Melanie Martinez	352-796-1426

7. REVIEW AND DISCUSS TD HELPLINE CALLS:

	Number of calls	Closed Cases	Unsolved Cases
Cost	0		
Medicaid	0		
Quality of Service	0		
Service Availability	0		
Toll Permit	0		
Other	0		

GENERAL QUESTIONS

Use the TDSP to answer the following questions. If these are not addressed in the TDSP, follow-up with the CTC.

1. DESIGNATION DATE OF CTC: JUNE 20, 2023 (Renewed as CTC since 2003)

2. WHAT IS THE COMPLAINT PROCESS?

The complaint process was updated and adopted on February 8, 2024,

IS THIS PROCESS IN WRITTEN FORM? Yes No
(Make a copy and include in folder)

Is the process being used? Yes No

3. DOES THE CTC HAVE A COMPLAINT FORM? Yes No
(Make a copy and include in folder)

4. DOES THE COMPLAINT FORM INCORPORATE ALL ELEMENTS OF THE CTD'S UNIFORM SERVICE REPORTING GUIDEBOOK?

Yes No

5. DOES THE FORM HAVE A SECTION FOR RESOLUTION OF THE COMPLAINT?

Yes No

Review completed complaint forms to ensure the resolution section is being filled out and follow-up is provided to the consumer.

6. IS A SUMMARY OF COMPLAINTS GIVEN TO THE LCB ON A REGULAR BASIS?

Yes No [No complaints have been received to forward to TDLCB.](#)

7. WHEN IS THE DISSATISFIED PARTY REFERRED TO THE TD HELPLINE?

Issues that cannot be addressed at the local level will be referred to the TD Helpline or to the Ombudsman per the adopted procedures.

8. WHEN A COMPLAINT IS FORWARDED TO YOUR OFFICE FROM THE OMBUDSMAN PROGRAM, IS THE COMPLAINT ENTERED INTO THE LOCAL COMPLAINT FILE/PROCESS?

Yes No [No complaints have been received; however, they would be processed according to policy.](#)

If no, what is done with the complaint?

9. DOES THE CTC PROVIDE WRITTEN RIDER/BENEFICIARY INFORMATION OR BROCHURES TO INFORM RIDERS/ BENEFICIARIES ABOUT TD SERVICES?

Yes No If yes, what type?

Written information is contained in brochures, on vehicles, and also on the Trans Hernando website.

10. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE OMBUDSMAN NUMBER?

Yes No

11. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE COMPLAINT PROCEDURE?

Yes No

12. WHAT IS YOUR ELIGIBILITY PROCESS FOR TD RIDERS/ BENEFICIARIES?

An application is required for eligibility of TD service and upon approval is valid for a two-year period. A current application is available on the Trans-Hernando website and is on file in the Planning Agency to support this review.

Please Verify These Passengers Have an Eligibility Application on File:

TD Eligibility Verification			
Name of Client	Address of client	Date of Ride	Application on File?
Pearl Mitchell	9405 Belvedere St., Spring Hill 34608	2/21/24	Yes
Matilda Santos	1321 Galt Lane, Spring Hill 34608	10/30/23	Yes
Marie Oyola	11435 Long Hill Ct, Spring Hill 34609	7/17/23	Yes
Kristin Feldpausch	301 Killinger Ave, Spring Hill 34606	9/12/23	Yes
Irene Fetcher	11284 Musgrove Mill Rd Spring Hill 34609	1/17/24	Yes
Brian E. Ahern	27465 Old Trilby Rd, Brooksville 34602	5/9/23	Yes
Anita Cuthbert	1060 Abbott Ave, Spring Hill 34609	11/20/23	Yes

13. WHAT INNOVATIVE IDEAS HAVE YOU IMPLEMENTED IN YOUR COORDINATED SYSTEM?

Trans-Hernando provided trips to the Veteran's Administration hospital in Tampa.

14. ARE THERE ANY AREAS WHERE COORDINATION CAN BE IMPROVED?

The CTC and MPO coordinate effectively.

15. WHAT BARRIERS ARE THERE TO THE COORDINATED SYSTEM?

There are no known barriers to the system. However, vehicle repairs are impacted by the ability to get necessary parts from manufacturers on a timely basis or fashion.

16. ARE THERE ANY AREAS THAT YOU FEEL THE COMMISSION SHOULD BE AWARE OF OR CAN ASSIST WITH?

The CTD is responsive to questions and with assistance when needed. A regular meeting call to touch base would be helpful.

17. WHAT FUNDING AGENCIES DOES THE CTD NEED TO WORK CLOSELY WITH IN ORDER TO FACILITATE A BETTER-COORDINATED SYSTEM?

The CTC works with the CTD, FDOT, and the MPO effectively to operate its system.

18. HOW ARE YOU MARKETING THE VOLUNTARY DOLLAR?

The donation of \$1.00 for TD is mentioned on the website and in brochures.

GENERAL QUESTIONS

Findings:

There are no findings.

Recommendations:

There are no recommendations.

COMPLIANCE WITH CHAPTER 427, F.S.

**Review the CTC last AOR submittal for compliance with 427. 0155(2)
“Collect Annual Operating Data for submittal to the Commission.”**

REPORTING TIMELINESS

Were the following items submitted on time?

a. Annual Operating Report Yes No

Any issues that need clarification? Yes No

Any problem areas on AOR that have been re-occurring?

List: N/A

b. Memorandum of Agreement Yes No

c. Transportation Disadvantaged Service Plan Yes No

d. Grant Applications to TD Trust Fund Yes No

e. All other grant application (____%) Yes No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

No comments.

COMPLIANCE WITH CHAPTER 427, F.S.

Review the CTC monitoring of its transportation operator contracts to ensure compliance with 427.0155(3), F.S.

“Review all transportation operator contracts annually.”

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS OPERATOR(S) AND HOW OFTEN IS IT CONDUCTED?

Not applicable.

Is a written report issued to the operator? Yes No

If **NO**, how are the contractors notified of the results of the monitoring?

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS COORDINATION CONTRACTORS AND HOW OFTEN IS IT CONDUCTED?

Not applicable.

Is a written report issued? Yes No

If **NO**, how are the contractors notified of the results of the monitoring?

WHAT ACTION IS TAKEN IF A CONTRACTOR RECEIVES AN UNFAVORABLE REPORT?

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

ASK TO SEE DOCUMENTATION OF MONITORING REPORTS.

COMPLIANCE WITH CHAPTER 427, F.S.

Review the TDSP to determine the utilization of school buses and public transportation services [Chapter 427.0155(4)]
“Approve and coordinate the utilization of school bus and public transportation services in accordance with the TDSP.”

HOW IS THE CTC USING SCHOOL BUSES IN THE COORDINATED SYSTEM?

School buses are not used in the system.

Rule 41-2.012(5)(b): *"As part of the Coordinator's performance, the local Coordinating Board shall also set an annual percentage goal increase for the number of trips provided within the system for ridership on public transit, where applicable. In areas where the public transit is not being utilized, the local Coordinating Board shall set an annual percentage of the number of trips to be provided on public transit."*

HOW IS THE CTC USING PUBLIC TRANSPORTATION SERVICES IN THE COORDINATED SYSTEM?

N/A

IS THERE A GOAL FOR TRANSFERRING PASSENGERS FROM PARATRANSIT TO TRANSIT?

Yes No

If YES, what is the goal?

100%, TDSP page 29

Is the CTC accomplishing the goal? Yes No

IS THE CTC IN COMPLIANCE WITH THIS REQUIREMENT? Yes No

Comments:

The use of the fixed-route public transit system is encouraged and promoted in the TDSP and service brochures. The goal of 100% will be reviewed in the update of the next TDSP.

COMPLIANCE WITH CHAPTER 427, F.S.

Review of local government, federal and state transportation applications for TD funds (all local, state or federal funding for TD services) for compliance with 427.0155(5).

“Review all applications for local government, federal, and state transportation disadvantaged funds, and develop cost-effective coordination strategies.”

IS THE CTC INVOLVED WITH THE REVIEW OF APPLICATIONS FOR TD FUNDS, IN CONJUNCTION WITH THE LCB? (TD Funds include all funding for transportation disadvantaged services, i.e. Section 5310 [formerly Sec.16] applications for FDOT funding to buy vehicles granted to agencies who are/are not coordinated)

Yes No

If Yes, describe the application review process.

The CTC is also doing business as Trans Hernando which utilizes TD funding (Section 5310) in its operations.

If no, is the LCB currently reviewing applications for TD funds (any federal, state, and local funding)? Yes No

If no, is the planning agency currently reviewing applications for TD funds?
 Yes No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

None

COMPLIANCE WITH CHAPTER 427, F.S.

**Review priorities listed in the TDSP, according to Chapter 427.0155(7).
“Establish priorities with regard to the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust monies.”**

REVIEW THE QA SECTION OF THE TDSP (ask CTC to explain):

WHAT ARE THE PRIORITIES FOR THE TDTF TRIPS?

Prioritized services are medical, nutritional, grocery shopping, educational, employment, and social activities, respectively.

HOW ARE THESE PRIORITIES CARRIED OUT?

All riders must have a Transportation Disadvantaged application on file prior to their first ride. Transportation for Disadvantaged services are provided through a geographical assignment of vehicles based on current trip demand history. Scheduling requires twenty four hour advanced notice and vehicles multi-load medical, nutritional, shopping, education and other riders in a time certain pickup and drop off system. All vehicles begin picking up riders county wide Monday through Friday 6:00am with guaranteed appointment arrival times. Cross county services require return trip by 2:00 p.m. The last or latest return available for local traffic, city to same city, is 3:00 p.m.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

No comments.

COMPLIANCE WITH CHAPTER 427, F.S.

Ensure CTC compliance with the delivery of transportation services, 427.0155(8).

“Have full responsibility for the delivery of transportation services for the transportation disadvantaged as outlined in s. 427.015(2).”

Review the Operational section of the TDSP

1. Hours of Service:

6:00 AM to 4:00 PM

2. Hours of Intake:

7:30 am to 3:00 pm

3. Provisions for After Hours Reservations/Cancellations?

An answering machine may be utilized for cancellations.

4. What is the minimum required notice for reservations?

24-hour notice by noon of the prior day.

5. How far in advance can reservations be place (number of days)?

14 days/2 weeks

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

None

COMPLIANCE WITH CHAPTER 427, F.S.

Review the cooperative agreement with the local WAGES coalitions according to Chapter 427.0155(9).

“Work cooperatively with local WAGES coalitions established in Chapter 414 to provide assistance in the development of innovative transportation services for WAGES participants.”

WHAT TYPE OF ARRANGEMENT DO YOU HAVE WITH THE LOCAL WAGES COALITION?

N/A

HAVE ANY INNOVATIVE WAGES TRANSPORTATION SERVICES BEEN DEVELOPED?

N/A

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

None

CHAPTER 427

Findings:

No findings.

Recommendations:

Address goal setting in next update of TDSP for conversion of riders from paratransit to fixed-route.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(1), Minimum Insurance Compliance
“...ensure compliance with the minimum liability insurance requirement of \$100,000 per person and \$200,000 per incident...”

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS?

The CTC maintains \$200,000 per person and \$300,000 per occurrence.

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS IN THE OPERATOR AND COORDINATION CONTRACTS?

N/A

HOW MUCH DOES THE INSURANCE COST (per operator)?

Operator	Insurance Cost

DOES THE MINIMUM LIABILITY INSURANCE REQUIREMENTS EXCEED \$1 MILLION PER INCIDENT?

Yes No

If yes, was this approved by the Commission? Yes No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:
None

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(2), Safety Standards.
“...shall ensure the purchaser that their operations and services are in compliance with the safety requirements as specified in Section 341.061(2)(a), F.S. and 14-90, F.A.C.”

Date of last SSPP Compliance Review 2023, Obtain a copy of this review.

Review the last FDOT SSPP Compliance Review, if completed in over a year, check drivers’ records. If the CTC has not monitored the operators, check drivers’ files at the operator’s site.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

ARE THE CTC CONTRACTED OPERATORS IN COMPLIANCE WITH THIS SECTION?
 Yes No Not Applicable

DRIVER REQUIREMENT CHART

Driver Last Name	Driver License <small>Check</small>	Last Physical	CPR/1st Aid <small>CPR Not Req'd, Basic First Aid</small>	Def. Driving	ADA Training	Other-
Kaye	863-0 (10/11/23)	8/18/22	3/5/24	3/31/23	October 6, 2023	
Louis-Jean	469-0 (10/12/23)	10/10/22	3/5/24	2/16/23	October 6, 2023	
Mendez	005-0 (10/11/23)	5/7/23	3/5/24	2/24/23	October 6, 2023	
Snyder	631-0 (10/10/23)	10/5/22	3/5/24	4/6/23	October 6, 2023	
Bohn	648-0 (10/13/23)	8/18/22	5/3/23	4/6/23	October 6, 2023	
Wheeler	106-0 (10/10/23)	12/2/22	4/26/23	1/20/23	October 6, 2023	
Guerrieri	371-0 (10/13/23)	12/11/23	3/5/24	7/15/23	October 6, 2023	
Vazquez	828-0 (10/10/23)	6/25/22	4/26/23	10/26/23	October 6, 2023	

Sample Size: 1-20 Drivers – 50-100% 21-100 Drivers – 20-50% 100+ Drivers – 5-10%

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.006(3), Drug and Alcohol Testing

“...shall assure the purchaser of their continuing compliance with the applicable state or federal laws relating to drug testing...”

With which of the following does the CTC (and its contracted operators) Drug and Alcohol Policy comply?

- FTA (Receive Sect. 5307, 5309, or 5311 funding) Receives 5310 and 5311 Funding
- FHWA (Drivers required to hold a CDL)
- Neither

REQUEST A COPY OF THE DRUG & ALCOHOL POLICY AND LATEST COMPLIANCE REVIEW.

DATE OF LAST DRUG & ALCOHOL POLICY REVIEW: 10/5/2022 FDOT

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

Comments:

CTC performs random drug and alcohol testing per FTA for Section 5311 grant funding requirements. The Drug-Free Work Place Policy is on file.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with 41-2.011(2), Evaluating Cost-Effectiveness of Coordination Contractors and Transportation Alternatives.

“...contracts shall be reviewed annually by the Community Transportation Coordinator and the Coordinating Board as to the effectiveness and efficiency of the Transportation Operator or the renewal of any Coordination Contracts.”

1. IF THE CTC HAS COORDINATION CONTRACTORS, DETERMINE THE COST-EFFECTIVENESS OF THESE CONTRACTORS.

Cost [CTC and Coordination Contractor (CC)]

No coordination contracts; section is not applicable.

	CTC	CC #1	CC #2	CC #3	CC #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation:					

2. DO YOU HAVE TRANSPORTATION ALTERNATIVES? Yes No
 (Those specific transportation services approved by rule or the Commission as a service not normally arranged by the Community Transportation Coordinator, but provided by the purchasing agency. Example: a neighbor providing the trip)

Cost [CTC and Transportation Alternative (Alt.)]

	CTC	Alt. #1	Alt. #2	Alt. #3	Alt. #4
Flat contract rate (s) (\$ amount / unit)					
Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group)					
Special or unique considerations that influence costs?					
Explanation:					

IS THE CTC IN COMPLIANCE WITH THIS SECTION? Yes No

RULE 41-2

Findings:

None

Recommendations:

The TDSP will be updated during its next annual review for applicable coordination contracts.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Commission Standards
“...shall adhere to Commission approved standards...”

Review the TDSP for the Commission standards.

Commission Standards	Comments
Local toll free phone number must be posted in all vehicles.	Yes, and per TDSP Page 27 (Item 2), and observation.
Vehicle Cleanliness	Yes, and per TDSP Page 27 (Item 5), and observation.
Passenger/Trip Database	Yes, CTS Software is utilized, and per TDSP Page 17 (Goal 4)

Adequate seating	Yes, and per TDSP (Page 27, Item 6)
Driver Identification	Yes, and per TDSP (Page 27, Item 9) and observation.
Passenger Assistance	Yes, as per TDSP Page 26, Item 2
Smoking, Eating and Drinking	No smoking, eating and drinking are allowed, and addressed per TDSP (Page 27, Item 10)

Two-way Communications	Yes, and per TDSP Page 27 (Item 7)
Air Conditioning/Heating	Yes, and per TDSP Page 27 (Item 7)
Billing Requirements	N/A

COMMISSION STANDARDS

Findings:

No findings.

Recommendations:

No recommendations.

COMPLIANCE WITH 41-2, F.A.C.

Compliance with Local Standards

“...shall adhere to Commission approved standards...”

Review the TDSP for the Local standards.

Local Standards	Comments
Transport of Escorts and dependent children policy	TDSP Page 25
Use, Responsibility, and cost of child restraint devices	TDSP Page 26
Out-of-Service Area trips	TDSP Page 27
CPR/1st Aid	TDSP Page 28
Driver Criminal Background Screening	TDSP Page 28
Rider Personal Property	TDSP Page 27
Advance reservation requirements	TDSP Pages 28 and 29
Pick-up Window	TDSP Page 28

Measurable Standards/Goals	Standard/Goal	Latest Figures <small>Period of Review 7/1/23-3/31/24</small>	Is the CTC/Operator meeting the Standard?
Public Transit Ridership <small>TDSP, Page 29, Item 8</small>	CTC <small>100%</small>	CTC <small>0%</small>	No, see comments section.
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
On-time performance <small>TDSP, Page 28, Item 14</small>	CTC <small>90%</small>	CTC <small>98.3%</small>	YES
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Passenger No-shows <small>TDSP, Page 27, Item 7</small>	CTC <small>1%</small>	CTC <small>3%</small>	No, see comments section.
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Accidents <small>TDSP, Page 28, Item 15</small>	CTC <small>5 per 100,000 miles</small>	CTC <small>0</small>	YES
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Roadcalls <small>TDSP, Page 28, Item 15</small> <i>Average age of fleet: 8 Years</i>	CTC <small>20 per year</small>	CTC <small>4</small>	YES
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Complaints <small>Per TDSP and Policy Adopted in February of 2024</small> <i>Number filed: 0</i>	CTC <small>0</small>	CTC <small>0</small>	YES
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	
Call-Hold Time <small>TDSP, Page 28, Item 5</small>	CTC <small>2 Minutes</small>	CTC <small>2 Minutes</small>	YES
	Operator A	Operator A	
	Operator B	Operator B	
	Operator C	Operator C	

LOCAL STANDARDS

Findings:

No findings.

Recommendations:

The next TDSP update should examine the goal setting for statistics including public transit ridership and percentage of passenger no-shows.

COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT

REVIEW COPIES OF THE PUBLIC INFORMATION PROVIDED.

DOES PUBLIC INFORMATION STATE THAT ACCESSIBLE FORMATS ARE
AVAILABLE UPON REQUEST? Yes No

CTC has spanish speaking employees on staff.

ARE ACCESSIBLE FORMATS ON THE SHELF? Yes No

IF NOT, WHAT ARRANGEMENTS ARE IN PLACE TO HAVE MATERIAL
PRODUCED IN A TIMELY FASHION UPON REQUEST?

DO YOU HAVE TTY EQUIPMENT OR UTILIZE THE FLORIDA RELAY SYSTEM?

Yes No

IS THE TTY NUMBER OR THE FLORIDA RELAY SYSTEM NUMBERS LISTED WITH
THE OFFICE PHONE NUMBER? Yes No

Florida Relay System:
Voice- 1-800-955-8770
TTY- 1-800-955-8771

EXAMINE OPERATOR MANUALS AND RIDER INFORMATION. DO CURRENT POLICIES COMPLY WITH ADA PROVISION OF SERVICE REQUIREMENTS REGARDING THE FOLLOWING:

Provision of Service	Training Provided	Written Policy	Neither
Accommodating Mobility Aids	Yes	Yes	
Accommodating Life Support Systems (O ₂ Tanks, IV's...)	Yes	Yes	
Passenger Restraint Policies	Yes	Yes	
Standee Policies (persons standing on the lift)	Yes	Yes	
Driver Assistance Requirements	Yes	Yes	
Personal Care Attendant Policies	Yes	Yes	
Service Animal Policies	Yes	Yes	
Transfer Policies (From mobility device to a seat)	Yes	Yes	
Equipment Operation (Lift and securement procedures)	Yes	Yes	
Passenger Sensitivity/Disability Awareness Training for Drivers	Yes	Yes	

RANDOMLY SELECT ONE OR TWO VEHICLES PER CONTRACTOR (DEPENDING ON SYSTEM SIZE) THAT ARE IDENTIFIED BY THE CTC AS BEING ADA ACCESSIBLE AND PURCHASED WITH PRIVATE FUNDING, AFTER 1992. CONDUCT AN INSPECTION USING THE ADA VEHICLE SPECIFICATION CHECKLIST.

INSPECT FACILITIES WHERE SERVICES ARE PROVIDED TO THE PUBLIC (ELIGIBILITY DETERMINATION, TICKET/COUPON SALES, ETC...).

IS A RAMP PROVIDED? Yes No

ARE THE BATHROOMS ACCESSIBLE? Yes No

Bus and Van Specification Checklist

Name of Provider:

Vehicle Number (either VIN or provider fleet number):

Type of Vehicle: Minivan Van Bus (>22')
 Minibus (<= 22') Minibus (>22')

Person Conducting Review:

Date:

Review the owner's manual, check the stickers, or ask the driver the following:

- The lift must have a weight limit of at least 600 pounds.
- The lift must be equipped with an emergency back-up system (in case of loss of power to vehicle). Is the pole present?
- The lift must be "interlocked" with the brakes, transmission, or the door, so the lift will not move unless the interlock is engaged. Ensure the interlock is working correctly.

Have the driver lower the lift to the ground:

- Controls to operate the lift must require constant pressure.
- Controls must allow the up/down cycle to be reversed without causing the platform to "stow" while occupied.
- Sufficient lighting shall be provided in the step well or doorway next to the driver, and illuminate the street surface around the lift, the lighting should activate when the door/lift is in motion. Turn light switch on, to ensure lighting is working properly.

Once the lift is on the ground, review the following:

- Must have an inner barrier to prevent the mobility aid from rolling off the side closest to the vehicle until the platform is fully raised.
- Side barriers must be at least 1 ½ inches high.
- The outer barrier must be sufficient to prevent a wheelchair from riding over it.
- The platform must be slip-resistant.
- Gaps between the platform and any barrier must be no more than 5/8 of an inch.
- The lift must have two handrails.
- The handrails must be 30-38 inches above the platform surface.
- The handrails must have a useable grasping area of 8 inches, and must be at least 1 ½ inches wide and have sufficient knuckle clearance.
- The platform must be at least 28 1/2 inches wide measured at the platform surface, and 30 inches wide and 48 inches long measured 2 inches above the platform surface.

- If the ramp is not flush with the ground, for each inch off the ground the ramp must be 8 inches long.
- Lifts may be marked to identify the preferred standing position (suggested, not required)

Have the driver bring the lift up to the fully raised position (but not stowed):

- When in the fully raised position, the platform surface must be horizontally within 5/8 inch of the floor of the vehicle.
- The platform must not deflect more than 3 degrees in any direction. To test this, stand on the edge of the platform and carefully jump up and down to see how far the lift sways.
- The lift must be designed to allow boarding in either direction.

While inside the vehicle:

- Each securement system must have a clear floor area of 30 inches wide by 48 inches long.
- The securement system must accommodate all common wheelchairs and mobility aids.
- The securement system must keep mobility aids from moving no more than 2 inches in any direction.
- A seat belt and shoulder harness must be provided for each securement position, and must be separate from the security system of the mobility aid.

Vehicles under 22 feet must have:

- One securement system that can be either forward or rear-facing.
- Overhead clearance must be at least 56 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.

Vehicles over 22 feet must have:

- Must have 2 securement systems, and one must be forward-facing, the other can be either forward or rear-facing.
- Overhead clearance must be at least 68 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.

- Aisles, steps, and floor areas must be slip resistant.
- Steps or boarding edges of lift platforms must have a band of color which contrasts with the step/floor surface.

COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT

Table 1. ADA Compliance Review - Provider/Contractor Level of Service Chart

Name of Service Provider/ Contractor	Total # of Vehicles Available for CTC Service	# of ADA Accessible Vehicles	Areas/Sub areas Served by Provider/Contractor
CTC	13	13	Hernando County and Tampa Veterans Admin

BASED ON THE INFORMATION IN TABLE 1, DOES IT APPEAR THAT INDIVIDUALS REQUIRING THE USE OF ACCESSIBLE VEHICLES HAVE EQUAL SERVICE?

Yes No

ADA COMPLIANCE

Findings:

No findings.

Recommendations:

No recommendations.

FY 2023 / 2024 GRANT QUESTIONS

The following questions relate to items specifically addressed in the FY 2023 / 2024 Trip and Equipment Grant.

DO YOU KEEP ALL RECORDS PERTAINING TO THE SPENDING OF TDTF DOLLARS FOR FIVE YEARS? (Section 7.10: Establishment and Maintenance of Accounting Records, T&E Grant, and FY 2024)

Yes No

ARE ALL ACCIDENTS THAT HAVE RESULTED IN A FATALITY REPORTED TO THE COMMISSION WITHIN 24 HOURS AFTER YOU HAVE RECEIVED NOTICE? (Section 14.80: Accidents, T/E Grant, and FY 2024)

Yes No Not Applicable; no accidents during period!

ARE ALL ACCIDENTS THAT HAVE RESULTED IN \$1,000 WORTH OF DAMAGE REPORTED TO THE COMMISSION WITHIN 72 HOURS AFTER YOU HAVE RECEIVED NOTICE OF THE ACCIDENT? (Section 14.80: Accidents, T/E Grant, and FY 2024)

Yes No Not Applicable; no accidents during period!

STATUS REPORT FOLLOW-UP FROM LAST REVIEW(S)

DATE OF LAST REVIEW: 2022

STATUS REPORT DATED: N/A

CTD RECOMMENDATION:

CTC Response:

Current Status:

ON-SITE OBSERVATION OF THE SYSTEM
--

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. REQUEST A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.

Date of Observation:

Please list any special guests that were present:

Location:

Number of Passengers picked up/dropped off:

Ambulatory

Non-Ambulatory

Was the driver on time? Yes No - How many minutes late/early?

Did the driver provide any passenger assistance? Yes No

Was the driver wearing any identification? Yes: Uniform Name Tag
 ID Badge No

Did the driver render an appropriate greeting?

Yes No Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?

Yes No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects? Yes No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD Helpline for comments/complaints/commendations? Yes No

Does the vehicle have working heat and air conditioning? Yes No

Does the vehicle have two-way communications in good working order? Yes No

If used, was the lift in good working order? Yes No

RIDER/BENEFICIARY SURVEY

Staff making call: M Elwin
Date of Call: 05/02/2024

County: Hernando
Funding Source: TD

1) Did you receive transportation service on Regular? Yes or No

2) Where you charged an amount in addition to the co-payment? Yes or No

If so, how much?

3) How often do you normally obtain transportation? *Rider noted that the service has been used for years.*

Daily 7 Days/Week Other 1-2 Times/Week 3-5Times/Week

4) Have you ever been denied transportation services?

Yes *Result: Rescheduled Appointment*

No. If no, skip to question # 4

A. How many times in the last 6 months have you been refused transportation services?

None 3-5 Times

1-2 Times 6-10 Times

If none, skip to question # 4.

B. What was the reason given for refusing you transportation services?

Ineligible Space not available *Rider noted the bus is full; it happens but not often.*

Lack of funds Destination outside service area

Other _____

5) What do you normally use the service for?

Medical Education/Training/Day Care

Employment Life-Sustaining/Other

Nutritional

6) Did you have a problem with your trip on _____?

Yes. If yes, please state or choose problem from below

No. If no, skip to question # 6

What type of problem did you have with your trip?

Advance notice

Cost

Pick up times not convenient

Late pick up-specify time of wait

Assistance

Accessibility

Service Area Limits

Late return pick up - length of wait

- Drivers - specify
- Vehicle condition

- Reservations - specify length of wait
- Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.
10

8) What does transportation mean to you? (Permission granted by _____ for use in publications.)

Additional Comments:

Rider was complimentary on service and felt 'privileged' to have it. Rider also complimented the employees she talks to on the phone noting they are 'so polite.'

Contractor Survey

_____ County

Form Not Applicable

Contractor name (optional)

1. Do the riders/beneficiaries call your facility directly to cancel a trip?

Yes No

2. Do the riders/beneficiaries call your facility directly to issue a complaint?

Yes No

3. Do you have a toll-free phone number for a rider/beneficiary to issue commendations and/or complaints posted on the interior of all vehicles that are used to transport TD riders?

Yes No

If yes, is the phone number posted the CTC's?

Yes No

4. Are the invoices you send to the CTC paid in a timely manner?

Yes No

5. Does the CTC give your facility adequate time to report statistics?

Yes No

6. Have you experienced any problems with the CTC?

Yes No

If yes, what type of problems?

Comments:

PURCHASING AGENCY SURVEY

Staff making call: _____

Purchasing Agency name: _____

Representative of Purchasing Agency: _____

1) Do you purchase transportation from the coordinated system?

YES

NO If no, why?

2) Which transportation operator provides services to your clients?

3) What is the primary purpose of purchasing transportation for your clients?

Medical

Employment

Education/Training/Day Care

Nutritional

Life Sustaining/Other

4) On average, how often do your clients use the transportation system?

7 Days/Week

1-3 Times/Month

1-2 Times/Week

Less than 1 Time/Month

3-5 Times/Week

5) Have you had any unresolved problems with the coordinated transportation system?

- Yes
- No If no, skip to question 7

6) What type of problems have you had with the coordinated system?

- Advance notice requirement [specify operator (s)]
- Cost [specify operator (s)]
- Service area limits [specify operator (s)]
- Pick up times not convenient [specify operator (s)]
- Vehicle condition [specify operator (s)]
- Lack of passenger assistance [specify operator (s)]
- Accessibility concerns [specify operator (s)]
- Complaints about drivers [specify operator (s)]
- Complaints about timeliness [specify operator (s)]
- Length of wait for reservations [specify operator (s)]
- Other [specify operator (s)] _____

7) Overall, are you satisfied with the transportation you have purchased for your clients?

- Yes
- No If no, why? _____

**Level of Cost
Worksheet 1**

Insert Cost page from the AOR.

Level of Competition Worksheet 2

1. Inventory of Transportation Operators in the Service Area

	Column A Operators Available	Column B Operators Contracted in the System.	Column C Include Trips	Column D % of all Trips
Private Non-Profit				
Private For-Profit				
Government				
Public Transit Agency				
Total				

2. How many of the operators are coordination contractors? _____

3. Of the operators included in the local coordinated system, how many have the capability of expanding capacity? _____

Does the CTC have the ability to expand? _____

4. Indicate the date the latest transportation operator was brought into the system. _____

5. Does the CTC have a competitive procurement process? _____

6. In the past five (5) years, how many times have the following methods been used in selection of the transportation operators?

	Low bid
	Requests for qualifications
	Negotiation only

	Requests for proposals
	Requests for interested parties

Which of the methods listed on the previous page was used to select the current operators?

7. Which of the following items are incorporated in the review and selection of transportation operators for inclusion in the coordinated system?

	Capabilities of operator
	Age of company
	Previous experience
	Management
	Qualifications of staff
	Resources
	Economies of Scale
	Contract Monitoring
	Reporting Capabilities
	Financial Strength
	Performance Bond
	Responsiveness to Solicitation

	Scope of Work
	Safety Program
	Capacity
	Training Program
	Insurance
	Accident History
	Quality
	Community Knowledge
	Cost of the Contracting Process
	Price
	Distribution of Costs
	Other: (list)

8. If a competitive bid or request for proposals has been used to select the transportation operators, to how many potential operators was the request distributed in the most recently completed process? _____

How many responded? _____

The request for bids/proposals was distributed:

_____ Locally _____ Statewide _____ Nationally

9. Has the CTC reviewed the possibilities of competitively contracting any services other than transportation provision (such as fuel, maintenance, etc...)? _____

Level of Availability (Coordination)
Worksheet 3

Planning – What are the coordinated plans for transporting the TD population?

Public Information – How is public information distributed about transportation services in the community?

Certification – How are individual certifications and registrations coordinated for local TD transportation services?

Eligibility Records – What system is used to coordinate which individuals are eligible for special transportation services in the community?

Call Intake – To what extent is transportation coordinated to ensure that a user can reach a Reservationist on the first call?

Reservations – What is the reservation process? How is the duplication of a reservation prevented?

Trip Allocation – How is the allocation of trip requests to providers coordinated?

Scheduling – How is the trip assignment to vehicles coordinated?

Transport – How are the actual transportation services and modes of transportation coordinated?

Dispatching – How is the real time communication and direction of drivers coordinated?

General Service Monitoring – How is the overseeing of transportation operators coordinated?

Daily Service Monitoring – How are real-time resolutions to trip problems coordinated?

Trip Reconciliation – How is the confirmation of official trips coordinated?

Billing – How is the process for requesting and processing fares, payments, and reimbursements coordinated?

Reporting – How is operating information reported, compiled, and examined?

Cost Resources – How are costs shared between the coordinator and the operators (s) in order to reduce the overall costs of the coordinated program?

Information Resources – How is information shared with other organizations to ensure smooth service provision and increased service provision?

Overall – What type of formal agreement does the CTC have with organizations, which provide transportation in the community?



HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION

Financial Report

**For the Quarter Ending March 31, 2024
of the
Unified Planning Work Program
(State Fiscal Years 2023 & 2024)**

Introduction and Background

The Hernando/Citrus Metropolitan Planning Organization (MPO) operates pursuant to its Unified Planning Work Program (UPWP), a fiscal biennial budget/program document adopted by the MPO Board and approved by the Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The current UPWP is for the period July 1, 2022, through June 30, 2024, and establishes the work program of projects and activities to be undertaken and the amount of funding to be received for them from local, state, and federal sources.

In 2014, an Administrative Services Agreement was approved between Hernando County and the MPO Board which is utilized for certain support services described therein. Pursuant to the Agreement, Hernando County accounts for the funds and in 2015 a special fund was established by the Hernando County Board of County Commissioners (HCBCC) creating a separate Fund 1031 specifically for the MPO's financial activities. As part of that process, the HCBCC transferred from its General Fund the amount of \$450,000 as a one-time loan to serve as cash flow for the MPO to pay its bills until expenses are reimbursed through federal and state grants. The loan would be re-paid to the HCBCC if the MPO would cease to exist or otherwise dissolve. It is reflected in the County's Comprehensive Annual Financial Report (CAFR) as an advance from the General Fund and shown as a one-time, long-term loan.

On August 19, 2021, Citrus County entered into an agreement to provide \$250,000 as a long-term, no interest loan for use beginning in Fiscal Year 2022 which provided additional cash-flow funds necessary to manage the continuous, cooperative, and comprehensive metropolitan planning process. These combined amounts (\$450,000 plus \$250,000) provide for \$700,000 of cash flow funding necessary for the MPO to function. Essentially this funding is a one-time loan to the MPO Board from the counties to conduct its operating activities and then is replenished from the federal and state grants during the year.

Funding Sources

The financial activities of the MPO are transacted in a Special Revenue Fund of the Hernando County budget. The following list reflects the current department number (a unique number for each funding source), the funding source, and its grantor-assigned contract number.

Department 34050 (PL Section 112, Contract G2774)
Department 34058 (Section 5305d, Contract G1W20)
Department 34052 (Section 5305d, Contract G2249)
Department 34051 (Transportation Disadvantaged-Hernando, G2I90, SFY24)
Department 34056 (Transportation Disadvantaged-Hernando, G2946, SFY23)
Department 34054 (Transportation Disadvantaged-Citrus, G2I76, SFY24)
Department 34059 (Transportation Disadvantaged-Citrus, G2924, SFY23)
Department 01761 (Non-Grant, Local)

Contract Status

Contract #G2774 PL Funding (Department 34050)

The PL Contract #G2774 is for the period July 1, 2022, through June 30, 2024, coinciding with MPO's adopted Unified Planning Work Program (UPWP) which is the MPO's program budget. The contract was approved for a two-year period in the amount of \$1,808,936 which was inclusive of \$383,740 that was unencumbered from the previous contract (G1M00) thus allowing the use of the funds in the first year of the new UPWP (FY23) cycle.

The G2774 PL contract is used for the typical operating expenses of the MPO for its day-to-day activities and to fund major planning projects by way of consultant services as approved by the MPO in its UPWP. The following professional service consultant projects are completed or underway as task orders approved by the MPO Board for issuance to the MPO Board's General Planning Consultants (Alfred Benesch & Associates and Kimley-Horn & Associates).

The General Planning Consultant contracts were approved by the MPO Board on December 7, 2023, and Notices of Award were given to Kimley-Horn & Associates and Alfred Benesch & Associates.

- Long-Range Transportation Plan, Scope A - COMPLETED
 - General Planning Consultant: Kimley-Horn & Associates
 - Project Cost = \$110,507
 - Funding Sources
 - PL (G2774) = \$ 15,977
 - S5305d (G2449)= \$ 87,211
 - S5305d (G1W20)= \$ 7,319
- Long-Range Transportation Plan, Scope B – In Progress
 - General Planning Consultant: Kimley-Horn & Associates
 - Project Cost = \$153,858
 - Funding Source: PL (G2774)
- Long-Range Transportation Plan, Scope C – In Progress
 - General Planning Consultant: Kimley-Horn & Associates
 - Project Cost = \$202,064
 - Funding Source: PL (G2774)
- Citrus County Operational Analysis, Phase II - COMPLETED
 - General Planning Consultant: Alfred Benesch & Associates
 - Project Cost = \$30,637
 - Funding Source = PL (G2774)
- Crystal River/Turkey Oaks Bypass, Phase II - COMPLETED
 - General Planning Consultant: Kimley-Horn & Associates
 - Project Cost = \$47,872
 - Funding Source = PL (G2774)
- Traffic Counts for Hernando and Citrus Counties - COMPLETED
 - General Planning Consultant: Alfred Benesch & Associates

- Project Cost = \$19,948.02
- Funding Source = PL (G2774)
- Traffic Analysis of US 41 and SR 200 (Hernando and Citrus Counties) – In Progress
 - General Planning Consultant: Alfred Benesch & Associates
 - Project Cost = \$24,933
 - Funding Source = PL (G2774)
- Vulnerability & Risk Assessment Study - COMPLETED
 - General Planning Consultant: Alfred Benesch & Associates
 - Project Cost = \$98,752.78
 - Funding Source = PL (G2774)

Contract #G1W20 S5305d (Department 34058) - COMPLETED

This Section 5305d funding source involves reimbursement of eligible expenses from the Federal Transit Administration, Florida Department of Transportation, and local funds. The Section 5305d funding contract for G1W20 was in the amount of \$91,108 and was the first S5305d contract that did not require a local cash match. On April 7, 2022, the MPO Board authorized extending this grant to utilize the remaining, uncommitted balance of \$7,319.

Two projects were committed to the contract for consultant services in FY22 which were completed, billed to FDOT, and the funds have been reimbursed.

Kimley-Horn & Associates:

Congestion Management project, Tasks 2 and 3: \$60,000.00.

Alfred Benesch & Associates:

Complete Streets, Phase II project: \$23,788.72

The remaining \$7,319 was committed in the State Fiscal Year 2023 UPWP to Scope A of the Long-Range Transportation Planning effort along with funding from contract G2249 and the new PL funding contract #G2774 (effective July 1, 2022).

Contract G1W20 for S5305d funds was completed and closed with no remaining balance. Reimbursement has been received from the Florida Department of Transportation.

Contract #G2249 S5305d (Department 34052) - COMPLETED

This Section 5305d funding source involves reimbursement of eligible expenses from the Federal Transit Administration, Florida Department of Transportation, and local funds. The Section 5305d FY2022 funding contract G2249 was awarded on November 9, 2021, in the amount of \$87,211 and did not require a local cash match.

Contract #G2249 concluded on June 30, 2023, and was committed to Scope A of the Long-Range Transportation Plan effort (along with funding from G1W20) and the new

PL funding contract #G2774 (effective July 1, 2022). It was closed with no remaining balance. Reimbursement was received from the Florida Department of Transportation.

Contract #G2946 (State FY23) Hernando County Transportation Disadvantaged Local Coordinating Board (TDLCB) (Department 34056) - COMPLETED

The Transportation Disadvantaged grant funding from the Florida Commission for Transportation Disadvantaged (CTD) was approved in Contract #G2946 in the amount of \$23,987 for the Hernando County transportation disadvantaged planning services. This grant contract was for the period July 7, 2022, through June 30, 2023.

Contract #G2946 for funds from the Commission for the Transportation Disadvantaged (CTD) has been completed. Reimbursement for services has been received from the CTD.

Contract #G2I90 (State FY24) Hernando County Transportation Disadvantaged Local Coordinating Board (TDLCB) (Department 34051)

The Transportation Disadvantaged grant funding from the Florida Commission for Transportation Disadvantaged (CTD) was approved in Contract #G2I90 in the amount of \$25,285 for Hernando County transportation disadvantaged planning services. This grant contract is for the period July 1, 2023, through June 30, 2024. This grant is in progress.

Contract #G2924 (State FY23) Citrus County Local Coordinating Board (LCB) for Transportation Disadvantaged (Department 34059) - COMPLETED

The Transportation Disadvantaged grant funding from the Florida Commission for Transportation Disadvantaged (CTD) was approved in Contract #G2924 for Citrus County in the amount of \$23,088. This contract covered the period of July 21, 2022, through June 30, 2023.

Contract #G2924 for funds from the Commission for the Transportation Disadvantaged (CTD) has been completed. Reimbursement for services has been received from the CTD.

Contract #G2I76 (State FY24) Citrus County Transportation Disadvantaged Local Coordinating Board (TDLCB) (Department 34054)

The Transportation Disadvantaged grant funding from the Florida Commission for Transportation Disadvantaged (CTD) was approved in Contract #G2I76 in the amount of \$24,398 for Hernando County transportation disadvantaged planning services. This grant contract is for the period of July 1, 2023, through June 30, 2024. This grant is in progress.

Quarterly Summary Report for the Period Ending March 31, 2024

The Quarterly Summary Report for the period ending March 31, 2024, is attached. Please note that this report may not include adjustments which are only recorded at the County's fiscal year-end in accordance with generally accepted accounting principles as determined by the Government Accounting Standards Board.

[See Report on Next Page]

Hernando/Citrus Metropolitan Planning Organization
Quarterly Financial Summary of Fund 1031-State Fiscal Year 2024
Period Ending March 31, 2024

Revenue & Expenses:	FY24 Fund 1031 County 10/1/23- 9/30/24 Budget	State Fiscal Year 2024			Total SFY
		Jul-Sep 2023	Oct-Dec 2023	Jan-Mar 2024	
Beginning Fund Balance		\$434,258	\$518,648	\$788,630	
Revenue					
Grants					
PL Funding	\$ 1,189,396	\$355,628	\$0	\$0	\$355,628
Section 5305d Funding	\$ -	\$93,129	\$0	\$0	\$93,129
Transportation Disadv (Hern)	\$ 23,483	\$8,635	\$0	\$2,781	\$11,417
Transportation Disadv (Citrus)	\$ 22,269	\$6,926	\$0	\$2,684	\$9,610
Local	\$ 506,341	\$0	\$0	\$0	\$0
Other					
Interest	\$ -	\$3,486	\$1,209	\$0	\$4,695
Change in Fair Market Value	\$ -	-\$2,257	\$0	\$0	-\$2,257
Total Revenue	\$ 1,741,489	\$465,548	\$1,209	\$5,465	\$472,222
Expense					
Personnel Services					
Salaries & Fringes	\$ 537,743	\$156,885	\$80,320	\$104,438	\$341,644
Operating Expenses					
Consultant Services	\$ 627,551	\$98,069	\$14,395	\$37,696	\$150,160
Travel	\$ 16,053	\$1,209	\$83	\$0	\$1,292
Other Direct Expenses:					
Communication Services	\$ 2,280	\$634	\$72	\$108	\$814
Postage & Freight	\$ 275	\$12	\$40	\$0	\$52
Rentals/Lease-Equipment	\$ 1,540	\$513	\$256	\$385	\$1,154
Rentals/Lease-Buildings	\$ 10,132	\$3,377	\$0	\$4,222	\$7,599
Insurance	\$ 100	\$0	\$0	\$0	\$0
Repair/Maint-Software	\$ 600	\$0	\$660	\$0	\$660
Printing & Binding	\$ 2,780	\$1,410	\$512	\$227	\$2,148
Advertising	\$ 3,275	\$690	\$465	\$26	\$1,181
Fees/Costs	\$ 19,300	\$2,300	\$0	\$1,500	\$3,800
Fees/Costs-New Hires	\$ 178	\$0	\$0	\$0	\$0
Office Supplies	\$ 2,150	\$700	\$274	\$0	\$974
Operating Supplies	\$ 200	\$158	\$0	\$0	\$158
Uncapitalized Equipment	\$ 2,000	\$0	\$0	\$0	\$0
Books/Publications/Subscrip	\$ 600	\$0	\$0	\$0	\$0
Education/Training	\$ 2,691	\$0	\$0	\$0	\$0
Uncap Equip \$1K-\$5K Tech	\$ -	\$6,552	\$0	\$0	\$6,552
TRNSF-HLTH Self Ins	\$ 6,000	\$0	\$0	\$0	\$0
<i>Subtotal Other Direct Expenses</i>	\$ 54,101	\$16,345	\$2,280	\$6,467	\$25,092
Capital Expenses		\$0	\$0	\$0	\$0
Equipment-Tech	\$ -	\$0	\$0	\$0	\$0
Budget Reserve for Contingency	\$ 506,041	\$0	\$0	\$0	\$0
Capitalized Software	\$ -	\$0	\$0	\$0	\$0
Total Expense	\$ 1,741,489	\$272,509	\$97,078	\$148,601	\$518,188
Accruals					
Total Accruals	\$ -	\$108,649	-\$365,851	\$1,080	
Net Change	\$ -	\$84,390	\$269,982	-\$144,216	
Ending Fund Balance	\$ -	\$518,648	\$788,630	\$644,413	*See Notes

Awaiting payment of invoices processed by Grantors.

Note: The financial statements are reported using the modified accrual basis of accounting. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements. Under this method expenditures are generally recorded when a liability is incurred, and revenues are recognized as soon as they are both measurable and available. Accrual entries do not necessarily have an immediate impact on related cash flows.