2050

METROPOLITAN PLANNING ORGANIZATION
HERNANDO / CITRUS

Hernando/Citrus MPO

LONG RANGE TRANSPORTATION PLAN

OCTOBER 3, 2024

2050

Hernando/Citrus MPO 2050 Long Range Transportation Plan Adoption

The Hernando/Citrus Metropolitan Planning Organization (MPO) presented this Long Range Transportation Plan Adoption Report at the regularly scheduled MPO Board meeting on September 5, 2024. A public comment period was initiated on September 1, 2024, with the publication of the draft plan to obtain comments on the Hernando/Citrus MPO 2050 Long Range Transportation Plan prior to the Board's adoption of the Plan. Pursuant to the MPO's adopted Public Participation Plan (PPP), two public hearings in addition to the thirty-day public comment period were provided. The first public hearing was September 5, 2024. The final public hearing was October 3, 2024 MPO Board meeting, at which time the Plan was to be adopted.

Above photo locations (L to R): Downtown Inverness / Downtown Brooksville / Cooter Pond Park
Cover photo locations: (L to R, Bottom) Downtown Brooksville / SR 50 near Spring Hill / Withlacoochee Trail Inverness Trailhead / SR 44 E of SR 41

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INTRODUCTION AND BACKGROUND

SR 50 E of Withlacoochee Trail

Introduction

What is the Hernando/Citrus MPO?

The Hernando/Citrus Metropolitan Planning Organization (MPO) guides transportation planning and decision-making processes in Hernando County and Citrus County. As a liaison between the local community and the Florida Department of Transportation (FDOT), the MPO provides comprehensive and cooperative plans for the near-term and long-term futures of the area. Per federal mandate, metropolitan areas with populations that exceed 50,000 must establish an MPO to guide transportation development. The current MPO area, which includes all of Hernando and Citrus counties was established in December 2013.

What is the LRTP?

The Long Range Transportation Plan (LRTP) is a strategic document that address short- and long-term multimodal transportation needs within the MPO jurisdiction. It is required to be updated every five years and must cover a horizon year of at least 20 years. The 2050 LRTP as prepared by the Hernando/Citrus MPO serves as the primary guidance for further developing the transportation systems in both Hernando and Citrus counties over the next 25 years.

The LRTP must be fiscally constrained, meaning the MPO cannot plan to spend more money than it can reasonably to receive through the year 2050. Importantly, transportation projects must be included in the LRTP to be eligible for federal funding.

The plan considers the adopted Comprehensive Plans for both Citrus and Hernando counties and adheres to federal standards for metropolitan transportation planning.

The LRTP addresses the transportation needs of both people and freight, covering roadway facilities, public transit assets, bicycle accommodations, and pedestrian facilities. It relies on input from the community, engaging stakeholders and the public throughout its development to ensure comprehensive, inclusive planning.

This plan:

- Is consistent with applicable state and federal requirements,
- Is consistent and coordinated locally, and within the region and state,
- Integrates detailed and general community and stakeholder input,
- Aligns community vision with project priorities,
- Identifies a multimodal, fiscally constrained Cost Feasible Plan to enhance the area's transportation network over the next 25 years, and
- Provides benefits to the entire population without disproportionate adverse impacts.

Federal Legislation and Guidance

The previous Hernando/Citrus MPO LRTPs was guided by the Fixing American's Surface Transportation (FAST) Act of 2015. This federal legislation established performance-based planning, emphasized multimodal transportation, and expanded stakeholder involvement. Key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

The 2050 LRTP is guided by the new legislation per the Infrastructure Investment and Jobs Act (IIJA) of 2021, also known as the Bipartisan Infrastructure Law. The IIJA serves as a reauthorization of the FAST Act, building upon that legislation and upon the 2012 MAP-21 Act. The IIJA introduced new priorities to address contemporary transportation challenges. Key goals of the IIJA include the following:

- Modernizing and expanding transportation infrastructure to enhance safety, efficiency, and sustainability.
- Promoting climate resilience and reducing greenhouse gas emissions through investments in clean energy and sustainable transportation.
- Enhancing equity in transportation planning to ensure underserved communities have improved access.
- Supporting the deployment of electric vehicle infrastructure and smart city technologies to foster innovation.
- Strengthening the multimodal transportation system by integrating emerging modes like micromobility and autonomous vehicles.

By incorporating these new priorities, the 2050 LRTP aims to provide a resilient equitable, and sustainable transportation system that meets future needs, building on the foundations of MAP-21 and the FAST Act while addressing critical issues outlined in the IIJA.

The Plan at a Glance

The LRTP was developed by analyzing the existing conditions throughout the two-county area and with thorough evaluation of the 2045 LRTP. Having established a baseline of needs, revisions and additions were made to better accommodate and reflect the future conditions and needs of the community.

The 2050 LRTP is organized as follows:

Chapter	Title	Content
1	Introduction and Overview	• About the MPO • About the LRTP
2	Goals, Objectives, and Performance Measures at Targets	• Federal, state and local regulations and guidance • Locally-developed goals, objectives, and performance measures • Performance targets
3	Planning Assumptions	• Area profile • Demographic and employment trends and forecasts
4	Public Involvement	• Summary of public involvement activities • Summary of public input
5	Transportation Plan	• Overview and Financial Resources • Cost Feasible Plan • Needs Assessment • Other Plan Considerations
6	Measures of Effectiveness	• Performance evaluation
7	Implementation and Next Steps	• Implementation activities • Future steps • Conclusion

Chapter 2

GOALS, OBJECTIVES, & PERFORMANCE MEASURES

Bayport Park Pier

Goal, Objectives, & Performance Targets

Introduction

This chapter outlines the strategy for maintaining, enhancing, and expanding the transportation network and systems of Hernando and Citrus Counties. In compliance with federal and state regulations, the Hernando/Citrus MPO has established a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment now and in the future.

The Hernando/Citrus MPO's goals, objectives, and performance measures align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) and those established in the adopted Florida Transportation Plan (FTP).

The MPO's approach incorporates the latest Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) guidance on transportation planning, including:

- A focus on data-driven decision-making and performance-based planning.
- Consideration of emerging technologies and their impact on transportation systems.
- Emphasis on safety, particularly for vulnerable road users.
- Integration of multimodal transportation options.
- Addressing climate change and environmental sustainability.
- Promoting equity and accessibility in transportation planning.

By adhering to these updated guidelines, the Hernando/Citrus MPO ensures that its LRTP remains current and responsive to both federal and state priorities while addressing local needs.

This Chapter is divided into the following sections:

- Hernando/Citrus MPO 2050 LRTP Goals, Objectives, and Performance Measures
- Federal Goals and Planning Factors
- State and Local Goals
- Federal and Hernando/Citrus MPO 2050 LRTP Performance Targets

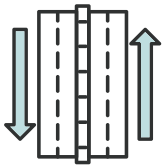
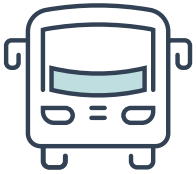
Hernando/Citrus MPO Transportation Updated Goal, Objectives, And Performance Measures

Goal and objectives that reflect the counties' visions were developed early in the planning process. The goal and associated objectives are shown here:

LRTP Goal

Figure 2-1: Hernando/Citrus MPO 2050 LRTP Goal

LRTP OBJECTIVES

1	2	3	4	5	6	7
						
Economy	**Safety**	**Mobility**	**Intermodal**	**Livability**	**Preservation**	**Implementation**
Support economic development and tourism.	Increase safety of the counties' transportation system.	Provide for mobility needs of the community.	Maintain existing transportation system.	Preserve, and where possible, enhance social, cultural, physical and natural environmental values.	Preserve and maintain a resilient transportation infrastructure and transit assets.	Ensure effective execution of improvements and maintenance

Development of The Goal, Objectives, and Performance Measures

The Hernando/Citrus MPO Goal, Objectives, and Performance Measures were developed based on federal, state, and local guidance. The requirements and guidance used to develop the Goal, Objectives, and Performance for the 2050 LRTP are described ahead.

Infrastructure Investment and Jobs Act (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act.

The IIJA continues to support a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. It emphasizes addressing climate change, improving equity, and enhancing safety across all modes of transportation. Additionally, establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. The 2050 LRTP has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

IIJA (Federal) Goals

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- **Resilience and Climate Change** - To improve the resilience and reliability of the transportation system and reduce the climate impact of transportation assets.
- **Equity** - To ensure the fair distribution of transportation benefits and mitigate disparate impacts on disadvantaged communities.

IIJA Planning Factors

Related to the goals of the IIJA, the act has reestablished the FAST Act planning factors that recognize and address the relationships between transportation, economic development, people of the community, land use, and the natural environment. The federal planning factors once again form the cornerstone for the 2050 LRTP and include:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase **accessibility and mobility** of people and freight.
5. Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient system management** and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve the **resiliency and reliability** to improve preparedness and response to natural disasters and other emergencies.
10. Enhance **travel and tourism**.

The IIJA prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. These directly impact the Hernando/Citrus MPO and the planning activities of the agency. As such, the MPO is required to establish targets and record the associated measurements to continue to develop and assess a focused, performance-based multimodal transportation system. The Hernando/Citrus MPO must:

- Describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the LRTP.
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements.
- Incorporate strategies to combat climate change and improve resilience into planning processes.
- Ensure that planning processes address equity and barriers to opportunity.

A matrix showing consistency between the LRTP Goals and the planning factors from the IIJA is shown in **Table 2-1**. Additionally, a matrix showing consistency between the LRTP Objectives and the seven planning factors from the FTP is shown in **Table 2-2**.

2050 LRTP Objectives

Table 2-1: Hernando/Citrus 2050 LRTP Objectives and IIJA Planning Factors Relationship

IIJA PLANNING FACTORS

	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration / Connectivity	System Management & Operation	System Preservation	Resiliency	Tourism
Economy Support economic development and tourism	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Safety Increase safety of the counties' transportation system	✓	✓	✓	✓	✓		✓		✓	✓
Mobility Provide for mobility needs of the community	✓	✓	✓	✓	✓	✓	✓			
Intermodal Maintain existing transportation system	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Livability Preserve, and where possible, enhance social, cultural, physical and natural environmental values.	✓	✓	✓	✓	✓	✓	✓		✓	✓
System Preservation Preserve and maintain a resilient transportation infrastructure and transit assets	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Implementation Identify improvements that can be seen through to completion for the benefit of the community	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. FDOT has begun the process of updating the FTP with a new horizon year of 2055, and it is anticipated to adopt the plan in late 2025. This update will continue to provide direction to FDOT, and all organizations involved in planning and managing Florida's transportation system, including statewide, regional, and local partners such as the Hernando/Citrus MPO.

The 2055 FTP update process involves extensive public and stakeholder engagement, including regional workshops, focus groups, and online participation opportunities. This collaborative approach ensures that the plan will reflect community visions and goals across Florida.

The 2055 FTP will contain statewide goals and regional objectives, empowering communities to develop unique local strategies that align with the FTP. This approach aims to connect communities, policies, and programs across the state. As the 2055 FTP is still in development, MPOs should stay informed about updates and be prepared to align their plans with the new FTP once it is finalized.

While the specific goals for the 2055 FTP are still in development, Five Focus Groups have been determined around the major topic areas of Safety, Resilient Infrastructure, Economic Development/Supply Chain, Technology, and Workforce Development. The FTP is expected to be adopted in November 2025. For the purposes of the Hernando/Citrus 2050 LRTP, the 2045 FTP was used for guidance.

The existing 2045 FTP follows similar topic areas, requiring MPOs to address the following goals:

- **Safety and security** for residents, visitors, and businesses
- Agile, **resilient**, and quality infrastructure
- **Connected, efficient, and reliable** mobility for people and freight
- **Transportation choices** that improve equity and accessibility
- Transportation solutions that **strengthen Florida's economy**
- Transportation solutions that **enhance Florida's communities**
- Transportation solutions that enhance Florida's **environment**

A matrix showing consistency between the LRTP Goals and the Florida Transportation Plan Goals is shown in **Table 2**.

Table 2-2: Hernando/Citrus 2050 LRTP Objectives and Florida Transportation Plan Goals Relationship

FLORIDA TRANSPORTATION PLAN GOALS

2050 LRTP Objectives

	Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Economy Support economic development and tourism	✓	✓	✓	✓	✓	✓	✓
Safety Increase safety of the counties' transportation system	✓	✓	✓	✓	✓	✓	
Mobility Provide for mobility needs of the community	✓		✓	✓	✓	✓	
Intermodal Maintain existing transportation system	✓	✓	✓	✓		✓	✓
Livability Preserve, and where possible, enhance social, cultural, physical and natural environmental values.	✓		✓	✓	✓	✓	✓
System Preservation Preserve and maintain a resilient transportation infrastructure and transit assets	✓	✓	✓	✓	✓	✓	✓
Implementation Identify improvements that can be seen through to completion for the benefit of the community	✓	✓	✓	✓	✓	✓	✓

Local Plans

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be coordinated with.

- FDOT Strategic Highway Safety Plan
- The Florida Transportation Plan
- Comprehensive Plans for Hernando and Citrus Counties and municipalities
- Hernando Citrus MPO Public Participation Plan (PPP)
- Hernando Citrus MPO Congestion Management Process (CMP)
- Hernando Citrus MPO Transportation Improvement Program (TIP)

Performance-Based Planning

Federally established laws have set the requirements for performance-based planning and programming (PBPP) in the MPO planning process. This performance-based approach aims to improve transparency, accountability, and the efficient allocation of transportation resources. Key components of PBPP include:

- Tracking specific performance measures
- Setting data-driven targets
- Selecting projects to meet these targets
- Developing plans
- Monitoring, evaluating, and reporting progress

Under this framework, FDOT is required to develop appropriate performance targets and monitor progress. The IIJA has further reinforced PBPP by increasing federal transportation funding and introducing new requirements emphasizing multimodal transportation, climate resilience, equity, and innovative funding approaches, thereby efficiently investing transportation funds by linking decisions to key outcomes related to national goals.

Federal Guidance

Federal Performance Management Measures were developed to support the FAST Act Goals and are maintained by the IIJA.

The Federal Performance Management Measures focus on the following:

- Performance Measure 1 (PM1) – Safety
  - Number of fatalities;
  - Rate of fatalities per 100 million vehicle miles traveled (VMT);
  - Number of serious injuries;
  - Rate of serious injuries per 100 million vehicle miles traveled (VMT); and
  - Number of non-motorized fatalities and non-motorized serious injuries.

- Performance Measure 2 (PM2) – Pavement & Bridge
  - Percent of Interstate pavements in good condition;
  - Percent of Interstate pavements in poor condition;
  - Percent of non-Interstate National Highway System (NHS) pavements in good condition;
  - Percent of non-Interstate NHS pavements in poor condition;
  - Percent of NHS bridges (by deck area) classified as in good condition; and
  - Percent of NHS bridges (by deck area) classified as in poor condition.
- Performance Measure 3 (PM3) – System & Freight
  - Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)
  - Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)
  - Truck Travel Time Reliability (TTTR) Index

Establishing and using performance measures in an ongoing process to support MPO planning activities is important to provide the following:

- Important data regarding the investment in different transportation strategies or modes,
- Improved communication throughout the community, and
- Targets and measures that are collaboratively developed, based on data and objective information.

FDOT Guidance

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

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

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

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

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

Federal Guidance

According to the 2045 FTP, the LRTP must include a system performance report evaluating the condition and performance of the transportation system with respect to several national goals and targets, including highway safety, highway infrastructure condition, highway reliability and freight mobility, transit asset management, and transit safety. The performance measure is to meet the federal requirements for a system performance report, as initially established in the MAP-21 legislation and maintained in the IIJA.

Hernando/Citrus MPO Performance Targets

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

SAFETY PERFORMANCE TARGETS (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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 vehicle miles traveled (VMT); and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The FDOT publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. As of the development of this LRTP, safety targets address calendar year 2022 and are based on a five-year rolling average (2018-2022). For the 2023 HSIP annual report, FDOT established statewide HSIP interim safety performance measures and FDOT's 2023 safety targets, which set the target at "0" for each of the performance measures to reflect the Department's vision of zero deaths.

On February 1, 2024, the MPO adopted Resolution 2024-01 to reestablish the Safety Performance Measures adopted in Resolution 2018-01, a 5% reduction based on a five-year rolling average for the safety performance measures listed as its 2024 safety targets.

Table 2-3 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Table 2-3: Highway Safety (PM1) Targets

Performance Target	Hernando/Citrus MPO has adopted a target specific to the MPO Planning Area	Hernando/Citrus MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero
Number of fatalities	✓	✓
Rate of fatalities per 100 million vehicle miles traveled (VMT)	✓	✓
Number of serious injuries	✓	✓
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	✓	✓
Number of non-motorized fatalities and non-motorized serious injuries.	✓	✓

The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. The MPO acknowledges FDOT statewide HSIP safety performance measures and FDOT's 2024 safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. However, the MPO is setting its safety performance targets based upon data collected within the MPO planning area for previous years related to safety performance measures.

Safety Performance Measure targets are required to be adopted on a yearly basis. In August of the current year, FDOT will report the following year's targets in the HSIP Annual Report to the Federal Highway Administration. After FDOT adopts the targets, the MPO is required to either adopt FDOT's targets or establish its own within six months (or the following February).

Statewide system conditions for each safety performance measure are included in **Table 2-4**, along with system conditions in the Hernando/Citrus MPO metropolitan planning area. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2019-2023). The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

Table 2-4: Highway Safety (PM1) Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average 2019-2023)	Hernando/Citrus MPO Baseline Performance (Five-Year Rolling Average 2019-2023)	Calendar Year 2024 Hernando/Citrus MPO Target	4-year Hernando/Citrus MPO Target (Jan 1, 2024 to Dec 31, 2027)
Number of Fatalities	3,441.8	68.6	59.9	51.4
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.543	1.78	1.6	1.37
Number of Serious Injuries	16,380.6	482.8	497.4	426.5
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	7.344	12.586	13.4	11.5
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,148.2	52.4	44.5	38.2

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

On April 6, 2023, the MPO adopted Resolution 2023-04 to support the FDOT Bridge and Pavement Condition Performance Targets. System preservation "Bridge and Pavement Condition" targets to assess the condition of the pavements and bridges on the National Highway System (NHS) became effective at the state level December 16, 2022. These performance measures and targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The current and future Bridge and Pavement Condition Targets are in **Table 2-5**.

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

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

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six 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.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2025 and 2027, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Hernando/Citrus MPO LRTP System Performance Report highlights performance for the baseline period, which is 2023. FDOT will continue to monitor and report performance on a biennial basis.

Table 5 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 2-5: Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	Statewide Performance (2023 Baseline)	Statewide 2-year Target (2025)	Statewide 4-year Target (2027)	Hernando/ Citrus MPO Performance (2023 Baseline)	Hernando/ Citrus MPO 2-year Target (2025)
Percent of Interstate pavements in good condition	67.6%	≥ 60%	≥ 60%	100%	Not required
Percent of Interstate pavements in poor condition	0.2%	≤ 5%	≤ 5%	0%	Not required1
Percent of non-Interstate NHS pavements in good condition	50.8%	≥ 40%	≥ 40%	60.5%	≥ 40%
Percent of non-Interstate NHS pavements in poor condition	0.5%	≤ 5%	≤ 5%	1.0%	≤ 5%
Percent of NHS bridges (by deck area) in good condition	55.3%	≥ 50%	≥ 50%	78.1%	≥ 50%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤ 10%	≤ 10%	0%	≤ 10%

FDOT established the statewide PM2 targets in November 2023. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific 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 statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, federally legislation requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's current TAMP was certified by FHWA on February 23, 2023.

Further, the federal pavement condition measures require a new methodology that defers from the methods previously used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the 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 historically used by the FDOT.

The Hernando/Citrus MPO agreed to support FDOT's pavement and bridge condition performance targets on April 6, 2023. By adopting FDOT's targets, the Hernando/Citrus MPO agrees to plan and program projects that help FDOT achieve these targets.

SYSTEM PERFORMANCE TARGET (TRAVEL TIME RELIABILITY) (PM3)

The Hernando/Citrus MPO 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Two of the Hernando/Citrus MPO 2050 LRTP goals established directly address system preservation.

- **Intermodal** ➡ Maintain existing transportation system.
- **Preservation** ➡ Preserve and maintain a resilient transportation infrastructure and transit assets.

On April 6, 2023, the MPO adopted Resolution 2023-04 to support the FDOT Performance Targets. These performance measures and targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The PM3 requirements also included rules to address the Congestion Mitigation and Air Quality Improvement Program (CMAQ). These CMAQ rules do not apply to the Hernando/Citrus MPO since the planning area is not designated as nonattainment or a maintenance area for air quality.

Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures. The measurement of these performance measures is summarized in **Table 2-6**.

LOTTR MEASURES

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

TTTR MEASURE

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

Table 2-6: Hernando/Citrus MPO System Performance (Travel Time Reliability) Targets

Performance Measure	Statewide Performance (2023 Baseline)	Statewide 2-year Target (2023)	Statewide 4-year Target (2025)	Hernando/ Citrus MPO Performance (2023 Baseline)	Hernando/ Citrus MPO 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	85.7%	≥ 75%	≥ 70%	100%	≥ 70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	92.1%	≥ 50%	≥ 50%	97%	≥ 50%
Truck travel time reliability (TTTR)	1.46	≥ 1.75	≥ 2.00	1.06	≥ 2.00

FDOT updated its statewide PM3 targets on May 12, 2023. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Hernando/Citrus MPO agreed to support FDOT's PM3 targets on April 6, 2023. By adopting FDOT's targets, the Hernando/Citrus MPO agrees to plan and program projects that help FDOT achieve these targets.

The Hernando/Citrus MPO 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. These System Performance Measures (PM3) are supported by each of the 2050 LRTP's goals.

- Safety ➡ Increase safety of the counties' transportation system.
- Economy ➡ Support economic development and tourism.
- Mobility ➡ Provide for mobility needs of the community.
- Intermodal ➡ Maintain existing transportation system.
- Livability ➡ Preserve, and where possible, enhance social, cultural, physical, and natural environmental values.
- Preservation ➡ Preserve and maintain a resilient transportation infrastructure and transit assets.
- Implementation ➡ Ensure effective execution of transportation infrastructure and assets.

Other Goals and Objectives

FLORIDA DEPARTMENT OF TRANSPORTATION: INITIAL TRANSPORTATION ASSET MANAGEMENT PLAN

The Florida Department of Transportation (FDOT) published the 2022 Transportation Asset Management Plan (TAMP) on December 30, 2022. This plan summarizes the current state of asset management planning process, goals and objectives, performance measures, and FDOT performance targets.

At the time of preparing this section of the Hernando/Citrus MPO 2050 LRTP, the FDOT 2022 TAMP is the latest version. As such, the Hernando/Citrus MPO supports the FDOT asset management process and adopts by reference the TAMP into the 2050 LRTP. The TAMP is to be updated no less than every five years, therefore the MPO will monitor the development of any updates to the TAMP and work with FDOT to set performance targets for the following asset management performance measures:

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION: FLORIDA FREIGHT MOBILITY AND TRADE PLAN INVESTMENT ELEMENT FAST ACT ADDENDUM

The Florida Department of Transportation (FDOT) published the Florida Freight Mobility and Trade Plan (FMTP) in the Investment Element FAST Act Addendum in January 2018, (updated September 2023). This plan summarizes the current state of the Freight Mobility planning process, goals and objectives, and performance 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. The MPO will continue to support the targets identified in the latest 2020 FMTP and will monitor progress on the 2024 FMTP update, pending approval by FHWA at the time of the 2050 LRTP update. HC MPO will continue to work with FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck travel time reliability ratio (TTR) on the Interstate system).

Transit Asset Management Targets (TAM)

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

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

MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT. Table 7 below identifies performance measures outlined in the final rule for transit asset management.

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

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

Table 2-7: FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Facilities	Percentage of facilities within an asset class rated less than 3.0 on the TERM scale
Infrastructure	Percentage of track segments by mode that have performance restrictions (measured to the nearest 0.01 mile)

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 and service frequency and is not the same as an asset's useful life.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP .

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Hernando/Citrus MPO has only Tier II providers operating within its jurisdiction. 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 vehicles or less in one non-fixed route mode. A Tier II provider has the option to establish its own targets or to participate in a group plan with other. The paratransit provider in Hernando County is operated by Mid-Florida Community service, which is a participant in the FDOT Group TAM Plan.

HERNANDO COUNTY – THEBUS

TheBus is a TAM Tier II transit agency operated by the Hernando County Board of County Commissioners in Hernando County, Florida. The Hernando County transit system consists of four (4) fixed-routes with ADA complementary service. One of the four routes connect with Pasco County to the south for a regional corridor connection to the Pasco-Hernando State College.

CITRUS COUNTY – CITRUS COUNTY TRANSIT

Citrus County Transit is a TAM Tier II transit agency, which operates two different lines of transit with 30 vehicles traveling an average of nearly 7,000 miles per month. Orange Line Bus generally operates as a fixed-route bus service, offering off-route pick-ups with prior rider-requested coordination. Transit Bus operates as a by-request door-to-door transportation service, available to all riders.

SUMMARY OF ADOPTED TRANSIT ASSET MANAGEMENT TARGETS

The transit asset management performance targets and measures for all of the Hernando Citrus MPO are listed in **Table 8**.

Table 2-8: Performance Targets & Measures (MPO Total)

Asset Category	Performance Measure
Revenue Vehicles	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

HERNANDO/CITRUS MPO TRANSIT ASSET MANAGEMENT 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. On June 6, 2024, the Hernando/Citrus MPO agreed to support the Citrus County and Hernando County TAM targets.

Table 9 and **Table 10** present 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.

The transit asset management targets also address 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 expectations and capital investment plans for improving these assets.

Table 2-9: Transit Asset Management Targets for Citrus 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%

Table 2-11: Transit Asset Management Targets for Hernando County Board of County Commissioners

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%
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway Bus	Fair	20%
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	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%

Chapter 3

PLANNING ASSUMPTIONS

Planning Assumptions

Introduction

The purpose of the Hernando/Citrus MPO 2050 LRTP is to assess transportation needs and establish a cost feasible plan for funding the highest priority improvements. One of the first steps in the LRTP process is to develop a forecast of the geographic distribution of each county's population and employment over the LRTP planning horizon. These "socioeconomic" data document anticipated population and employment concentrations at a traffic analysis zone (TAZ) level and are used to forecast future travel patterns. **Figure 3-1** and **Figure 3-2** illustrate the TAZ geographic structures for Hernando County and Citrus County, respectively, that were used for this forecast effort. The forecast data represents a cooperative effort among the Hernando/Citrus MPO, FDOT District Seven, and the local government jurisdictions in Hernando and Citrus Counties.

Figure 3-1: Hernando County Traffic Analysis Zones

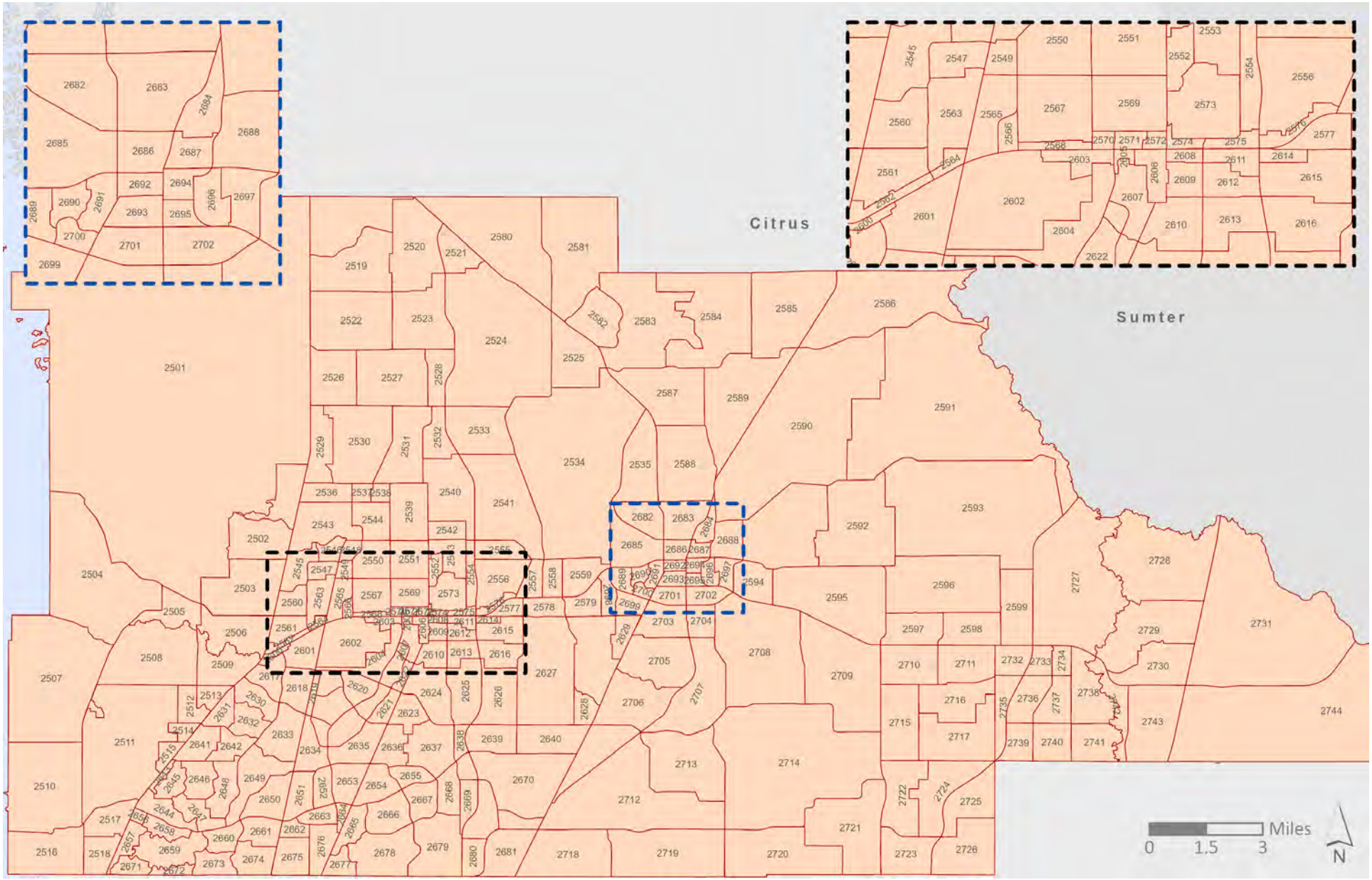
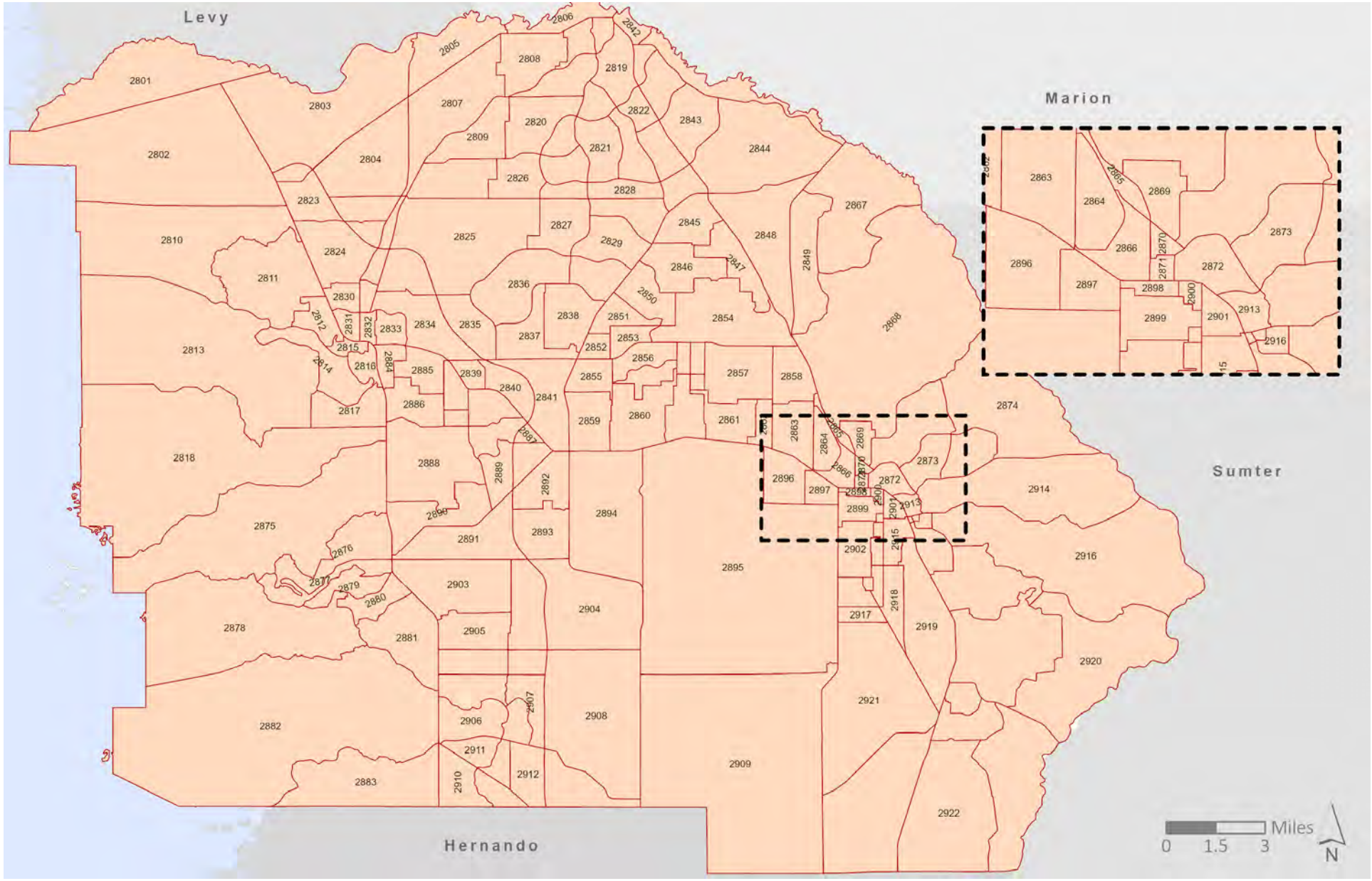


Figure 3-2: Citrus County Traffic Analysis Zones



The local government Comprehensive Plans guide public policy in terms of land use through the Future Land Use (FLU) Element. In addition to considering these policy documents in the forecast process, the study team attempted to maintain an appropriate degree of consistency between the 2045 and the 2050 forecasts.

Hernando County Profile

Hernando County is a coastal county with an area of approximately 473 square miles. Pasco County is located to the south, Citrus County to the North, the Gulf of Mexico to the west and Sumter County to the east.

The City of Brooksville is located in the center of the county and has served as the county seat for over 100 years. It was initially settled in 1845 as Melendez, being established as Brooksville in 1856 and incorporated in 1880. Brooksville has historically been located along a strategic corridor, as Fort DeSoto was a regular stop on the Concord Stage Coach Line between Tampa and Palatka. Today, it is located at the intersections of US-41, US-98 and State Road (SR) 50.

The City of Weeki Wachee is located at the western terminus of SR 50, at the intersection with US-19. Weeki Wachee has an area of 1.01 square miles, accounted for primarily by Weeki Wachee Preserve and Weeki Wachee Springs park. Weeki Wachee is historically a popular tourist destination and is anticipated to continue seeing additional visitors in the future.

Spring Hill, a census-designated place (CDP) in the southern part of the county is 62.2 square miles and serves as the primary population and employment center in Hernando County. The Spring Hill Urbanized area is approximately 115 square miles and extends southward into Pasco County.

Citrus County Profile

Citrus County lies adjacent to Hernando County to the north. Citrus County abuts Levy County to the northwest and Marion County to the northeast. The western boundary runs along the Gulf of Mexico and the eastern boundary is shared with Sumter County. The Withlacoochee River generally defines the northern and eastern borders of Citrus County.

The City of Inverness is located in the eastern central part of the county and serves as the county seat. The 2020 US Census population estimate was 7,543. The city lies at the intersection of SR 44, which is the primary connection to central Florida and Florida's Turnpike and US-41, providing an alternative north-south route.

Crystal River is the other incorporated city located in Citrus County, located in the west-central part of the county generally centered at the intersection of SR 44 and US-19/98. The smaller of Citrus County's two cities, Crystal River's US Census 2020 population estimate was 3,396.

The SR 44 corridor between Crystal River and Inverness serves as the "backbone" of the county. Most residential development and employment is connected to SR 44. This includes the communities of Beverly Hills and Pine Ridge to the north and Lecanto, located at the SR 44 intersection with County Road (CR) 491 (Lecanto Highway).

Within Citrus County, the transportation network is inefficient, having been developed to serve scattered development. This has resulted in a largely low-density land use pattern with no distinct urban center. Currently, US-19 and US-41 serve as the primary connections between Hernando and Citrus counties. The extension of the Suncoast Parkway will provide an additional connection, by limited access highway, between the two counties and south to the greater Tampa Bay region.

Future Land Use

To accurately develop future transportation needs, a thorough analysis of the area's future land use is necessary. A large part of the LRTP process is dependent on the Future Land Use Plans of the counties and cities. A Future Land Use Plan is developed per jurisdiction to identify where and how growth will occur within its boundaries. By producing such plans, sensitive environments and natural resources can be protected while still providing optimal areas for social and cultural growth and development.

The adopted Hernando and Citrus Future Land Use Plans were used to develop future socioeconomic data forecasts. The information from these plans helped determine the maximum developable residential or commercial units, identify characteristics of the physical environment that will prevent development, and emphasize new growth in urbanized areas that may best support additional population and employment.

The adopted Future Land Use Plan for Hernando County, effective November 15, 2018 along with the adopted Future Land Use Plan for Citrus County, effective July 22, 2014 and updated in 2022 were used to develop the socioeconomic data projections for this LRTP.

Population Control Totals

The development of population data control was one of the first steps in the 2050 socioeconomic data forecast. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts. These forecasts, prepared for each county, provide three countywide forecasts:

- Low: The low range of the forecasts
- Medium: The average of all forecasts (typically used for planning forecasts)
- High: The high range of the forecasts

Historically, the BEBR Medium forecast has underestimated growth in high growth counties. This experience with the BEBR Medium forecast and other factors, including the economic recovery taking place in Hernando and Citrus Counties and significant investments such as Suncoast Parkway 2, support the use of a population control total higher than the BEBR Medium forecast. The 2050 population forecast assumes a population control total based on the average of the BEBR Medium and High forecasts, resulting in a 2050 forecast of 273,200 people in Hernando County and 209,850 people in Citrus County. The relationship between the different BEBR forecasts and the selected 2050 forecast is illustrated in **Figures 3-3 & 3-4**.

Figure 3-3: Hernando County Population Control Totals

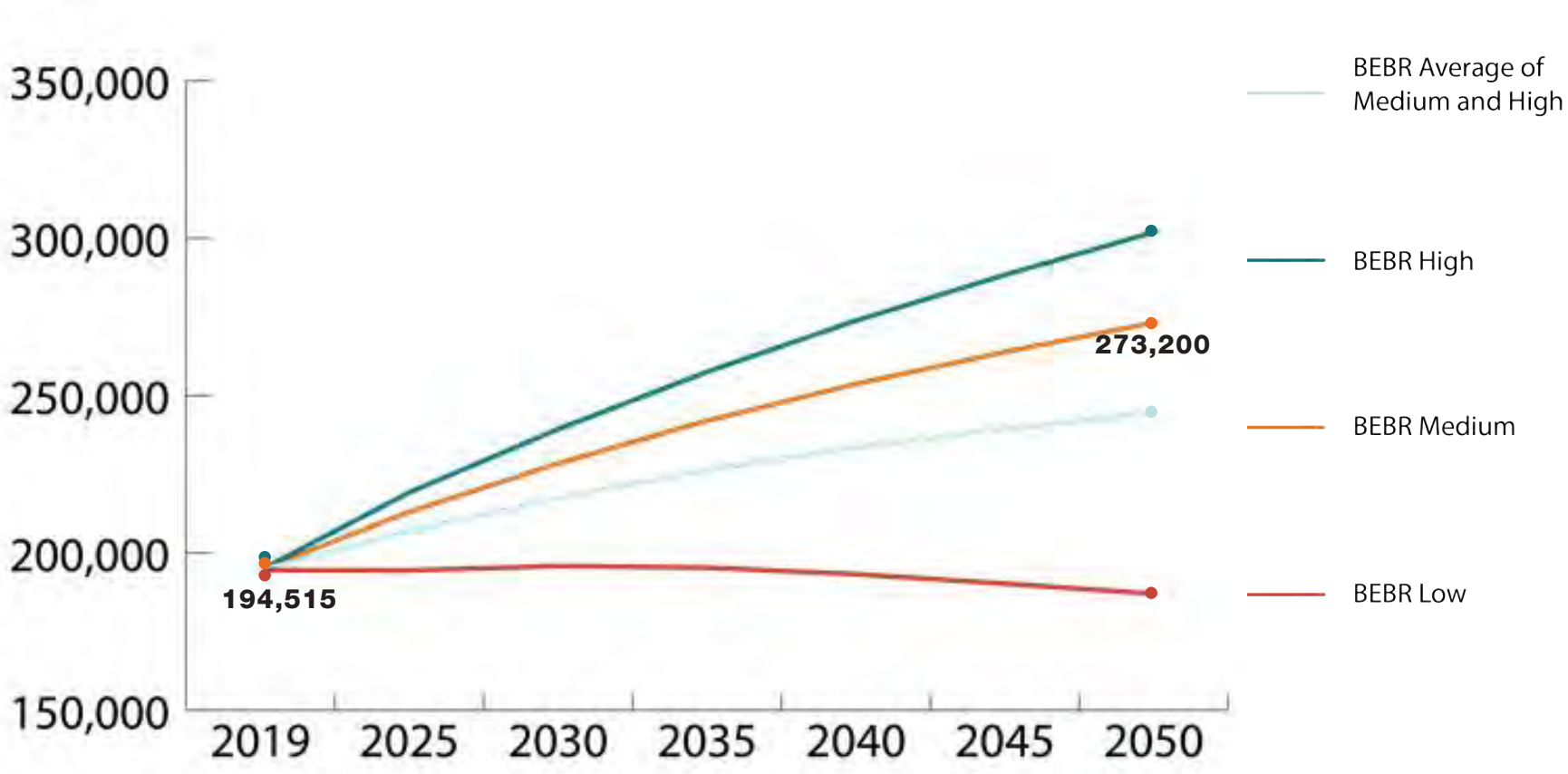
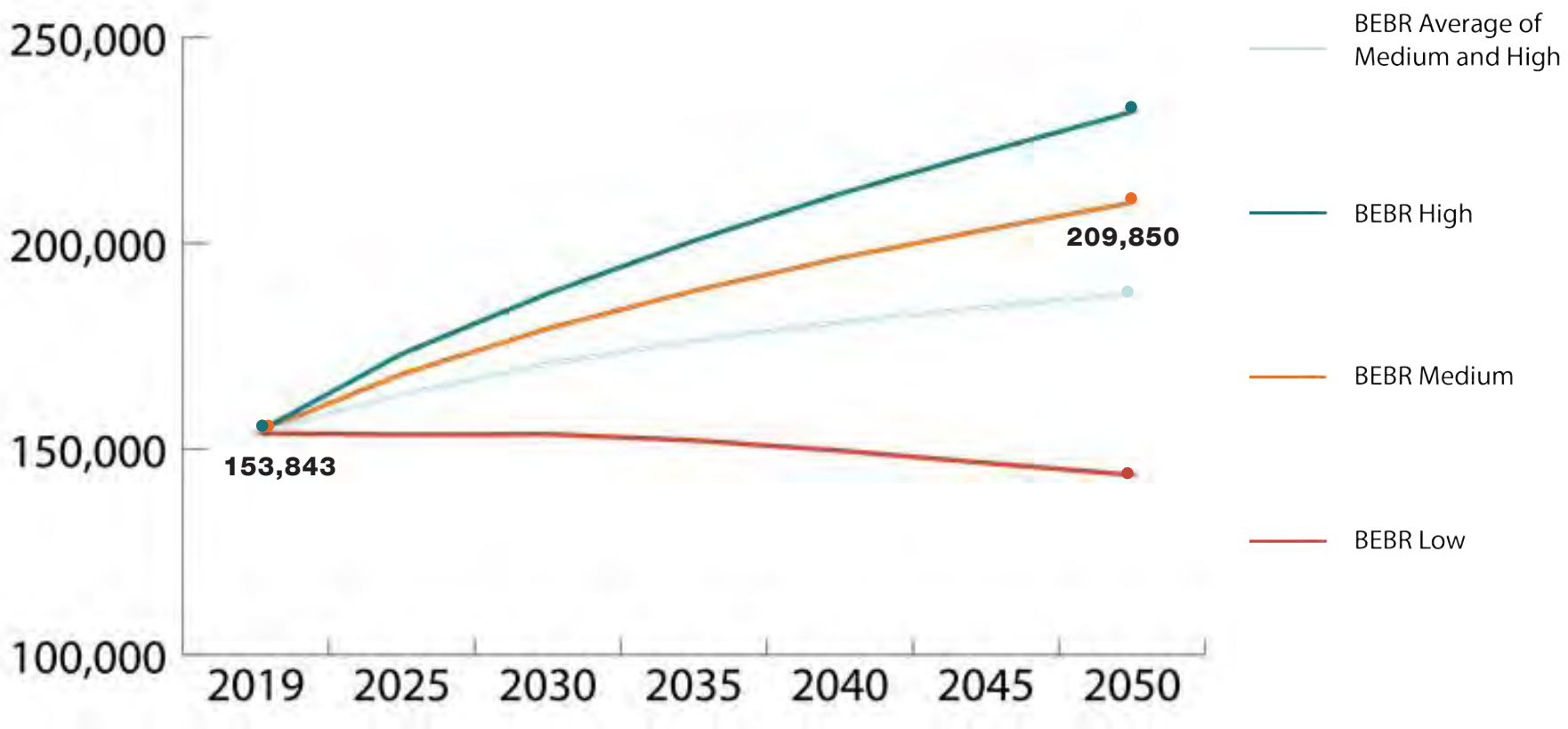


Figure 3-4: Citrus County Population Control Totals



For the purposes of use with the Transportation Demand Model, only the permanent populations—residents living in Hernando and Citrus counties for more than six months per year—were forecasted. The permanent populations include Household population and Group Quarters population.

The U.S. Census Bureau defines Household population as, "all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence." A housing unit, according to the U.S. Census Bureau is, "a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall…".

The U.S. Census Bureau also describes all people not living in households as living in group quarters. The Census Bureau defines two types of group quarters: "…institutional group quarters such as adult correctional facilities, juvenile facilities, skilled-nursing facilities, and other institutional facilities such as mental (psychiatric) hospitals and in-patient hospice facilities" and "…noninstitutional group quarters such as college/university student housing, military quarters, and other noninstitutional group quarters such as emergency and transitional shelters for people experiencing homelessness and group homes."

Employment Control Totals

The employment control totals for each county were developed based on a total employees/population ratio and an assumption that unemployment settled at a natural rate of 4 percent by 2020 and will remain stable through 2050. From an economic standpoint, it is assumed that boom periods will balance out bust periods.

Total employment was broken out into Industrial, Commercial, and Service employment categories. The categories are based on the Standard Industrial Classification (SIC) Manual, published by the U.S. Department of Commerce and described as follows:

- Industrial Employment - All full-time and regular part-time employees, and self-employed persons by job location, whose job is in an industry classified in Standard Industrial Classification (SIC) categories 01 to 39 (i.e., agriculture, forestry, fisheries, mining, contract construction, and manufacturing)
- Commercial Employment - All full-time and regular part-time employees and self-employed persons, by job location, whose job is in an industry classified in SIC categories 50 to 59 (retail trade and wholesale trade are commonly located in areas zoned for commercial land use activities)
- Service Employment - All full-time and regular part-time employees, and self-employed persons, by job location, whose job is in an industry classified in SIC categories 40 to 49 and 60 to 93 (i.e., transportation, communication and utilities services; finance, insurance and real estate services; selected personal services; tourism and recreational services, health and educational services; government services)

The control totals are based on a ratio for each category to total employment. In most Florida counties, the ratio of the three employment categories would be forecasted to change over time to reflect a reduction in the ratio of industrial employment and an increase in service employment.

Table 3-1 presents the population and employment forecast for Hernando County as developed by BEBR. It is forecasted that Hernando County's 2050 total population will be 273,200 persons with an employment total of approximately 91,856 employees. This represents an increase in population of 78,685 persons and employment of 26,456 employees from 2019 to 2050.

Table 3-2 presents the population and employment forecast for Citrus County as developed by BEBR. It is forecasted that Citrus County's 2050 total population will be 209,850 persons with an employment total of approximately 66,839 employees. This represents an increase in population of 56,007 persons and employment of 17,839 employees from 2019 to 2050.

Table 3-1A, 3-1B, 3-1C: Hernando County Population and Employment Forecast

Table 3-1A: Hernando County BEBR Data (2024)

	Baseline	BEBR Forecast						Growth
	2019	2025	2030	2035	2040	2045	2050	2019 to 2050
BEBR Low	194,515	194,400	195,800	195,300	193,200	190,200	187,000	-7,515
BEBR Medium	194,515	206,800	217,500	226,400	233,500	239,300	244,500	49,985
BEBR High	194,515	219,200	239,300	257,500	273,800	288,300	301,900	107,385
BEBR Average of Medium and High	194,515	213,000	228,400	241,950	253,650	263,800	273,200	78,685

Table 3-1B: Hernando County Population Control Totals

	2019	2025	2030	2035	2040	2045	2050	2019 to 2050
Preliminary Control Totals	194,515	213,000	228,400	241,950	253,650	263,800	273,200	78,685
Population to Allocate (per time frame)	0	18,485	15,400	13,550	11,700	10,150	9,400	9,400

Table 3-1C: Hernando County Control Totals

	2019	2025	2030	2035	2040	2045	2050	2019 to 2050
Household Population	174,380	193,032	208,774	223,674	238,224	251,932	265,587	91,207
Group Quarters Percent	1.399%	1.429%	1.444%	1.459%	1.474%	1.489%	N/A	1.414%
Total Permanent Population	176,819	195,800	211,800	226,950	241,750	255,700	269,600	92,781
Employees	55,700	63,766	68,977	73,910	78,730	83,274	87,801	32,101
Employees/Population Ratio	0.315	0.326	0.326	0.326	0.326	0.326	0.326	N/A
Industrial	10,145	11,933	13,253	14,570	15,521	16,416	17,309	7,164
Commercial	14,000	15,390	15,958	16,360	17,427	18,432	19,434	5,434
Service	31,555	36,443	39,766	42,980	45,783	48,425	51,058	19,503
Industrial/Employment Ratio	0.182	0.187	0.192	0.197	0.197	0.197	0.197	N/A
Commercial/Employment Ratio	0.251	0.241	0.231	0.221	0.221	0.221	0.221	N/A
Service/Employment Ratio	0.567	0.572	0.577	0.582	0.582	0.582	0.582	N/A

Table 3-2A, 3-2B, 3-2C: Citrus County Population and Employment Forecast

Table 3-2A: Citrus County BEBR Data (2024)

	Baseline	BEBR Forecast						Growth
	2019	2025	2030	2035	2040	2045	2050	2019 to 2050
BEBR Low	153,843	153,500	153,600	152,100	149,600	146,600	143,700	-10,143
BEBR Medium	153,843	163,300	170,700	176,300	180,800	184,400	187,800	33,957
BEBR High	153,843	173,100	187,800	200,600	212,000	222,200	231,900	78,057
BEBR Average of Medium and High	153,843	168,200	179,250	188,450	196,400	203,300	209,850	56,007

Table 3-2B: Citrus County Population Control Totals

	2019	2025	2030	2035	2040	2045	2050	2019 to 2050
Preliminary Control Totals	153,843	168,200	179,250	188,450	196,400	203,300	209,850	56,007
Population to Allocate (per time frame)	0	14,357	11,050	9,200	7,950	6,900	6,550	6,550

Table 3-2C: Citrus County Control Totals

	2019	2025	2030	2035	2040	2045	2050	2019 to 2050
Household Population	139,141	148,564	156,255	163,552	170,208	176,517	182,678	43,537
Group Quarters Percent	1.696%	1.711%	1.726%	1.741%	1.756%	1.771%	1.786%	N/A
Total Permanent Population	141,501	151,150	159,000	166,450	173,250	179,700	186,000	44,499
Employees	45,820	50,150	52,754	55,225	57,482	59,622	61,712	15,892
Employees/Population Ratio	0.324	0.332	0.332	0.332	0.332	0.332	0.332	N/A
Industrial	7,800	8,788	9,508	10,229	10,647	11,044	11,431	3,631
Commercial	10,200	10,662	10,688	10,637	11,072	11,484	11,886	1,686
Service	27,820	30,700	32,558	34,359	35,763	37,094	38,395	10,575
Industrial/Employment Ratio	0.170	0.175	0.180	0.185	0.185	0.185	0.185	N/A
Commercial/Employment Ratio	0.223	0.213	0.203	0.193	0.193	0.193	0.193	N/A
Service/Employment Ratio	0.607	0.612	0.617	0.622	0.622	0.622	0.622	N/A

As summarized in Tables 3-1C and 3-2C, the employment-to-population ratio is forecasted remain consistent through the forecast horizon.

School Enrollment Control Totals

It is forecasted that the 2050 Hernando County kindergarten to 12th grade (K-12) school enrollment, including enrollment from both public and private schools, will be approximately 27,349 students, an increase of 2,105 students from 2019 to 2050. Higher education enrollment is forecast for 2050 at approximately 8,555 students. The base 2019 higher education enrollment is approximately 6,091; the resulting increase from 2019 to 2050 is approximately 2,464 students.

It is forecasted that the 2050 Citrus County kindergarten to 12th grade (K-12) school enrollment, including enrollment from both public and private schools, will be approximately 18,260 students, an increase of 1,551 students from 2019 to 2050. Higher education enrollment is forecast for 2050 at approximately 3,339 students. The base 2019 higher education enrollment is approximately 2,448; the resulting increase from 2019 to 2050 is approximately 891 students.

Guidance on the forecast school enrollment control totals and location of schools was provided by the Florida Department of Education, Hernando/Citrus MPO staff, and representatives of the counties' School Districts.

Hernando and Citrus County Future Growth

Significant growth is expected in both Hernando and Citrus counties over the next 25 years. This is based on an analysis of national and local trends in population and employment. The future transportation needs of an area are largely based on the type of growth that is anticipated. Hernando County and Citrus counties have similar socioeconomic makeup, and each county experiences significant seasonal populations and/or visiting tourists.

The population of both Hernando and Citrus includes a higher-than-average percent of adults aged 65 and older. The American Community Survey (ACS) 2023 estimated that 26.2% of Hernando County residents were age 65 and over, and 36.5% of Citrus County residents were age 65 and older. Statewide, the survey estimates 21.7% of the total population is age 65 and older. Further, both counties are estimated to have a lower percentage of households with children than that observed statewide. The ACS estimates that 14.7% of Citrus County households and 18.5% of Hernando County households have children, whereas 19.4% of households have children statewide.

Both population characteristics strongly influence the needs of the transportation system. For instance, large populations of older and active adults may desire enhanced bicycle and pedestrian facilities such as multiuse trails and sidewalks. Similarly, if there is an increase in households with children, these facilities will need enhancement especially near schools.

As general growth in the area proceeds, the way in which development accommodates this growth will increase in importance. More efficiency in land-use and more options for transportation are important aspects of the future plans of the counties and cities, and of the MPO as a whole. A focus on enhancing the urbanized areas supports the general desire to preserve and protect the character of the MPO's rural areas.

Future population growth is largely expected in areas of Hernando County, where it will be consistent with the FLU designations. Population growth is anticipated along the US-19, US-41, US-98, and SR 50 corridors as well as in areas within the Residential or Planned Development FLU categories, including northeast of Brooksville.

Different segments of Hernando County's employment growth are anticipated to occur in different areas of the county. Commercial and service employment growth is anticipated to take place along the major roadway corridors (especially I-75 and US-98), whereas growth in the industrial sector is anticipated to occur primarily in areas southeast of SR-50 and west of US-98.

Citrus County population growth is anticipated to occur primarily in the north central part of the county generally bound by the Suncoast Parkway to the west, and SR 44 to the south. This area includes the developing communities of Citrus Springs and Sugarmill Woods.

Employment growth in Citrus is anticipated throughout the county. Much of the commercial growth is expected to occur in the Crystal River area, the Beverly Hills area, and the northeast area of the county. Service employment is expected throughout the county, with high growth in the central and northeast parts of the county. A high level of industrial sector employment growth is projected to occur northwest of the county, east of US-98, at Duke Energy's Crystal River Energy Complex. Although the Crystal River Nuclear Plant is undergoing the process of retirement, expected to be complete in 2027, Duke Energy has remained a large economic driver for Citrus County and is expected to continue contributing to the county's large industrial growth.

The following data was forecastes as part of the LRTP process and uses the aforementioned BEBR data in addition to other data to guide the forecast.

GROWTH RESULTS

Table 3-3 shows the base year (2019) population and employment forecast totals by Hernando County Planning Area compared with the Plan's horizon year of 2050. **Figure 3-5** shows the Hernando County Planning Area Map.

Figure 3-5: Hernando County Planning Area Map

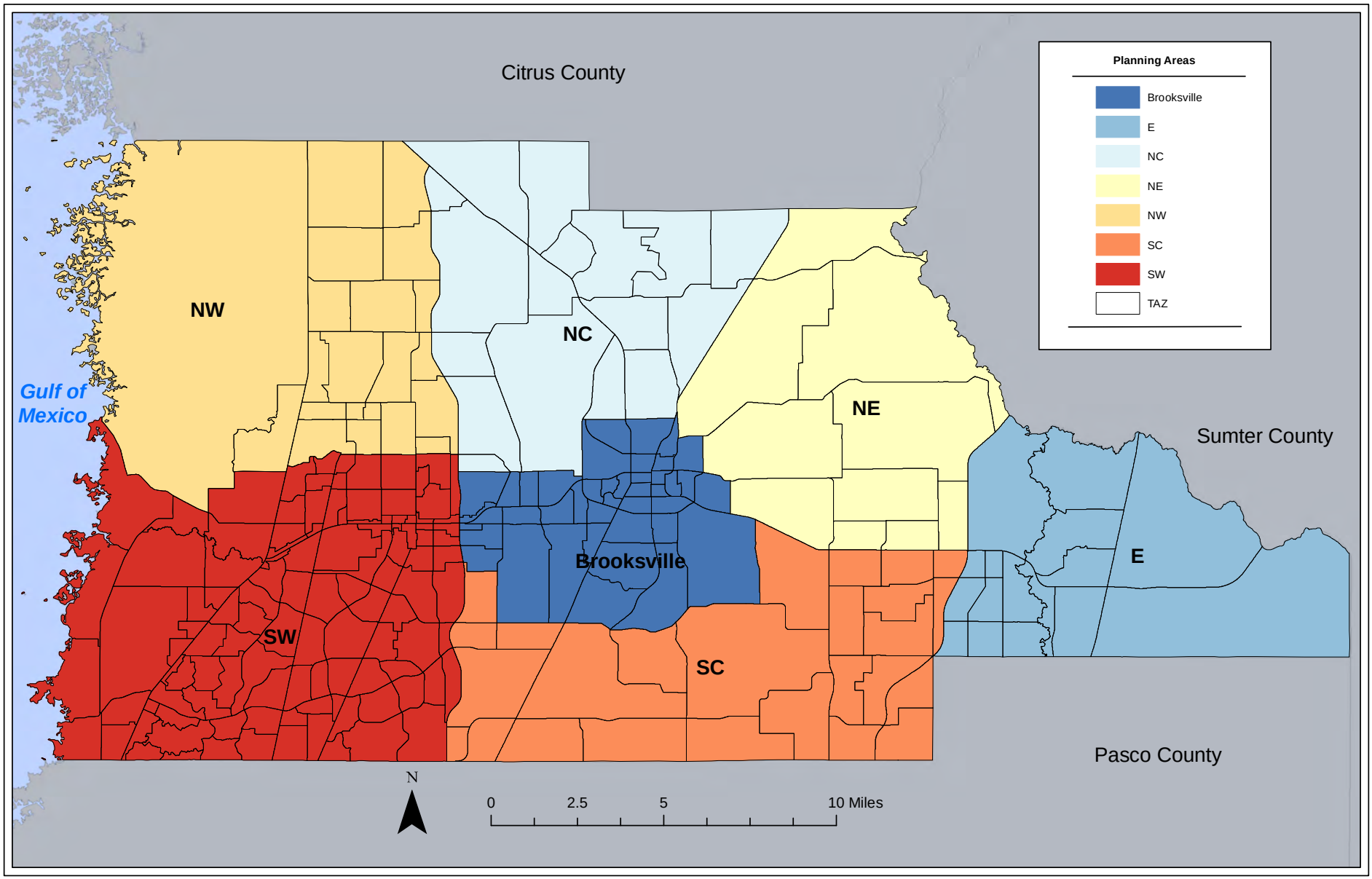


Table 3-3: TPO 2050 Socioeconomic Data Forecast - Hernando County

Plan Area	Population				Employment			
	2019	2050	2019 - 2050	% Change	2019	2050	2019 - 2050	% Change
SW	128,529	146,937	18,408	14%	37,189	44,578	7,389	20%
NW	12,412	22,343	9,931	80%	2,327	3,683	1,356	58%
SC	14,078	28,203	14,125	100%	6,831	12,514	5,683	83%
B	16,640	29,661	13,021	78%	12,414	15,663	3,249	26%
NC	4,060	8,620	4,560	112%	2,025	5,229	3,204	158%
NE	8,553	11,329	2,776	32%	1,498	2,032	534	36%
E	8,126	23,134	15,008	185%	3,116	8,167	5,051	162%
TOTAL	**192,398**	**270,227**	**77,829**	**40%**	**65,400**	**91,866**	**26,466**	**40%**

Tables 3-4 – 3-7 show the employment sector growth by Hernando County Planning Area.

Table 3-4: Hernando Industrial Employment by Planning Area

Planning Area	Industrial Employment 2019	Industrial Employment 2050	Industrial Employment 2019 -> 2050	Percent Industrial Employment 2019	Percent Industrial Employment 2050	Percent Industrial Employment 2019 -> 2050
Southwest	4,065	4,077	12	33%	23%	0%
Northwest	431	581	150	3%	3%	3%
South Central	2,679	4,568	1,889	21%	25%	34%
Brooksville	1,657	1,916	259	13%	11%	5%
North Central	1,145	1,904	759	9%	11%	14%
Northeast	716	929	213	6%	5%	4%
East	1,807	4,144	2,337	14%	23%	42%
TOTAL	12,500	18,119	5,619	100%	100%	100%

Table 3-5: Hernando Commercial Employment by Planning Area

Planning Area	Commercial Employment 2019	Commercial Employment 2050	Commercial Employment 2019 -> 2050	Percent Commercial Employment 2019	Percent Commercial Employment 2050	Percent Commercial Employment 2019 -> 2050
Southwest	10,902	12,412	1,510	71%	60%	29%
Northwest	355	503	148	2%	3%	3%
South Central	946	1,962	1,016	6%	13%	20%
Brooksville	2,330	2,945	615	15%	19%	12%
North Central	90	595	505	1%	4%	10%
Northeast	109	156	47	1%	1%	1%
East	668	1,954	1,286	4%	13%	25%
TOTAL	15,400	20,527	5,127	100%	113%	100%

Table 3-6: Hernando Service Employment by Planning Area

Planning Area	Service Employment 2019	Service Employment 2050	Service Employment 2019 -> 2050	Percent Service Employment 2019	Percent Service Employment 2050	Percent Service Employment 2019 -> 2050
Southwest	22,222	28,089	5,867	59%	53%	37%
Northwest	1,541	2,599	1,058	4%	5%	7%
South Central	3,206	5,984	2,778	9%	11%	18%
Brooksville	8,427	10,802	2,375	22%	20%	15%
North Central	790	2,730	1,940	2%	5%	12%
Northeast	673	947	274	2%	2%	2%
East	641	2,069	1,428	2%	4%	9%
TOTAL	37,500	53,220	15,720	100%	100%	100%

Figure 3-6 on the following page is the Citrus County Planning Area Map.

Figure 3-6: Citrus County Planning Area Map

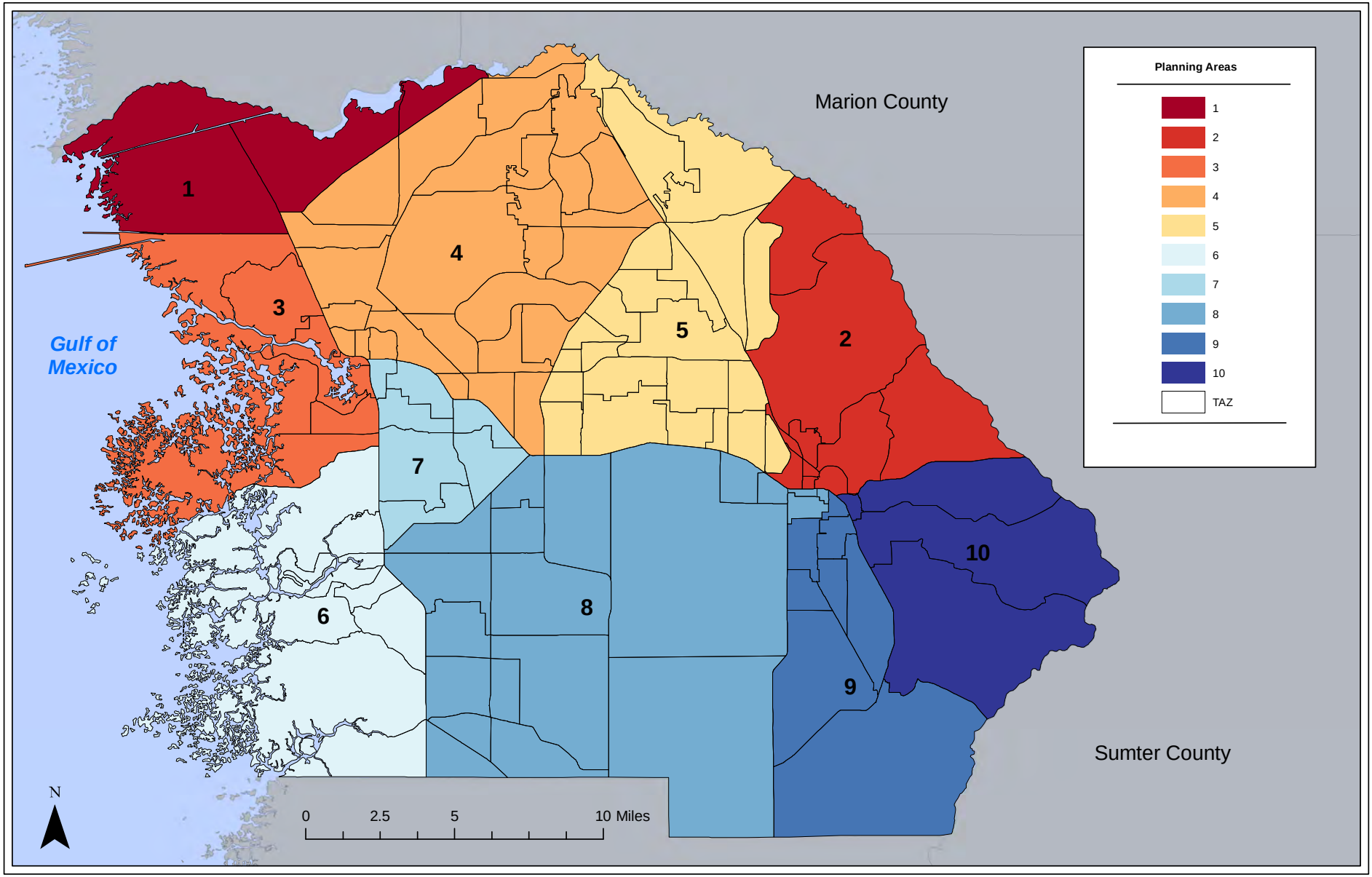


Table 3-7 shows the base year (2019) population and employment totals by Citrus County Planning Area compared with the Plan's horizon year of 2050.

Table 3-7: TPO 2050 Socioeconomic Data Forecast – Citrus County

Plan Area	Population				Employment			
	2019	2050	2019 - 2050	% Change	2019	2050	2019 - 2050	% Change
1	3,295	3,750	455	14%	969	1,793	824	85%
2	10,358	11,586	1,228	12%	4,540	5,332	792	17%
3	4,265	5,585	1,320	31%	3,711	4,274	563	15%
4	30,664	48,087	17,423	57%	9,480	14,603	5,123	54%
5	38,240	52,891	14,651	38%	9,512	14,348	4,836	51%
6	4,463	5,979	1,516	34%	2,602	3,201	599	23%
7	9,951	13,941	3,990	40%	4,053	5,108	1,055	26%
8	27,320	36,842	9,522	35%	9,979	12,755	2,776	28%
9	13,608	15,852	2,244	16%	2,773	3,488	715	26%
10	8,843	11,469	2,626	30%	1,381	1,950	569	41%
TOTAL	**151,007**	**205,982**	**54,975**	**36%**	**49,000**	**66,852**	**17,852**	**36%**

Tables 3-8 - 3-10 show the employment sector growth by Citrus County Planning Area.

Table 3-8: Citrus Industrial Employment by Planning Area

Planning Area	Industrial Employment 2019	Industrial Employment 2050	Industrial Employment 2019-> 2050	Percent Industrial Employment 2019	Percent Industrial Employment 2050	Percent Industrial Employment 2019 -> 2050
1	700	1,267	567	8%	10%	16%
2	585	702	117	7%	6%	3%
3	432	495	63	5%	4%	2%
4	1,600	2,131	531	18%	17%	15%
5	1,691	3,364	1,673	19%	27%	47%
6	477	561	84	5%	5%	2%
7	647	728	81	7%	6%	2%
8	1,336	1,565	229	15%	13%	6%
9	851	1,058	207	10%	9%	6%
10	381	408	27	4%	3%	1%
TOTAL	8,700	12,279	3,579	100%	100%	100%

Table 3-10: Citrus Commercial Employment by Planning Area

Planning Area	Commercial Employment 2019	Commercial Employment 2050	Commercial Employment 2019 -> 2050	Percent Commercial Employment 2019	Percent Commercial Employment 2050	Percent Commercial Employment 2019 -> 2050
1	48	101	53	0%	1%	2%
2	1,272	1,471	199	12%	11%	7%
3	1,180	1,316	136	11%	10%	5%
4	1,188	2,143	955	11%	16%	32%
5	2,496	3,248	752	24%	24%	25%
6	814	944	130	8%	7%	4%
7	1,338	1,552	214	13%	11%	7%
8	1,444	1,891	447	14%	14%	15%
9	576	672	96	5%	5%	3%
10	144	183	39	1%	1%	1%
TOTAL	10,500	13,521	3,021	100%	100%	100%

Table 3-11: Citrus Service Employment by Planning Area

Planning Area	Service Employment 2019	Service Employment 2050	Service Employment 2019 -> 2050	Percent Service Employment 2019	Percent Service Employment 2050	Percent Service Employment 2019 -> 2050
1	221	425	204	1%	1%	2%
2	2,683	3,159	476	9%	8%	4%
3	2,099	2,463	364	7%	6%	3%
4	6,692	10,329	3,637	22%	25%	32%
5	5,325	7,736	2,411	18%	19%	21%
6	1,311	1,696	385	4%	4%	3%
7	2,068	2,828	760	7%	7%	7%
8	7,199	9,299	2,100	24%	23%	19%
9	1,346	1,758	412	5%	4%	4%
10	856	1,359	503	3%	3%	4%
TOTAL	29,800	41,052	11,252	100%	100%	100%

Additional information regarding the methodology and data used to develop the socioeconomic forecast can be found in Socioeconomic Data Forecast Report in Techincal Appendix under separate cover.

Transportation Trends

The level of growth expected in Hernando and Citrus counties is likely to have a significant impact on travel demand and overall mobility in the area. However, certain transportation trends may modify the effects that traditional growth would cause. Shifts in behavior that may have such an influence include younger individuals delaying or forgoing acquisition of driving permits or older individuals remaining active and mobile later in life. These demographic trends are occurring alongside changes in transportation technology, such as the rise in popularity of transportation network companies (TNCs) like Uber and Lyft, automated, connected, electric, and shared vehicles (ACES), and increases in the prevalence of telecommuting.

It is also to be noted that COVID-19 had a significant impact on travel behavior, and the impacts of the pandemic are starting to normalize across Hernando and Citrus Counties. It is crucial to adapt growth evaluation and transportation strategies accordingly.

This plan seeks to create a transportation network that is well balanced so that it may accommodate these trends and other shifts in travel behavior. A resilient multimodal network will serve the community well into the future.

Travel Demand Model

The key purpose of the forecasted population and employment data is to develop a forecast of travel demand for the year 2050. This is accomplished by using a travel demand forecast model that converts the population and employment data into trips which are subsequently assigned to a roadway and/or transit network. The Hernando/Citrus MPO 2050 LRTP makes use of the District Seven Regional Planning Model (D7RPM) that as of the adoption of this report, is still under development by one of Hernando/Citrus MPO's partners, FDOT District 7. When available, additional information on the most recent D7RPM is provided below or can be found in the **Technical Appendix** under separate cover.

The D7RPM is a 'traditional' Florida Standard Urban Transportation Structure (FSUTMS) four-step, trip-based model that has been updated with many of the recommendations provided by the FDOT Transit Model Update project to improve the preparation of transit demand forecasts to a point consistent with federal expectations, and to incorporate state of the practice techniques and tools through a prototype model application.

Regional Coordination

Due to the amount of growth that the Gulf Coast region has experienced and the expectations that it will continue, regional transportation planning is important. The MPO has maintained strong regional alliances with its counterparts in the Tampa Bay urbanized area and is involved in partnership with the Sun Coast Transportation Planning Alliance (SCTPA) with regard to regional transportation planning and coordination. The TPO will ensure that the regional projects contained in the 2050 LRTP are reflected in regional transportation plans.

The Hernando/Citrus MPO recognizes there are several regional transportation corridors that link the surrounding MPO/TPO regions and there may be opportunities in the future for coordination between the agencies.

The MPO coordinated with FDOT District Seven, as well as the other three MPOs/TPOs within the district, throughout the development of the FDOT D7RPM. The D7RPM was prepared as one regional model for all five counties in District Seven and was used by the MPOs/TPOs for each LRTP update. A substantial amount of coordination was required between FDOT and each MPO/TPO through each of the major steps in updating the D7RPM, as each MPO/TPO provided data and input in support of the model validation, population and employment forecast, and subsequent model runs as various alternatives were tested for the LRTPs.

Chapter 4

TRANSPORTATION PLAN

Transportation Plan

Introduction

This chapter represents the Transportation Plan including the following:

- **Financial Resources** – How we can pay for the plan?
- **Cost Feasible Plan** – Which projects and programs are funded in the plan?
- **Needs Assessment** – What are the overall multimodal transportation needs without consideration of available funding?
- **Other Planning Priorities** – What are the major planning initiatives that are included within the plan?

Financial Resources

Long Range Transportation Plans must address the financial resources that are anticipated to be used for maintaining and improving the transportation system. This includes a projection of revenues that can be reasonably expected for use in prioritizing the Needs Assessment and in developing a Cost Feasible Plan. Projected revenues are based on the current revenue status and anticipated trends. Another piece of revenue forecasting is to determine which transportation revenues are to be spent on capital projects and which are to be spent on operations and maintenance. Maintaining resilient transportation infrastructure for the future is a 2050 LRTP Goal and will continue to be an important focus.

Overview of Current Trend – Declining County Revenues

This plan projects a general decrease in revenues from the previous plan. County revenues are anticipated to slightly increase due to a new impact fee rate schedule adopted in Hernando County. County resources are generally used to build and maintain local and county roadways and support the public transportation systems. Despite the rising cost of local transportation projects, local Hernando County revenues in this plan have decreased from $490.4 million to $374.3 million and Citrus County revenues have slightly increased from $253.8 million to $255.4 million relative to projections in the 2045 LRTP.

Revenue Summary

The available revenues for the long range transportation plan can be categorized into three major categories:

1. Strategic Intermodal System funding,
2. Other Federal and State funding, and
3. Local revenues.

The Hernando/Citrus MPO 2050 LRTP assumes a significant increase in state and federal transportation funding and a decrease in local funding.

The increase in state and federal funding is largely due to the continuing work on Suncoast Parkway as identified for funding in the Florida Statewide Strategic Intermodal System (SIS) Cost Feasible Plan. The SIS Cost Feasible Plan also includes revenues for additional projects on I-75 and future projects on SR 44 and US 19. SIS revenues represent over $622 million of funding in the plan. These projects are prioritized and funded at the statewide level and the funds applied to these projects cannot be reallocated to other projects by the MPO.

OTHER STATE AND FEDERAL TRANSPORTATION FUNDING

This plan's estimates for the State and Federal revenues plus affiliated inflation factors were guided by the 2050 FDOT Revenue Forecasting Guidebook. The estimates can be found in **Appendix A** and **Appendix B**, and the Forecasting Guidebook is in the **Technical Appendix** under another cover.

Transportation Regional Incentive Program (TRIP) funds are allocated to improve regionally significant transportation facilities. FDOT funds 50% of project costs, or up to 50% of the non-Federal share of project costs for public transportation facility projects. The TRIP funds through 2050 are projected to total over $11.5 million. There is additional state funding that is projected to be available for projects in the 2050 Hernando/Citrus totaling $483.6 million.

Florida Department of Transportation (FDOT) has provided estimates of funds for Transportation Alternatives to assist MPOs and TPOs in developing their plans. They can be utilized to fund pedestrian and bicycle improvements. "TALL" funds are Transportation Alternative Program funds designated for areas with populations less than 200,000, and "TALT" funds are Transportation Alternative Program funds provided for areas of any size. Both TALL and TALT funds are provided by each individual FDOT district. The portion available to the Hernando/Citrus MPO is estimated based on the percentage of total District 7 population. TALL funds through 2050 are projected to total $9.02 million, and TALT funds through 2050 are projected to total $9.5 million. The 2050 plan also includes several additional funding sources for transportation alternatives, including TALM, TALN. These funds are projected to provide approximately $13 million through 2050.

LOCAL FUNDING

Local County funds for capital transportation projects are comprised of a portion of local fuel taxes and transportation impact fees. The funds projected to be available from Hernando County total nearly $192.1 million, and those projected to be available from Citrus County sources total about $148.7 million. These projections can be found in the **Technical Appendix** under separate cover.

OTHER FUNDING

Other potential revenue sources may be identified through by managing agencies and could include funding by developers or through grants.

Table 4-1 provides a summary of the roadway revenue totals by revenue source available for capital projects by timeframe. The revenues are provided in Year of Expenditure (YOE), which is the estimated cost at the time of spending in the future, including inflation and Present-Day Costs (PDC), which is the value of the dollars at the time of the estimate (2024$).

SUNCOAST PARKWAY

Current Plans for the Suncoast Parkway show an extension north to US 19, with interchanges at Citrus County Road 486 (CR 486 / Norvell Bryant Highway) and CR 495. This project is funded by Florida's Turnpike Enterprise (FTE) as part of the Strategic Intermodal System (SIS) using funds dedicated to SIS projects only.

Table 4-1: Total Projected Revenue for Roadway Capital Projects (2026-2050) in Year of Expenditure (YOE)

REVENUES (YOE$)		FUNDING SOURCE	2026-2030	2031-2035	2036-2040	2041-2050	Total
COUNTY	JURISDICTION						
HERNANDO	STATE	SIS	$43,457,000	$0	$0	$0	$43,457,000
	STATE/FEDERAL	SHS ONLY	$17,549,176	$13,115,818	$13,545,753	$27,482,356	$71,693,102
		OTHER ARTERIALS SUBTOTAL	$35,183,067	$32,853,152	$33,091,571	$66,398,109	$167,525,900
		TOTAL FED/STATE REVENUES	**$96,189,243**	**$45,968,970**	**$46,637,324**	**$93,880,465**	**$282,676,002**
		IMPACT FEE TOTAL (ALL DISTRICTS)	$32,200,000	$38,670,000	$39,440,000	$97,050,000	$207,360,000
		FUEL TAX (CAPITAL ONLY)	$39,112,100	$28,510,440	$29,693,095	$0	$97,315,635
		TOTAL COUNTY REVENUES	**$71,312,100**	**$67,180,440**	**$69,133,095**	**$97,050,000**	**$304,675,635**
CITRUS	STATE	SIS	$578,740,000	$0	$0	$0	$578,740,000
	STATE/FEDERAL	SHS ONLY	$13,880,824	$10,374,182	$10,714,247	$21,737,644	$56,706,897
		OTHER ARTERIALS SUBTOTAL	$34,335,933	$32,527,848	$32,716,429	$65,602,891	$165,183,101
		TOTAL FED/STATE REVENUES	**$626,956,757**	**$42,902,030**	**$43,430,676**	**$87,340,535**	**$800,629,998**
	COUNTY	TRANSPORTATION IMPACT FEES	$19,980,000	$22,840,000	$23,240,000	$49,980,000	$116,040,000
		FUEL TAX (CAPITAL ONLY)	$26,164,000	$19,072,030	$19,863,166	$27,343,536	$92,442,732
		TOTAL COUNTY REVENUES	**$46,144,000**	**$41,912,030**	**$43,103,166**	**$77,323,536**	**$208,482,732**
		GRAND TOTALS	**$840,602,100**	**$197,963,470**	**$202,304,261**	**$355,594,536**	**$1,596,464,367**

Table 4-2: Total Projected Revenue for Roadway Capital Projects (2026-2050) in Present Day Value (PDV, 2024$)

REVENUES (YOE$)		FUNDING SOURCE	2026-2030	2031-2035	2036-2040	2041-2050	Total
COUNTY	JURISDICTION						
HERNANDO	STATE	SIS	$43,457,000	$0	$0	$0	$43,457,000
	STATE/FEDERAL	SHS ONLY	$15,953,796	$10,167,300	$8,683,175	$14,166,163	$48,970,434
		OTHER ARTERIALS SUBTOTAL	$31,984,606	$25,467,560	$21,212,545	$34,225,830	$112,890,541
		TOTAL FED/STATE REVENUES	**$91,395,403**	**$35,634,860**	**$29,895,720**	**$48,391,992**	**$205,317,976**
		IMPACT FEE TOTAL (ALL DISTRICTS)	$29,272,727	$29,976,744	$25,282,051	$50,025,773	$134,557,296
		FUEL TAX (CAPITAL ONLY)	$35,556,455	$22,101,116	$19,034,035	$0	$76,691,606
		TOTAL COUNTY REVENUES	**$64,829,182**	**$52,077,860**	**$44,316,086**	**$50,025,773**	**$211,248,902**
CITRUS	STATE	SIS	$578,740,000	$0	$0	$0	$578,740,000
	STATE/FEDERAL	SHS ONLY	$12,618,931	$8,042,002	$6,868,107	$11,204,971	$38,734,011
		OTHER ARTERIALS SUBTOTAL	$31,214,484	$25,215,386	$20,972,070	$33,815,923	$111,217,863
		TOTAL FED/STATE REVENUES	**$616,117,331**	**$33,257,388**	**$27,840,177**	**$45,020,894**	**$728,691,874**
	COUNTY	TRANSPORTATION IMPACT FEES	$15,488,372	$17,705,426	$28,612,308	$26,626,465	$88,432,572
		FUEL TAX (CAPITAL ONLY)	$23,785,455	$14,784,520	$12,732,799	$14,094,606	$65,397,379
		TOTAL COUNTY REVENUES	**$39,273,827**	**$32,489,946**	**$41,345,107**	**$40,721,071**	**$153,829,950**
		GRAND TOTALS	**$818,071,827**	**$153,460,054**	**$143,397,091**	**$184,159,731**	**$1,299,088,702**

Transportation Improvement Program (TIP) - 2025 to 2029

The first five years of the Long Range Transportation Plan make up the Transportation Improvement Program (TIP). While the federal regulations call for a TIP that includes four years of improvements, Florida requires and recognizes a full five years. Because the TIP document is frequently amended, the TIP information used in the development of this LRTP was adopted June 6, 2024. This version of the TIP is provided in the **Technical Appendix** under separate cover for convenience. Amendments and updates to the TIP go through a formal process which includes a public hearing for major changes. Amendments to the TIP that occurred after June 6, 2024 was not considered in this plan unless otherwise noted.

Revenue sources for TIP projects are listed below in **Table 4-3**. The full table can be found in the Hernando/Citrus TIP FY 2024/2025-2028/29 available under separate cover.

Table 4-3: TIP FY 2024/2025-2028/2029 Revenues

FUND	<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
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**

The current TIP includes several projects which are scheduled to be at least partially-funded as listed in the following **Tables 4-4 – 4-7**. Additional details, including scheduled phases and costs as well as documentation can be found in the Hernando/Citrus TIP FY 2024/2025-2028/2029 in the **Technical Appendix** under separate cover. It should be noted that The TIP five-year program includes costs as year of expenditure (YOE), which are considered equivalent to present day value (PDV)

Table 4-4: TIP FY 2024/2025-2028/2029 Roadway Capacity Projects

County	Project	From	To	Imprv Type	Latest Funded Phase	Funded Level
CITRUS	US 41 (SR 45)	SR 44	N OF SR 200	WIDENING	ROW	PARTIAL
CITRUS	US 41 (SR 45)	S OF WITHLACOOCHEE TRAIL BR	N SPORTSMAN PT	WIDENING	CST	FULL
CITRUS	US 41 (SR 45)	N SPORTSMAN PT	N OF E ARLINGTON ST	WIDENING	CST	FULL
CITRUS	US 41 (SR 45)	N OF E ARLINGTON ST	E LOUSIANA LN	WIDENING	ROW	PARTIAL
CITRUS	US 19	W CARDINAL ST	W GREEN ACRES ST	WIDENING	PE	PARTIAL
HERNANDO	SR 50/CORTEZ BLVD	W OF BUCK HOPE RD	W OF JEFFERSON ST	WIDENING	CST	FULL
HERNANDO	US 19/SR 55	PASCO COUNTY LINE	CITRUS COUNTY LINE	ATMS	CST	FULL
HERNANDO	US 301	PASCO COUNTY LINE	SR 50/CORTEZ BLVD	WIDENING	CST	FULL
HERNANDO	US 98/US 41/SR 700/SR 50A	N BROAD ST	E OF JEFFERSON ST	INTERSECTION	CST	FULL

Table 4-5: TIP FY 2024/2025-2028/2029 Transit Funding

County	Project	Time	Cost	Revenue Source	PDV Total
CITRUS	CAPITAL FOR FIXED RTE	< 2025 - 2029	$5,812,346	STATE	$11,718,628
		< 2025 - 2029	$5,906,282	LOCAL	
CITRUS	OPERATIONS (SECTION 5311)	< 2025 - 2029	$4,677,395	STATE	$6,319,816
		< 2025 - 2029	$1,642,421	LOCAL	
CITRUS	OPERATIONS (SECTION 5307)	< 2025 - 2029	$14,895,165	FEDERAL	$23,490,330
		< 2025 - 2029	$8,595,165	LOCAL	
CITRUS	OPERATIONS (STBG)	< 2025 - 2029	$4,163,058	STATE	$8,434,800
		< 2025 - 2029	$4,271,742	LOCAL	
HERNANDO	HERNANDO COUNTY SECTION 5311	< 2025 - 2029	$4,146,946	STATE	$8,345,343
		< 2025 - 2029	$4,198,397	LOCAL	
HERNANDO	FIXED RTE	< 2025 - 2029	$680,308	STATE	$2,040,924
		< 2025 - 2029	$1,360,616	LOCAL	
HERNANDO	FTA SECTION 5307	< 2025 - 2029	$9,177,654	STATE	$18,398,930
		< 2025 – 2029	$9,221,276	LOCAL	
HERNANDO	OPERATIONS (STBG)	< 2025 - 2029	$18,448,621	FEDERAL	$21,598,621
		< 2025 - 2029	$3,150,000	LOCAL	
				FEDERAL	$33,343,786
				STATE	$28,657,707
				LOCAL	$38,345,899
				TOTAL	**$100,347,392**

Table 4-6: TIP FY 2024/2025-2028/2029 Bicycle/Pedestrian/Trail Projects

County	Project	From	To	Mi	Imprv Type	Year	Funded Level
CITRUS	FOREST RIDGE BLVD	W LAKE BEVERLY	W COLBERT CT	0.75	SW	2026	FULL
CITRUS	CITRUS COUNTY SIDEWALK GAPS – PHASE I	VARIOUS LOCATIONS	VARIOUS LOCATION	Various	SW	2027	FULL
CITRUS	CITRUS COUNTY SIDEWALK GAPS – PHASE II	VARIOUS LOCATIONS	VARIOUS LOCATION	Various	SW	2028	FULL
CITRUS	CITRUS COUNTY SIDEWALK GAPS – PHASE III	VARIOUS LOCATIONS	VARIOUS LOCATION	Various	SW	2029	FULL
HERNANDO	HERNANDO COUNTY SIDEWALK GAPS – PHASE II	VARIOUS LOCATIONS	VARIOUS LOCATION	Various	SW	2028	FULL
HERNANDO	HERNANDO COUNTY SIDEWALK GAPS – PHASE III	VARIOUS LOCATIONS	VARIOUS LOCATION	Various	SW	2029	FULL
						TOTAL	**$52,698,700**
						STATE	**$25,840,973**

Aviation

Table 4-7: TIP FY 2024/2025-2028/29 Aviation Projects

County	Project	Time	Cost	Revenue Source	PDV Total
CITRUS	INVERNESS AIRPORT - TAXILANES FOR T-HANGARS	2025	$954,900	FEDERAL	$1,061,000
		2025	$84,880	STATE	
		2025	$21,220	LOCAL	
CITRUS	REHABLITATE AIRFIELD SECURITY AND GATES - INVERNESS AIRPORT	2027	$409,600	STATE	$512,000
		2027	$102,400	LOCAL	
CITRUS	CRYSTAL RIVER AIRPORT TAXIWAY REHAB CONSTRUCTION	2027	$972,000	FEDERAL	$1,080,000
		2027	$86,400	STATE	
		2027	$21,600	LOCAL	
CITRUS	INVERNESS AIRPORT FUEL TANKS	2026	$360,000	STATE	$450,000
		2026	$90,000	LOCAL	
CITRUS	CRYSTAL RIVER AIRPORT TAXIWAY REHAB DESIGN	2026	$108,000	FEDERAL	$120,000
		2026	$9,600	STATE	
		2026	$2,400	LOCAL	
HERNANDO	BROOKSVILLE AIRPORT RUNWAY REHAB	2025	$160,000	STATE	$200,000
		2025	$40,000	LOCAL	
HERNANDO	BROOKSVILLE AIRPORT T HANGAR AND TAXILANE CONSTRUCTION	2027	$1,574,000	STATE	$3,148,000
		2027	$1,574,000	LOCAL	
				FEDERAL	**$2,034,900**
				STATE	**$2,684,480**
				LOCAL	**$1,851,620**
				TOTAL	**$6,571,000**

Full costs and phases are included in **Appendix D**, and the full Hernando/Citrus MPO TIP FY 2024/2025-2028/2029 is in the **Technical Appendix** under separate cover.

Roadway Plan

Project Phasing

At the beginning of the plan, an initial Needs Assessment was performed. Prioritization Factors, as found in Figure 8, provide a basis for evaluation. Among these factors are items to consider such as significant negative environmental or community impacts, future congestion relief, freight corridors as identified in the FDOT Freight and Mobility Plan, and high crash rates among others. After initial prioritization, the needs were divided up based on funding status. Roadway and Highway projects in the plan are grouped into five tiers. Each tier is based on the relative level of priority and funding status as indicated in **Figure 4-1**.

- Tier 1 includes projects that are committed improvements to be built in the next 5 years (2025 – 2030).
- Tier 2 includes projects that are part of the 2050 LRTP Cost Feasible Plan and are projected to begin between the years 2031-2040. These are considered Interim Cost Feasible projects
- Tier 3 includes projects that are part of the 2050 LRTP Cost Feasible Plan and are projected to begin between the years 2041-2050.
- Tier 4 includes high priority, Partially Funded or Illustrative Projects that are not currently fully cost feasible but could be added to the plan if additional funding becomes available.
- Tier 5 includes projects that are considered unfunded needs.

Figure 4-1: Priority and Funding Status

Prioritization Considerations

Table 4-8: Funding Status and Priority by Phase

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
	Existing and Committed (E+C) (Before 2030)	Cost Feasible Interim Projects (2031-2040)	Cost Feasible Projects (2041-2050)	Partially Funded Projects / Illustrative Projects	Other Unfunded Needs
Needs Assessment	Yes	Yes	Yes	Yes	Yes
High Priority	Yes	Yes	Yes	Yes	N/A
Cost Feasible	Yes	Yes	Yes	Should funds become available	N/A

The projects that are identified as Cost Feasible are consistent with prioritization factors as illustrated in **Figure 4-2.**

Figure 4-2: Prioritization Factors

Prioritization Factors

Fatal Flaw	Pipeline Project	Future Congestion	Regional Freight	Connectivity	Economic Development	Public Support	High Crashes
Omission of a project anticipated to contribute significant adverse impacts to the environment or their community	Priority given to projects that have been partially funded	Projects on corridors anticipated to relieve current or future congestion	Designated freight corridors	Improvements in connectivity between major roadways or activity centers	Projects that enhance and promote economic development in the area	Projects that are identified as high-priority by public support	Projects on corridors that experience higher than average crash rates

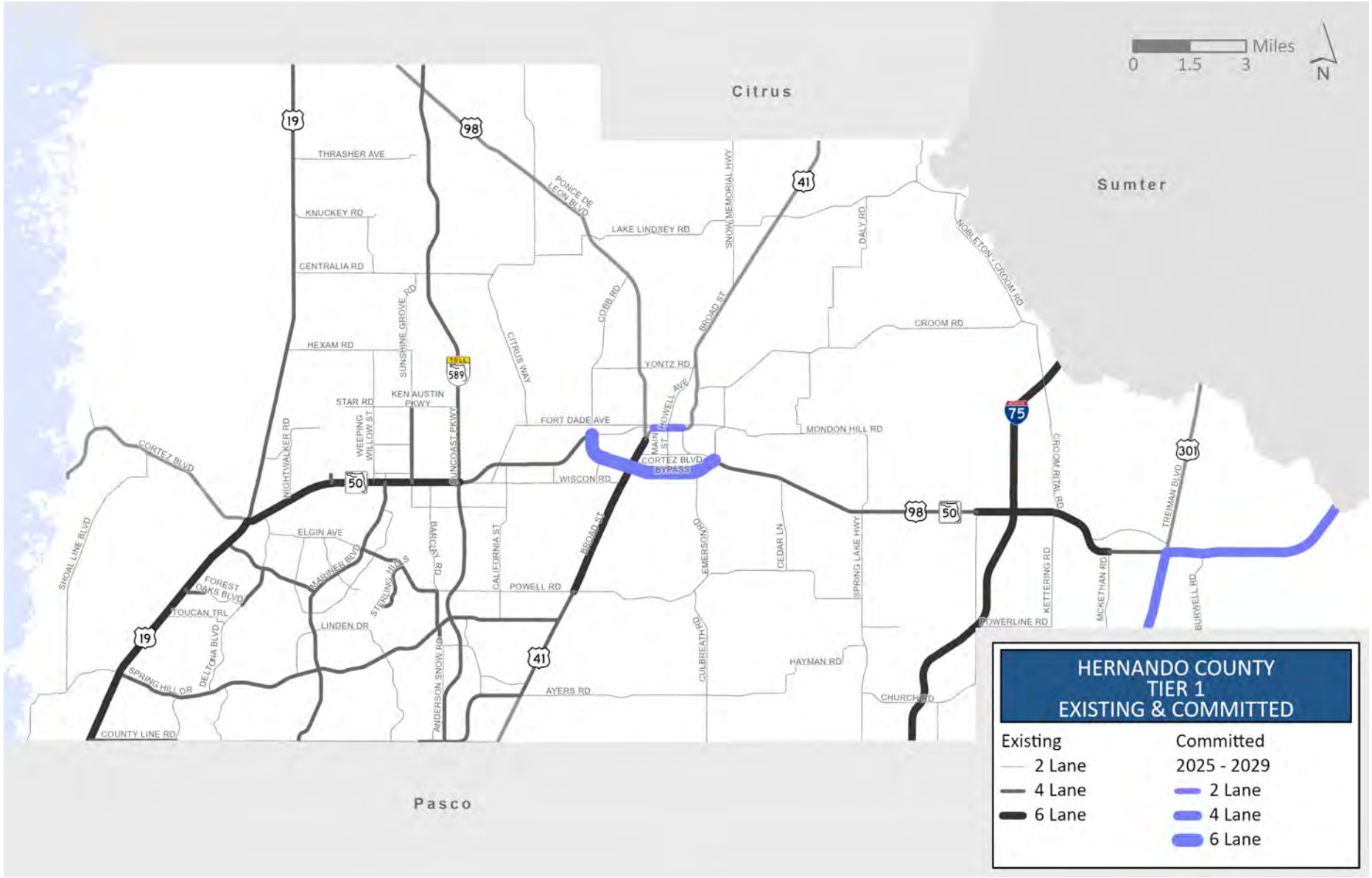
Cost Feasible Details

Detailed tables of the Cost Feasible projects are included in **Appendix A** and **Appendix B** of this document. Appendix A includes the projects in terms of Present Day Value (PDV), while Appendix B includes the projects with the Year of Expenditure (YOE) costs.

All 2050 LRTP-identified projects include an estimated $2.32 billion (PDV) of roadway costs. Unfunded Needs account for nearly half of that total, valuing about $938 million. The tables included in **Appendices A & B** ensure that the proposed improvements included in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

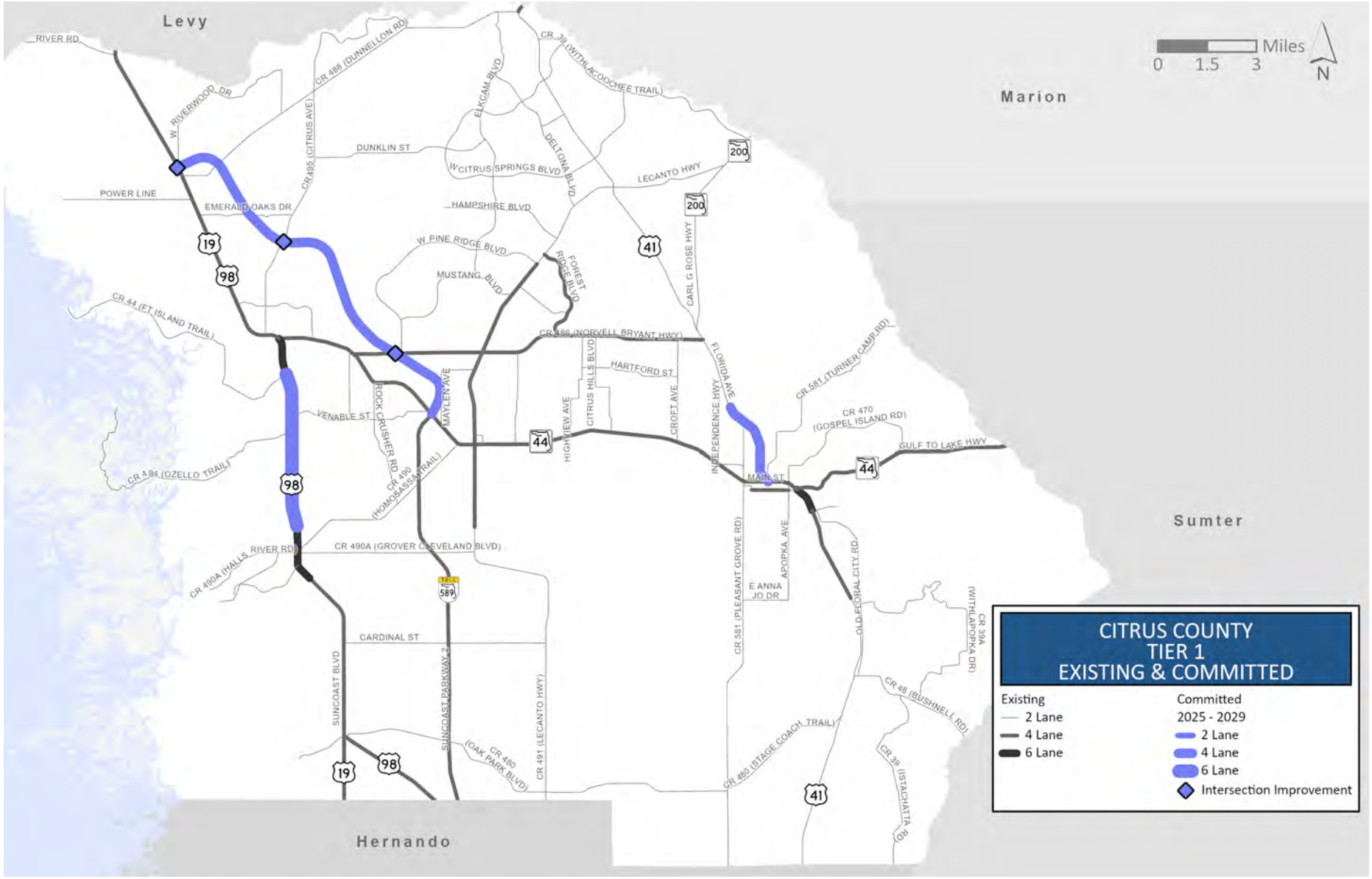
The maps included as **Figures 4-3** through **4-10** include the projects included in the plan as part of the full needs assessment. The maps identify the Existing and Committed (E+C) roadway network in **Figures 4-3 & 4-4**, the Cost Feasible Interim Projects in **Figures 4-5 & 4-6,** other Cost Feasible Projects in **Figures 4-7 & 4-8**, and Unfunded Needs in **Figures 4-9 & 4-10**.

Figure 4-3: Roadway Network Existing + Committed (Hernando) – Tier 1



Note: Includes projects funded for construction by 2030.

Figure 4-4: Roadway Network Existing + Committed (Citrus) – Tier 1



Note: Includes projects funded for construction by 2030.

Figure 4-5: Roadway Network Cost Feasible Interim Plan (Hernando) – Tier 2 (2030 – 2040) and Tier 3 (2041-2050)

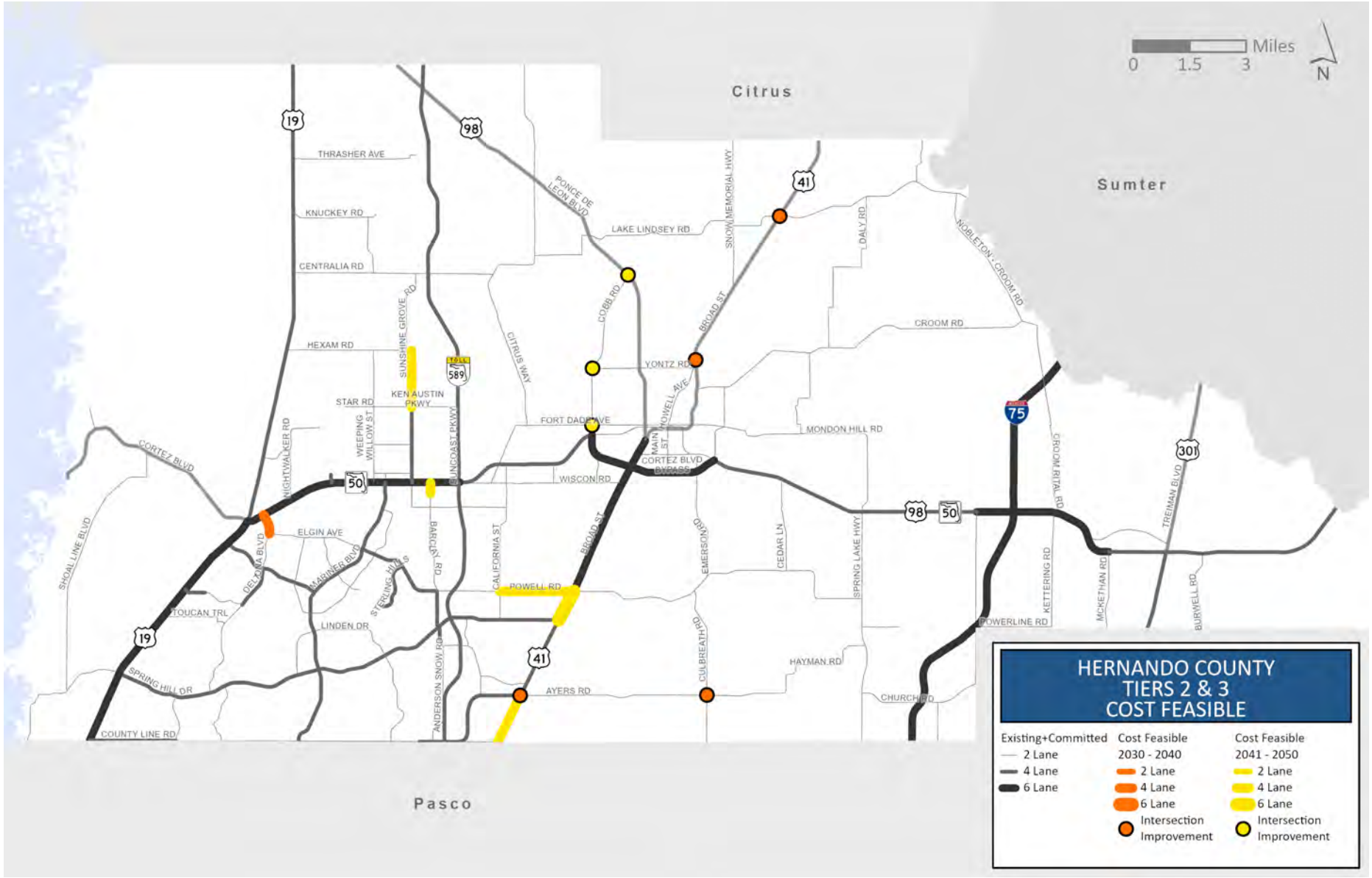


Figure 4-6: Roadway Network Cost Feasible Interim Plan (Citrus) – Tier 2 (2030 – 2040) Tier 3 (2041-2050)

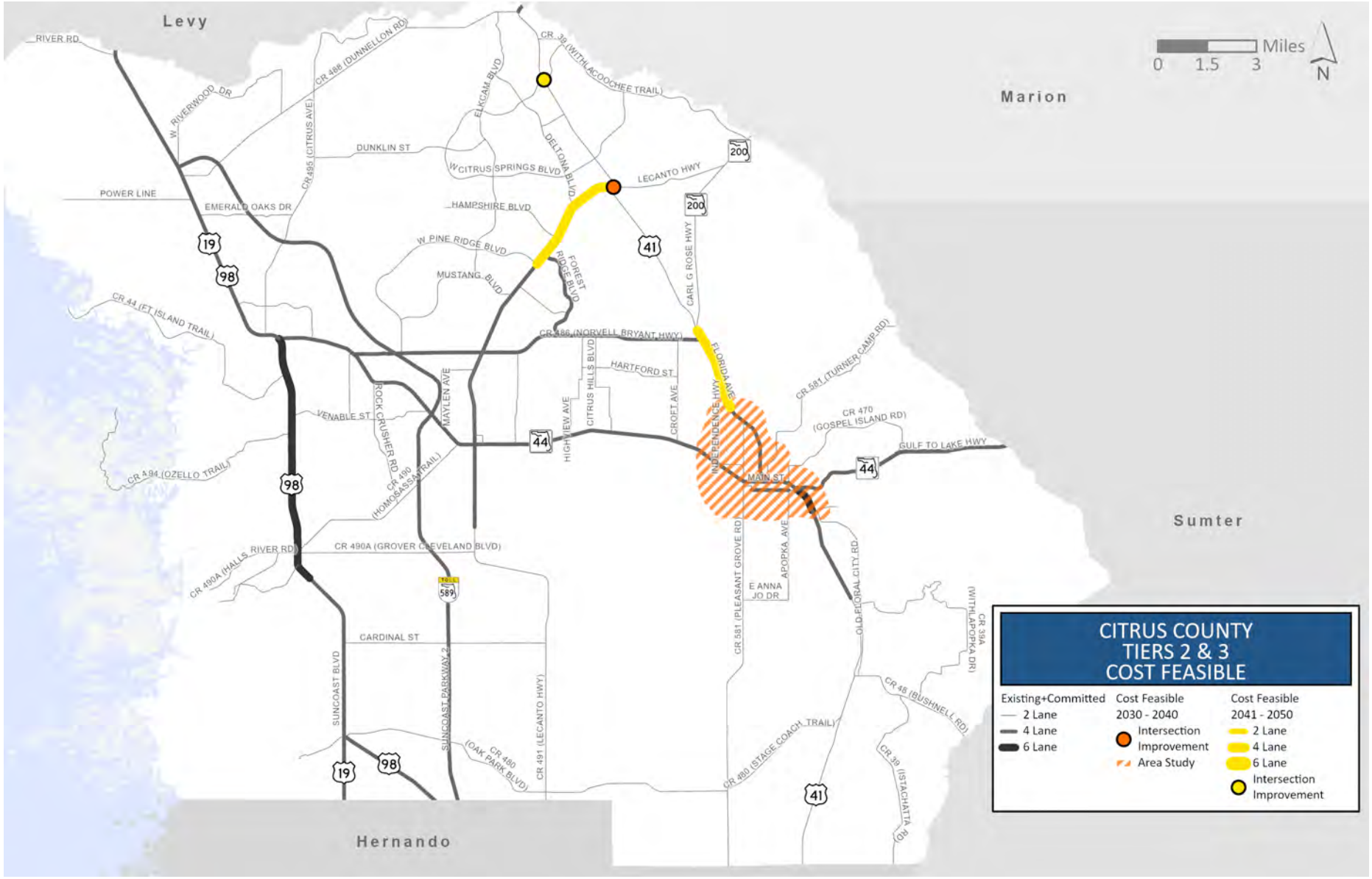


Figure 4-7: Roadway Network Partially Funded Needs (Hernando) – Tier 4

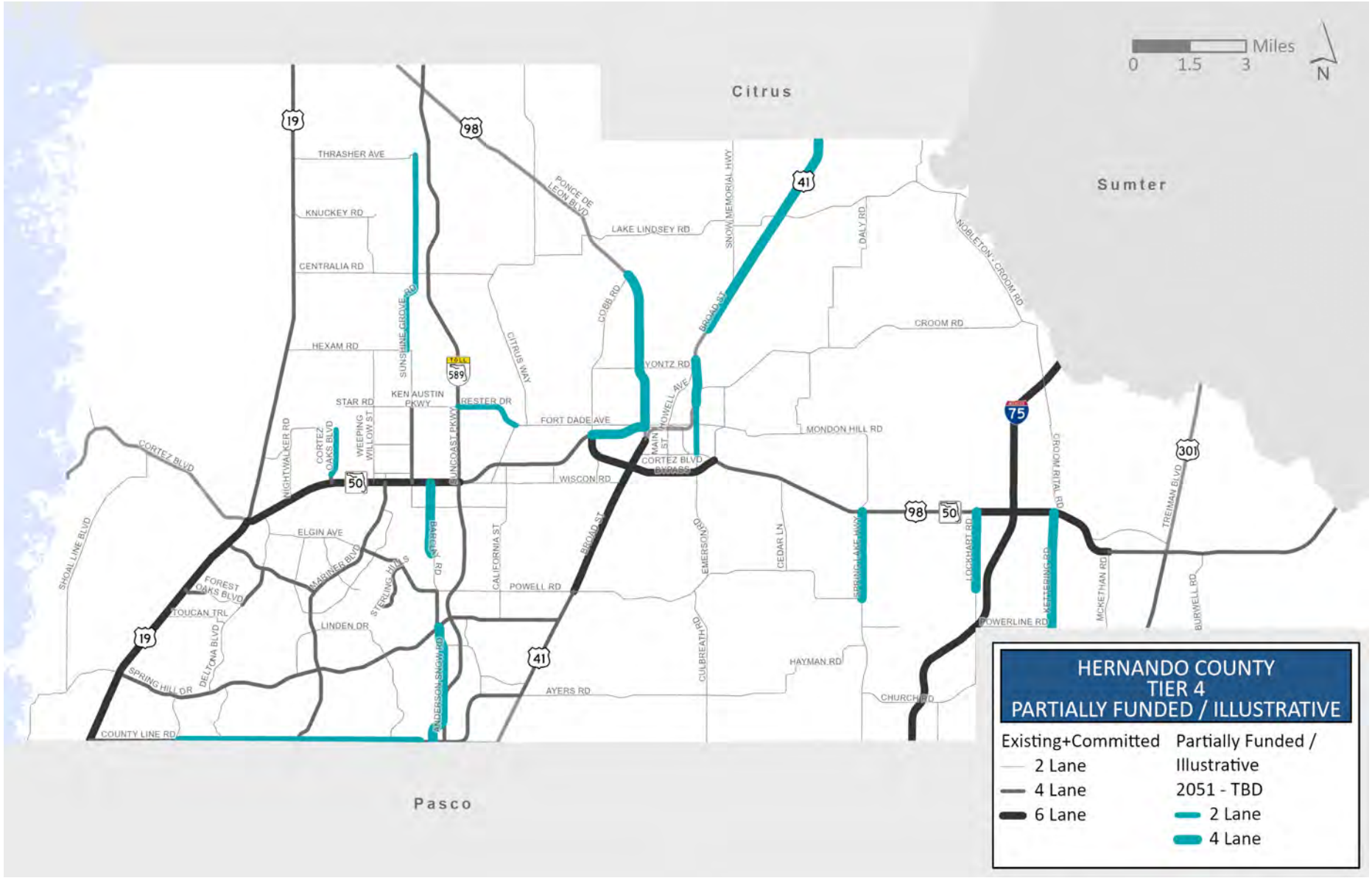


Figure 4-8: Roadway Network Partially Funded Needs (Citrus) – Tier 4

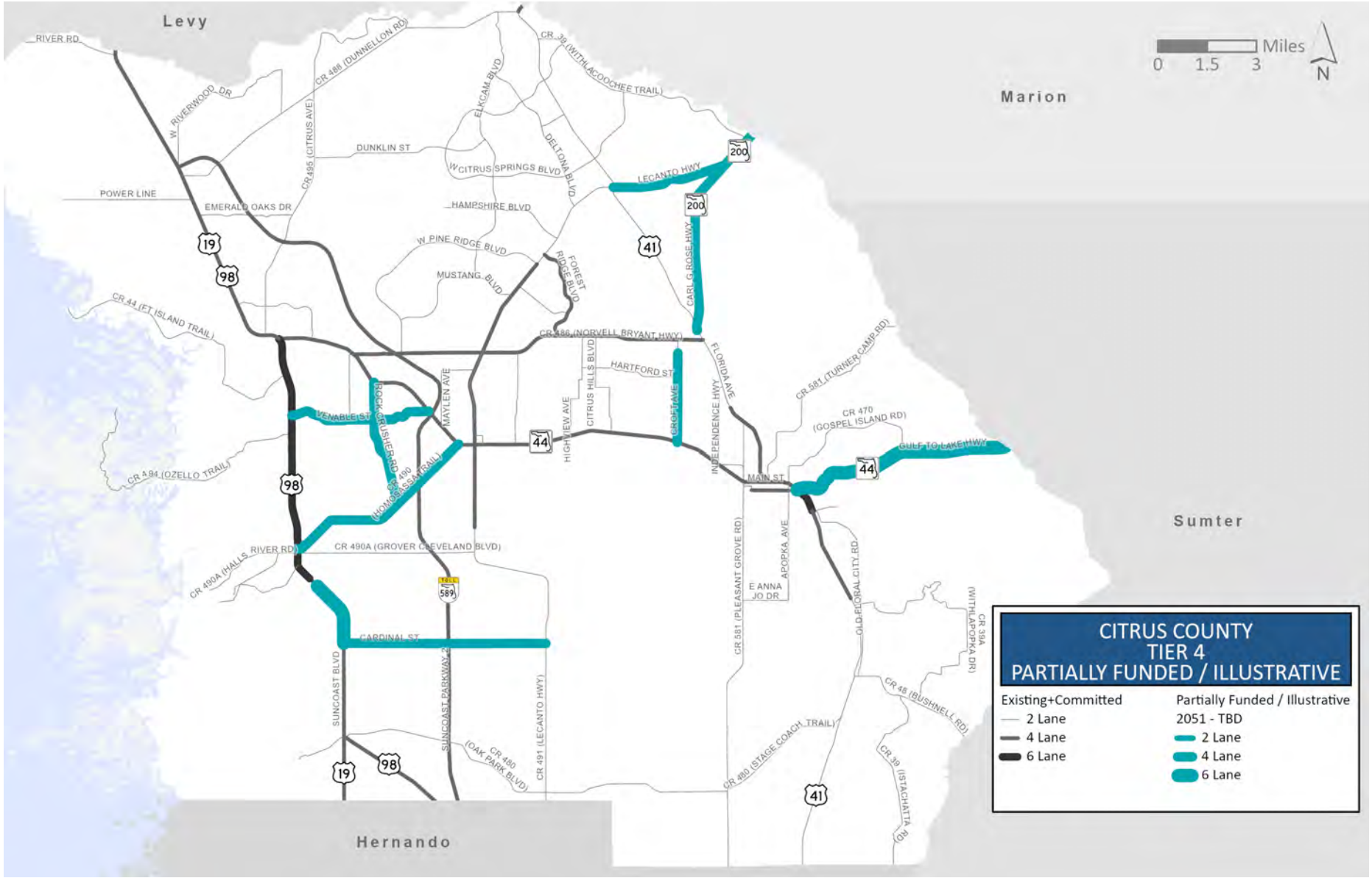


Figure 4-9: Roadway Network Unfunded Needs (Hernando) – Tier 5

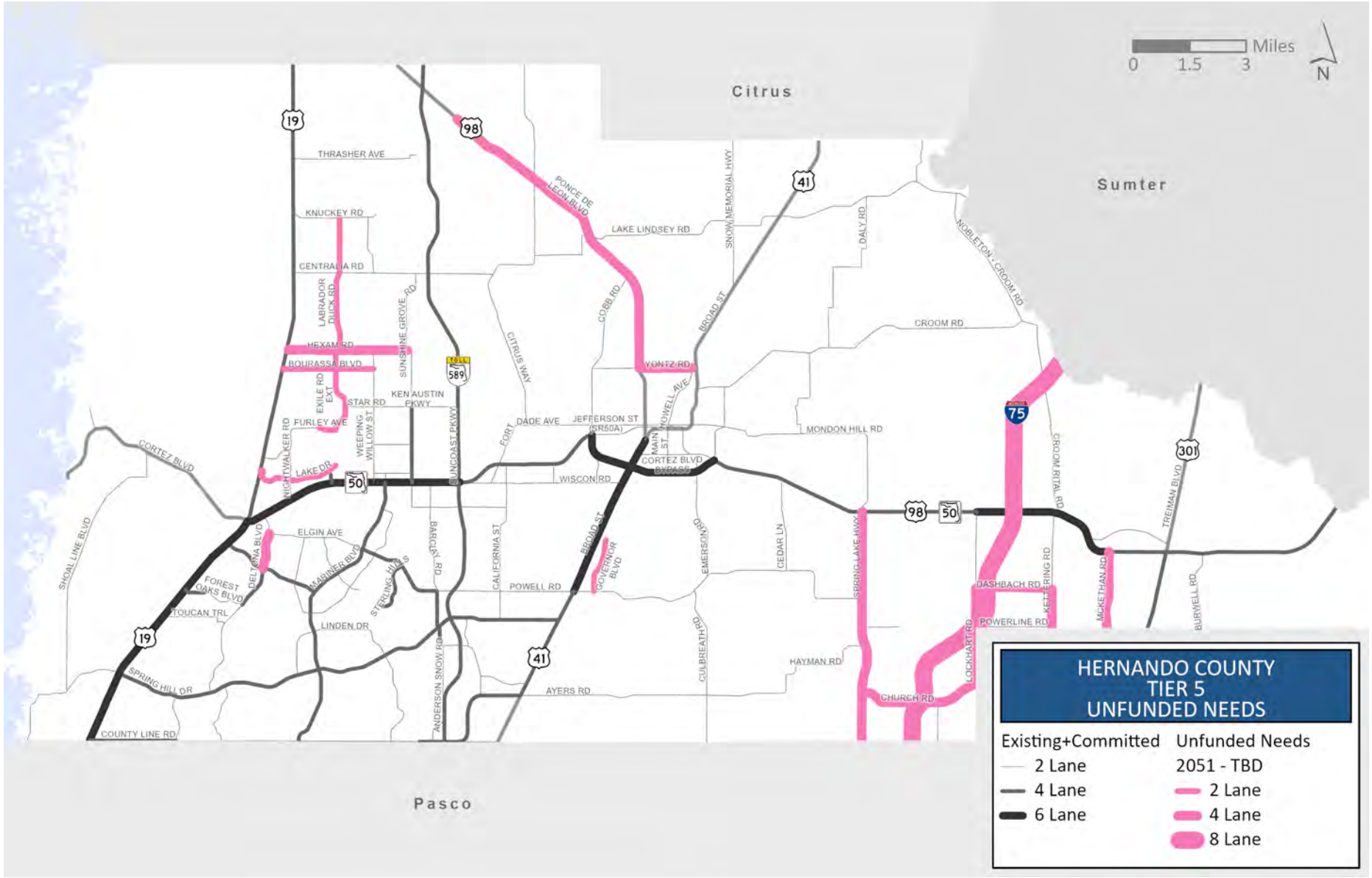
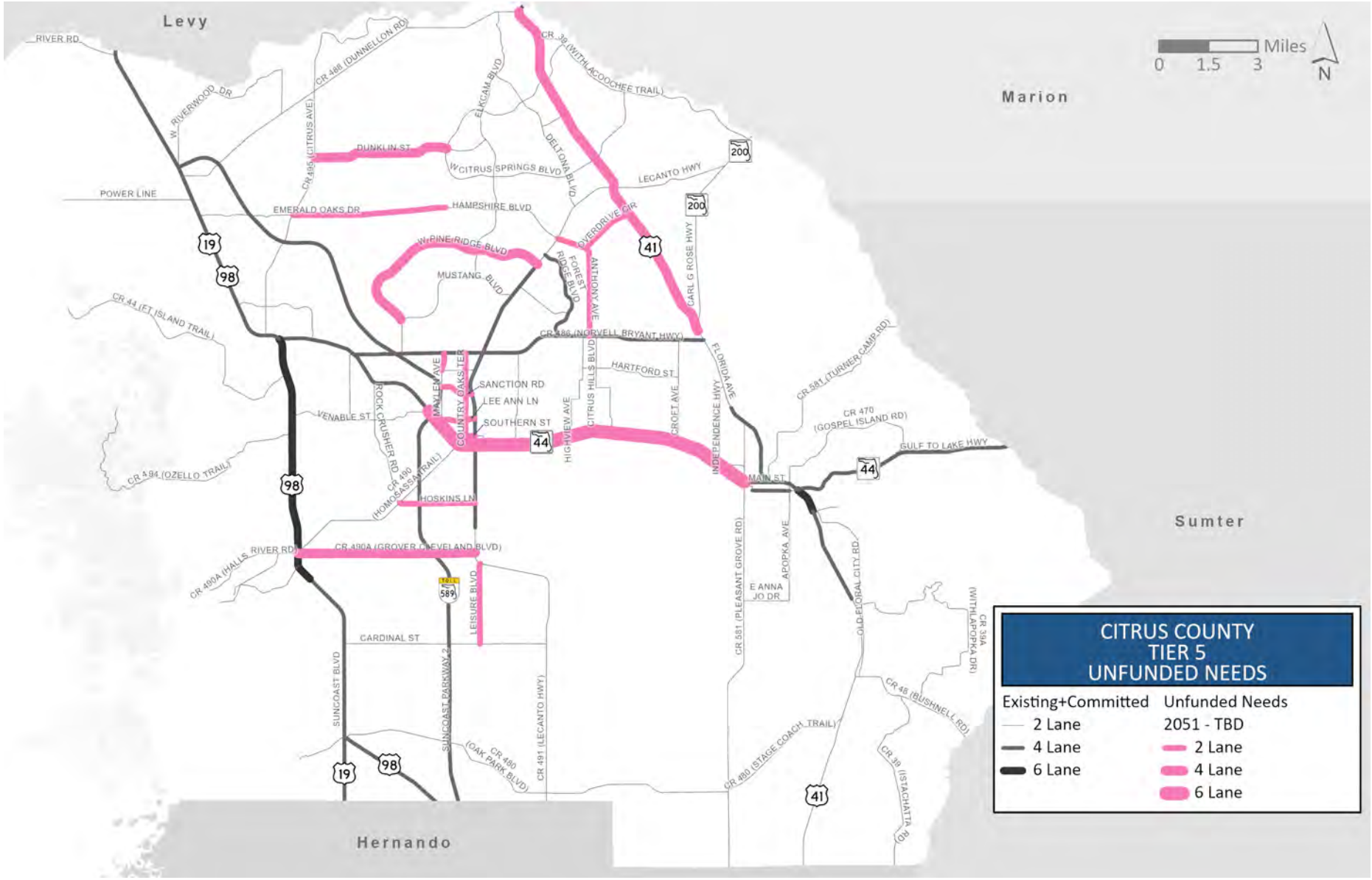


Figure 4-10: Roadway Network Unfunded Needs (Citrus) – Tier 5



Cost Feasible Plan (Tiers 2-3)

The Cost Feasible roadway projects (Tier 2) are listed by phase in **Table 4-9** and **Table 4-10**.

Table 4-9: Hernando County Cost Feasible Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
US 41	AT LAKE LINDSEY RD		Intersection Improvements	2036 - 2040
US 41	AT CR 579 (AYERS RD)		Intersection Improvements	2036 - 2040
AYERS RD	AT CULBREATH RD		Intersection Improvements	2036 - 2040
US 41/SR 45 (BROAD ST)	AT HOWELL AVE		Intersection Improvements	2036 - 2040
DELTONA BLVD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U-4D	2036 - 2040
US 41 (SR 45)	COUNTY LINE RD	AYERS RD	2U-4D	2041 - 2050
US 41 (SR 45)	SPRING HILL DR	POWELL RD	4D-6D	2041 - 2050
COBB RD	AT FORT DADE AVE		Intersection Improvements	2041 - 2050
COBB RD	AT YONTZ RD		Intersection Improvements	2041 - 2050
COBB RD	AT PONCE DE LEON (US 98/SR 700)		Intersection Improvements	2041 - 2050
SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	2U-4D	2041 - 2050
BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	2U-4D	2041 - 2050
POWELL RD	CALIFORNIA ST	BROAD ST (US 41/SR 45)	2U-4D	2041 - 2050

Table 4-10: Citrus County Cost Feasible Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
US 41 (FLORIDA AVE)	AT CR 491 (N LECANTO HWY)		Intersection Improvements	2031 - 2040
DOWNTOWN INVERNESS OPERATIONAL STUDY			Operational Improvements	2031 - 2040
US 41 (FLORIDA AVE)	ARLINGTON ST, E	E LOUISIANA LN	2U-4D	2041 - 2050
US 41 (FLORIDA AVE)	E LOUISIANA LN	CR 486	2D-4D	2041 - 2050
US 41 (FLORIDA AVE)	CR 486, W	SR 200, N	2D-4D	2041 - 2050
CR 491 (LECANTO HWY)	PINE RIDGE BLVD, W	FOREST RIDGE BLVD, N	2D-4D	2041 - 2050
CR 491 (LECANTO HWY)	FOREST RIDGE BLVD, N	DELTONA BLVD, N	2D-4D	2041 - 2050
CR 491 (LECANTO HWY)	DELTONA BLVD, N	US 41, N	2U-4D	2041 - 2050
US 41 (FLORIDA AVE)	AT NORTH CITRUS SPRINGS BLVD		Intersection Improvements	2041 - 2050

Illustrative Projects (Tier 4)

The Illustrative Project roadway projects (Tier 4) in **Table 4-11** and **Table 4-12**.

Table 4-11: Hernando County Partially Funded & Illustrative Roadway Projects

On Street	From Street	To Street	Improvement Type
JEFFERSON ST (SR 50A)	COBB RD (CR 485)	PONCE DE LEON BLVD (US 98/SR 700)	2U-4D
LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR 50)	2U-4D
COUNTY LINE RD	E OF EAST RD	SPRINGTIME ST	2U-4D
COUNTY LINE RD	E OF MARINER BLVD	W OF SUNCOAST PKWY	2U-4D
BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR 50)	2U-4D
SUNSHINE GROVE RD EXT	HEXAM RD	CENTRALIA RD	00-2U
SUNSHINE GROVE RD EXT	CENTRALIA RD	QUIGLEY AVE	00-2U
SUNSHINE GROVE RD EXT	QUIGLEY AVE	VELVET SCOOTER AVE	00-2U
CORTEZ OAKS BLVD	CORTEZ BLVD (SR 50)	FLOCK AVE	00-2U
CORTEZ OAKS BLVD	FLOCK AVE	FURLEY AVE	00-2U
ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	2U-4D
ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	2U-4D
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	2U-4D
LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR 50)	2U-4D
KETTERING RD	POWERLINE RD	CORTEZ BLVD (SR 50)	2U-4D
JEFFERSON ST (SR 50A)	COBB RD (CR 485)	PONCE DE LEON BLVD (US 98/SR 700)	2U-4D
RESTER DR	N SUNCOAST PKWY (SR 589)	FORT DADE AVE	00-2U
BROAD ST (US 41/SR 45)	N OF OAK ST	HOWELL AVE	2U-4D
US 41/SR 45	URBAN BOUNDARY	CITRUS COUNTY LINE	2U-4D
EMERSON RD	JEFFERSON ST (SR 50)	MONDON HILL RD	00-2U
EMERSON RD	MONDON HILL RD	BROAD ST	00-2U

Table 4-12: Citrus County Partially Funded & Illustrative Roadway Projects

On Street	From Street	To Street	Improvement Type
SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	2U-4D
SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	2U-4D
SR 200 (CARL G ROSE HWY)	CR 491, N	MARION COUNTY LINE	2U-4D
CARDINAL ST	US 19, S	GROSS AVE, S	2U-4D
CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	2U-4D
CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	2U-4D
CR 491 (LECANTO HWY)	US 41, N	TRAM RD, N	2U-4D
CR 491 (LECANTO HWY)	TRAM RD, N	SR 200, N	2U-4D
US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	GREEN ACRES ST, W	4D-6D
CR 490 (HOMOSASSA TRL)	US 19, S	ROCK CRUSHER RD, S	2U-4D
CR 490 (HOMOSASSA TRL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D
CR 490 (HOMOSASSA TRL)	URBAN BOUNDARY	SR 44, W	2U-4D
CROFT AVE	SR 44, E	HAYES RD	2U-4D
CROFT AVE	STEVENS ST, E	HAYES RD	2U-4D
VENABLE ST	US 19, S	ROCK CRUSHER RD, S	2U-4D
ROCK CRUSHER RD	CR 490, W	SR 44, W	2U-4D
CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D
CRYSTAL OAKS DR	URBAN BOUNDARY	SR 44, W	2U-4D
SR 44 (GULF TO LAKE HWY)	US 41, N	SUMTER COUNTY LINE	4D-6D

Unfunded Needs (Tier 5)

The Unfunded Needs roadway projects are listed in **Table 4-13** and **Table 4-14**.

Table 4-13: Hernando County Unfunded Needs Roadway Projects

On Street	From Street	To Street	Improvement Type
BOURASSA BLVD	US 19 (SR 55)	WEEPING WILLOW ST	00-2U
CHURCH RD	SPRING LAKE HWY	MYERS RD	2U-4D
EXILE RD EXT	FURLEY AVE	HEXAM RD	00-2U
FURLEY AVE	FULTON AVE	EXILE RD	00-2U
GOVERNOR BLVD	POWELL RD	JOHN MARTIN LN	00-2U
HEXAM RD	US 19 (SR 55)	SUNSHINE GROVE RD (N)	2U-4D
HURRICANE DR	CENTRALIA RD	KNUCKEY RD	00-2U
LABRADOR DUCK RD	HEXAM RD	CENTRALIA RD	00-2U
LAKE DR	US 19	EXILE RD	00-2U
LOCKHART RD	MYERS RD	POWERLINE RD	2U-4D
LOCKHART RD	I-75 (SR 39)	DASHBACH RD	2U-4D
MYERS RD	CHURCH RD	LOCKHART RD	2U-4D
SPRING LAKE HWY	PASCO COUNTY LINE	CORTEZ BLVD (SR 50)	2U-4D
YONTZ RD	PONCE DE LEON BLVD (US 98/SR 700)	HOWELL AVE	2U-4D
MCKETHAN RD (US 98/SR 700)	PASCO COUNTY LINE	CORTEZ BLVD (SR 50)	2U-4D
PONCE DE LEON BLVD (US 98/SR 700)	YONTZ RD	COBB RD	2U-4D
PONCE DE LEON BLVD (US 98/SR 700)	COBB RD	LAKE LINDSEY RD	2U-4D
PONCE DE LEON BLVD (US 98/SR 700)	LAKE LINDSEY RD	LANDFILL RD	2U-4D

Table 4-14: Citrus County Unfunded Needs Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
ANTHONY AVE	CR 486	OVERDRIVE CIR	00-2U	2050 - TBD
ANTHONY AVE	OVERDRIVE CIR	CR 491	00-2U	2050 - TBD
COUNTRY OAKS TERACE	SR 44	CR 486	00-2U	2050 - TBD
CR 581 EXT	SR 44	FOREST DR	2U-4D	2050 - TBD
CR 581 EXT	FOREST DR	US 41	00-2U	2050 - TBD
DUNKLIN ST	CR 495, N	HUSKY AVE, N	2U-4D	2050 - TBD
DUNKLIN ST	HUSKY AVE, N	CITRUS SPRINGS BLVD	2U-4D	2050 - TBD
EMERALD OAKS DR	CR 495, N	HAZELWOOD DR	00-2U	2050 - TBD
HOSKINS LN	CR 490 (HOMOSASSA TRAIL)	CR 491 (LECANTO HWY)	00-2U	2050 - TBD
LEE ANN LN	SR 44	CR 491	00-2U	2050 - TBD
MAYLEN AVE	LEE ANN LN	CR 486	00-2U	2050 - TBD
OVERDRIVE DR	ANTHONY AVE	US 41	00-2U	2050 - TBD
PINE RIDGE BLVD	MUSTANG BLVD, W	CR 486, W	2U-4D	2050 - TBD
SANCTION RD	CR 491	MAYLEN AVE	00-2U	2050 - TBD
SOUTHERN ST	SR 44	S LINE RD	00-2U	2050 - TBD
SR 44 (GULF TO LAKE HWY)	CRYSTAL OAKS	SUNCOAST PKWY	4D-6D	2050 - TBD
SR 44 (GULF TO LAKE HWY)	SUNCOAST PKWY	CR 491, N	4D-6D	2050 - TBD
SR 44 (GULF TO LAKE HWY)	CR 491, N	COUNTY LANDFILL	4D-6D	2050 - TBD
SR 44 (GULF TO LAKE HWY)	COUNTY LANDFILL	CR 581, S	4D-6D	2050 - TBD
US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	2U-4D	2050 - TBD
US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	2U-4D	2050 - TBD
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	CR 488, W	2U-4D	2050 - TBD

Congestion Management

In 2022, the Hernando/Citrus MPO adopted an updated Congestion Management Process (CMP) State of the System Report. Maintenance of a CMP is a requirement for all Metropolitan Planning Organizations (MPO) under Florida law. Both counties have developed and implemented congestion management efforts to provide the information needed to make informed decisions regarding the proper allocation of transportation resources.

An effective and robust CMP serves an important part in addressing the region's transportation needs for a variety of reasons.

- Many roadway corridors cannot be widened based on maximum number of lanes or environmental constraints.
- Limited funding does not allow many new large-scale projects to be constructed or even planned.
- Congestion management is considered in enhancing overall transportation safety for all road users of all modes.

The CMP has evolved from what was previously known as the Congestion Management System (CMS). Key highlights of the Hernando/Citrus CMP include:

- Routine completion of a technical process undertaken (typically each year) to identify projects that are needed to reduce congestion and that are prioritized for funding in the County's Capital Improvement element.
- Public meetings by the MPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC).

Figure 4-11 shows the Congestion Management process that Hernando/Citrus MPO uses to address the Federal and state requirements and meet the unique needs and opportunities of the communities.

The seven major causes of congestion that were identified by a national Federal Highway Administration (FHWA) study are as follows:

1. **Bottlenecks** – points where the roadway narrows or regular traffic demands (typically at traffic signals) cause traffic to back up; These are the largest source of congestion and typically cause a roadway to operate below its adopted level of service standards.
2. **Traffic Incidents** – crashes, stalled vehicles, debris on the road; These incidents cause about one quarter of congestion problems. A focus of the Hernando/Citrus MPO's CMP will be reducing crashes that can cause congestion and expediting incident response to clear incidents where Intelligent Transportation Systems (ITS) surveillance is in place.
3. **Work Zones** – for new road building and maintenance activities, such as filling potholes; caused by necessary activities; The amount of congestion caused by these actions can be reduced through a variety of strategies.

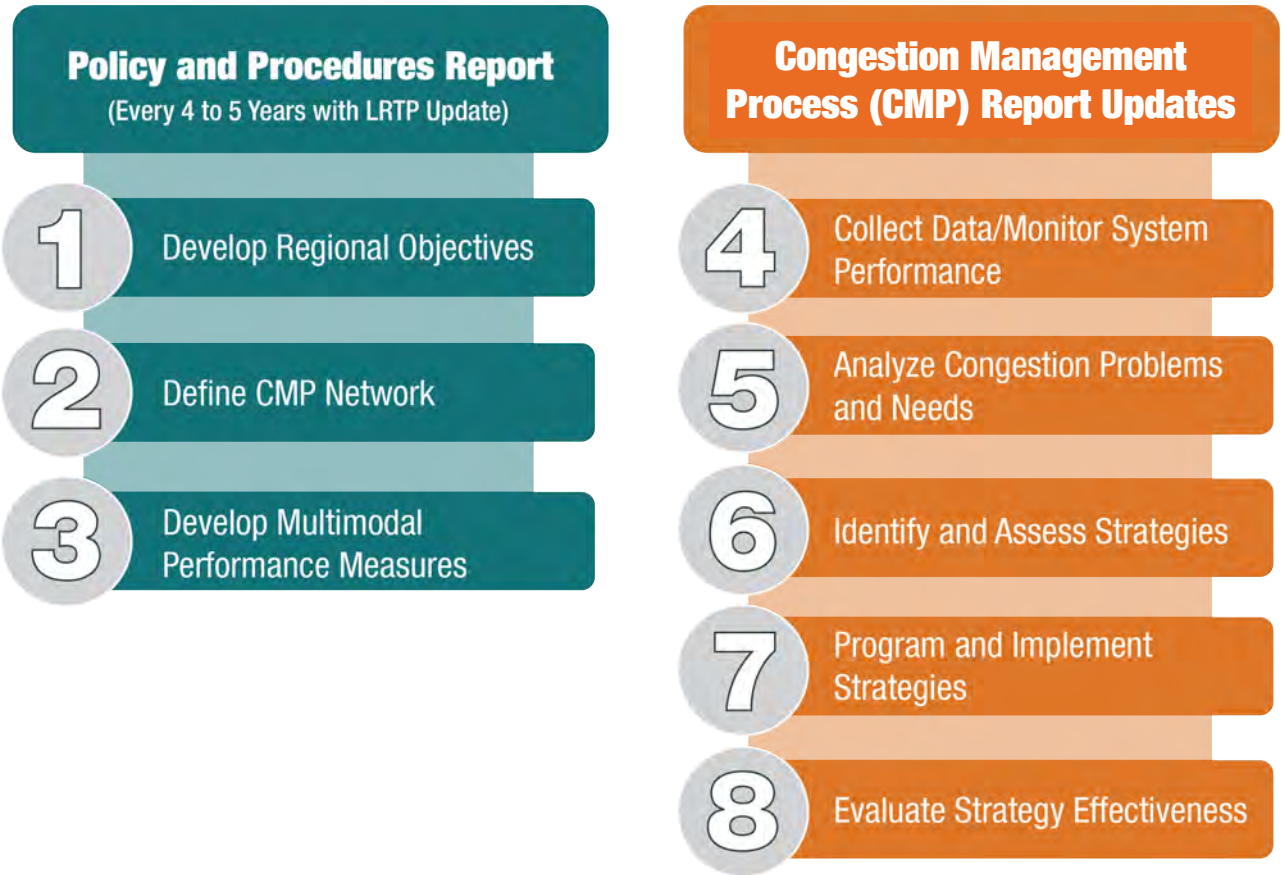
4. **Bad Weather** – cannot be controlled, but travelers can be notified of the potential for increased congestion and signal systems can adapt to improve safety

5. **Poor Traffic Signal Timing** – the faulty operation of traffic signals or green/red lights where the time allocation for a road does not match the volume on that road; Poor signal timings are a source of congestion on major and minor streets.

6. **Special Events** – cause "spikes" in traffic volumes and changes in traffic patterns; These irregularities either cause or increase delay on days, times, or locations where there usually is none.

7. **Fluctuations in Normal Traffic** – variability in daily travel patterns result in higher traffic volumes during various travel times.

Figure 4-11: Hernando/Citrus MPO Congestion Management Process



Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) includes communications and technologies that are primarily focused on improving safety and addressing traffic congestion within the transportation system. Many ITS strategies relay information that allow drivers to change plans or behaviors to make smart travel choices. ITS technology can communicate in real-time to travelers about where congestion is occurring and can provide information about alternative routes or modes to reduce the severity and duration of congestion. ITS can also communicate to officials where a crash has occurred, enhancing response to clear the accident, which may expedite the restoration of traffic flow.

The FDOT District 7 established the FDOT District 7 ITS Architecture, most recently updated May 24, 2024 as a roadmap for transportation systems integration for Florida District 7 services over a 10-year time horizon. The full update can be found in the **Technical Appendix** under separate cover. FDOT and other agencies in the Hernando/Citrus region have developed or are in the process of developing ITS improvements which include but are not limited to the following:

- Electronic toll collection (Suncoast Parkway, Florida's Turnpike Enterprise [FTE], SunPass)
- Freeway management system (I-75, FDOT)
- Dynamic message signs
- Closed-circuit television monitoring
- Traffic detection stations
- Arterial Traffic Management System (ATMS)
- Incident detection
- Traffic Management Centers (TMC)
- Transit automatic vehicle location (AVL) to aid dispatching and provide bus arrival time information to passengers

The potential for implementing new or extending existing ITS technology to congested corridors will be evaluated as additional corridor studies are completed and prioritized as part of the CMP. Strategies that are included in the 2017 Hernando/Citrus MPO CMP (Policy and Procedures Handbook) include the following:

- **Dynamic Messaging:** Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.
- **Advanced Traveler Information Systems (ATIS):** ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the Web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.
- **Integrated Corridor Management (ICM):** This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.
- **Transit Signal Priority (TSP):** This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.

Public Transportation

Introduction

Mobility offers community members greater access to education, jobs, healthcare, cultural/environmental resources, and more. Public transportation plays an important role in this relationship, offering the means for people to connect to places. Public transportation can increase the quality of life for those who cannot freely travel by other modes of transportation, and allows increased access to essential resources (e.g., jobs, education, grocery stores, healthcare, etc.). Beyond increased mobility, public transportation offers economic benefits—such as ensuring that local and regional businesses have dependable access to the workforce that they require to be successful. A Transit assessment can be found in the Technical Appendix under separate cover.

Existing System

Hernando County and Citrus County currently operate separate transit agencies within each county boundary. The following describes the existing system in each county.

HERNANDO COUNTY

Hernando County Transit, branded as TheBus, operates fixed route, demand response, and paratransit services. TheBus operates four fixed route services Monday through Friday on 60-minute headways. Americans with Disabilities Act (ADA)-compliant paratransit service is provided to eligible riders with origins and/or destinations within ¾-mile of a fixed route, providing riders with transportation to the fixed-route service. Demand response service is provided throughout Hernando County areas that are more than ¾-miles from fixed route bus. TheBus currently connects south to Pasco County Public Transportation (PCPT) and does not connect with Citrus County.

Across all routes, TheBus averages a ridership of 626 direct boardings daily. The Purple and Red routes have the highest ridership (359 and 99 daily direct boardings, respectively). The Purple Route serves as a connection from the City of Brooksville into Pasco County. The Red Route connects Mariner Crossing and Mariner Commons (shopping plazas) to residential communities along US 19.

CITRUS COUNTY

Citrus County Transit (CCT) operates deviated fixed route and paratransit services in Citrus County. The Citrus County's fixed-route bus service, Orange Line Bus, includes four routes: Green Route (Beverly Hills), Blue Route (Crystal River), Purple Route (Hernando/Inverness), and Red Route (Floral City/Inverness). Across all routes, CCT averages a ridership of 76 direct boardings daily. CCT also provides demand response paratransit services, Transit Bus, for transportation disadvantaged citizens of Citrus County.

TRANSIT NEEDS ASSESSMENT

The list of potential transit projects for the 2050 Cost Feasible Transit Plan was generated by reviewing the findings and recommendations from current and previous plans, including the Transportation Improvement Program (TIP), Hernando-Citrus 2045 LRTP, Hernando County 2020-2029 Transit Development Plan (TDP), and the Citrus County TDP 2023 annual report. A review of transit markets was also completed to confirm or refine the list of potential transit projects in the two-county area.

2050 TRANSIT REVENUE FORECAST

A detailed discussion of reasonably anticipated transit revenues is available in the Technical Appendix under separate cover. The reasonably anticipated revenues for the 2050 LRTP total approximately $184.6 million for Hernando County and $94.3 million for Citrus County. The transit operators developed with the MPO and FDOT the estimates below in **Tables 4-15 and 4-16.**

Table 4-15: Hernando County Projected Transit Revenue 2026-2050

Revenues	2026-2030	2031-2035	2036-2040	2041-2050	TOTAL (2026-2050)
Federal Operating	$13,023,000	$13,614,000	$13,695,000	$27,390,000	$67,722,000
FDOT State Block Grant	$1,778,000	$2,206,000	$2,220,000	$4,440,000	$10,644,000
Local Funds	$3,226,000	$4,126,000	$4,150,000	$8,300,000	$19,802,000
Program Income	$53,000	$55,000	$55,000	$110,000	$273,000
Farebox Revenues	$784,000	$820,000	$825,000	$1,650,000	$4,079,000
Total Operating Funds	**$18,864,000**	**$20,821,000**	**$20,945,000**	**$41,890,000**	**$102,520,000**
Total Federal for Capital	**$11,475,000**	**$16,909,000**	**$17,890,000**	**$35,780,000**	**$82,054,000**
Total Revenues	**$30,339,000**	**$37,730,000**	**$38,835,000**	**$77,670,000**	**$184,574,000**

Table 4-16: Citrus County Projected Transit Revenue 2026-2050

Revenues	2026-2030	2031-2035	2036-2040	2041-2050	TOTAL (2026-2050)
Federal Operating	$5,810,000	$5,890,000	$5,900,000	$11,800,000	$29,400,000
FDOT State Block Grant	$1,591,000	$1,785,000	$1,800,000	$3,600,000	$8,776,000
Other State Grants	$1,526,000	$2,298,000	$2,340,000	$4,680,000	$10,844,000
Local Funds	$1,091,000	$1,666,000	$1,300,000	$2,600,000	$6,657,000
Commission for TD Operation	$2,928,000	$3,125,000	$3,125,000	$6,250,000	$15,428,000
Farebox Revenues	$269,000	$322,000	$325,000	$650,000	$1,566,000
Total Operating Funds	**$13,215,000**	**$15,086,000**	**$14,790,000**	**$29,580,000**	**$72,671,000**
Total Federal for Capital	**$4,184,000**	**$4,530,000**	**$4,300,000**	**$8,600,000**	**$21,614,000**
Total Revenues	**$17,399,000**	**$19,616,000**	**$19,090,000**	**$38,180,000**	**$94,285,000**

2050 Cost Feasible Transit Plan

The 2050 Cost Feasible Transit Plan maintains existing service and fleets for both counties. The plan was developed using the transit needs assessment, year-of-expenditure transit project costs and revenues, and input from the public, MPO Committees, and MPO board.

TIMEFRAME 1 (TIP, 2024/2025-2028/2029)

Hernando County

Hernando County will include replacement of fixed-route and paratransit vehicles, provide bus stop ADA improvements, constructing a transfer facility, shelters and amenities, an additional vehicle for the Ridge Manor Connector, and potential service expansion.

Citrus County

Citrus County will invest in replacing 18 buses for both Paratransit and Deviated Fixed Route services and purchasing three wheelchair accessible passenger buses.

TIMEFRAME 2 (2030-2035)

Hernando County

Hernando County plans to invest in the replacement of fixed-route buses and ADA vehicles, along with investment in administrative and preventative maintenance costs.

Citrus County

Citrus County plan to provide additional route services, replace / purchase new vehicles, implement a bus infrastructure and accessibility program, and a real time bus locator app. Additional investment will include the maintenance of fixed route and paratransit services.

TIMEFRAME 3 (2036-2040)

Hernando County

Hernando County maintains services, fleets, and facilities established or maintained in Timeframe 1.

Citrus County

Citrus County maintains its existing transit service and fleets established in Timeframe 1.

TIMEFRAME 4 (2041-2050)

Hernando County

Hernando County maintains services, fleets, and facilities established or maintained in Timeframe 1.

Citrus County

Citrus County maintains its existing transit service and fleets in this timeframe.

ASPIRATIONAL

Where transit needs could not be met due to financial constraints, the projects were included in the Aspirational transit project list for Hernando and Citrus Counties.

Figure 4-12 shows the full Transit Needs for Hernando County, and **Figure 4-13** shows the Transit Needs for Citrus County.

Figure 4-12: Transit Needs (Hernando County)

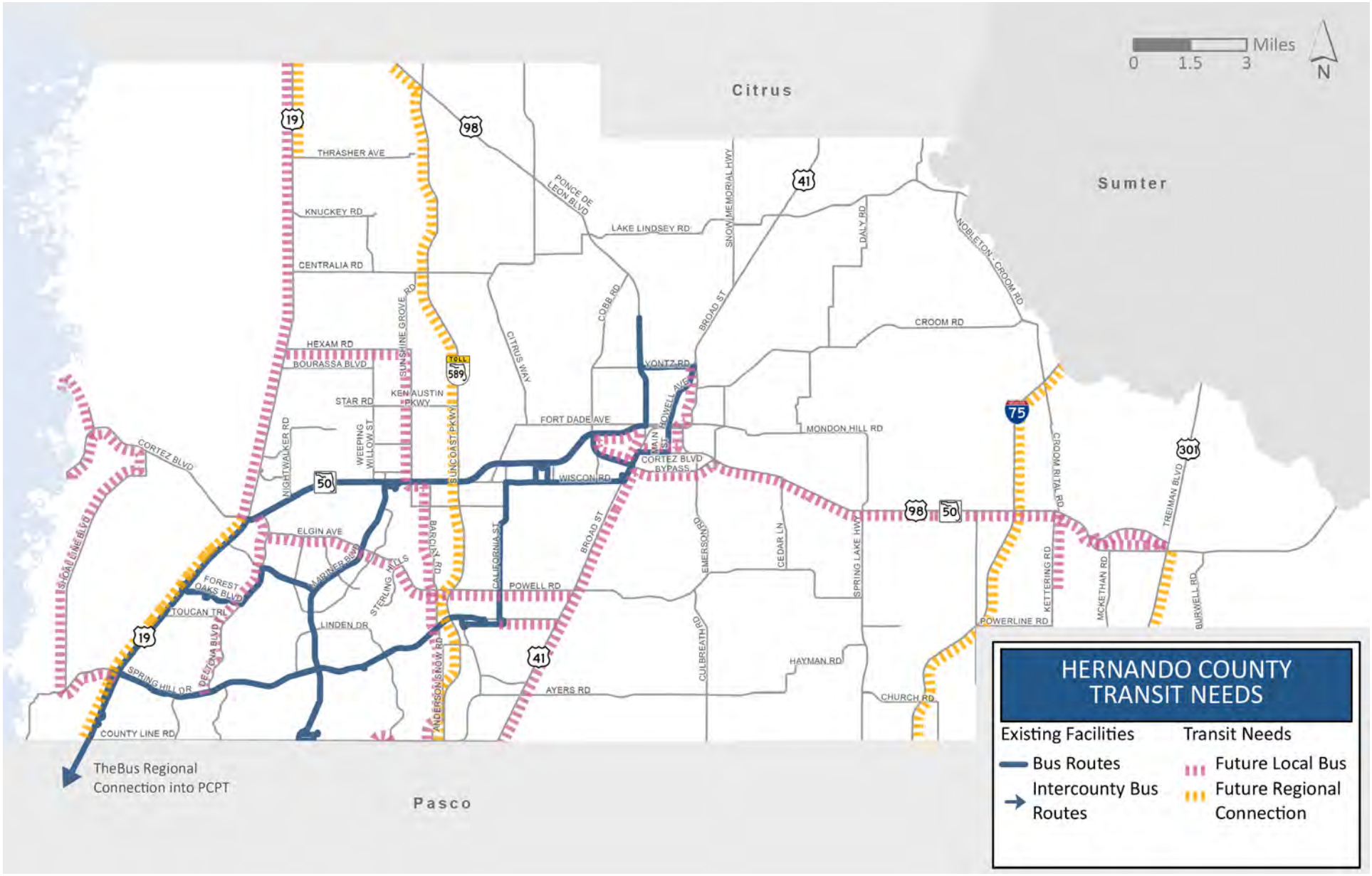
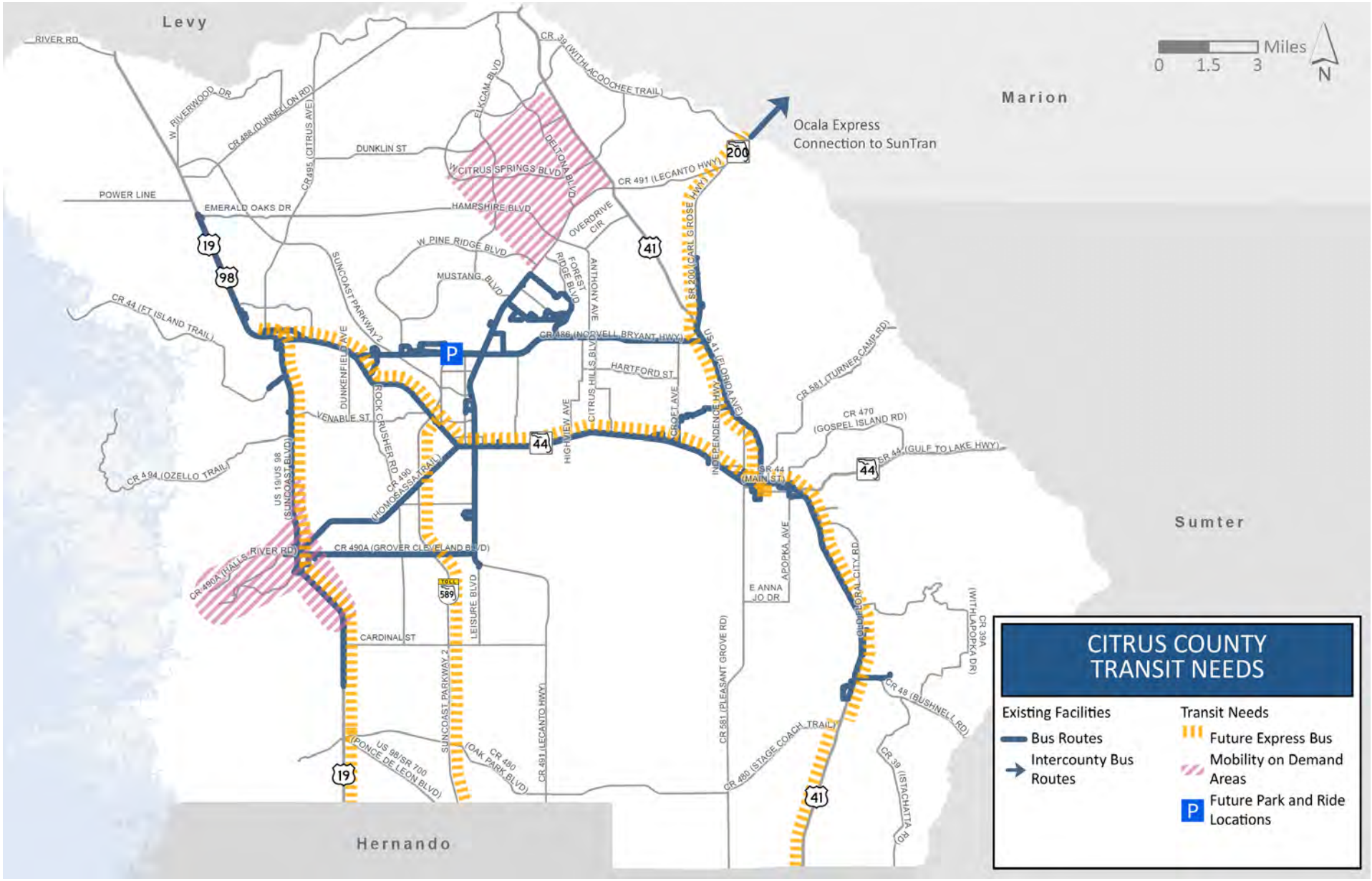


Figure 4-13: Transit Needs (Citrus County)



Bicycle and Pedestrian Plan

Hernando/Citrus MPO and the community it serves realizes the importance of bicycle and pedestrian facilities, and an extensive program of trails exists in the area. While some of the larger cities and more established areas have good sidewalk networks, many other areas throughout Hernando County and Citrus County lack sufficient pedestrian facilities on one or both sides of major roads. A priority of the MPO is to fill in gaps in the both the sidewalk system and the bicycle facility system. For pedestrians, it is important to create more continuous facilities with crosswalks and pedestrian signals. For bicyclists, improvements would include designated bicycle lanes, multiuse trails (MUTs), and paved shoulders.

The plan likewise reinforces the mutually supportive relationship that exists between transit and non-motorized modes. All travelers are pedestrians at some points in time. Many transit trips begin and end with a pedestrian or bicycle trip. Improvements to transit and other urban corridors are a priority of the plan. This can include improved connections between nonmotorized facilities and other modes such as transit stops and park-and-ride lots, as well as supportive land uses and buildings. Finally, the benefits of enhancing non-motorized facilities will not be fully realized unless they are accompanied by educational and enforcement programs to reinforce bicycle and pedestrian safety.

In the Hernando/Citrus MPO Bikeways and Trails Master Plan, the MPO identifies specific policies to enhance safety by implementing specific programs such as those in **Table 4-17**. These programs can identify the key actions needed to improve pedestrian and bicycle safety including leveraging and strengthen the role of the MPO's safety partners and facility users.

Table 4-17: Examples of Easily-Implementable Safety Programs

Type	Program
Education	• Walking and Biking Education (K–12) • Walk/Bike Smart • Bicycle Rodeos • Motorist Education/Outreach
Encouragement	• Bike Suitability Map • Walk/Bike to School Day • Florida Trail Town Program
Enforcement	• Bicycle Enforcement • Law Enforcement Officer Training
Evaluation/Planning	• Bike Counts • Miles Planned/Constructed

Hernando/Citrus MPO Bikeways and Trails Master Plan

In June 2018, the Hernando/Citrus MPO adopted the inaugural Bikeways and Trails Master Plan (BTMP), which offers a comprehensive evaluation and future assessment of the bicycle and pedestrian needs for Hernando/Citrus MPO. The goals of the BTMP fit within those of the LRTP as are described below:

- **Safety** – Increase safety for people who walk and bicycle in Hernando and Citrus counties.
- **Connectivity** – Create a network of efficient, convenient bicycle and pedestrian facilities in Hernando and Citrus counties.
- **Equity/Livability** – Increase transportation choice and community livability through the development of an integrated multimodal system.
- **Health** – Encourage health and fitness by providing a safe, convenient network of facilities for walking and biking.
- **Economic Development** – Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities.

The outcome of the BTMP identifies short-term projects in addition to a long-term vision that includes larger scale bicycle and pedestrian considerations, including those on future roadways.

Figures 4-14 and 4-15 show the existing and committed Bikeways and Trails facilities in Hernando and Citrus Counties as well as the long-term vision for future facilities.

In short, the Hernando/Citrus MPO Bikeways and Trails Master Plan

> *… is meant to be a blueprint that provides guidance about facility improvements and policy recommendations aimed at accommodating bicycle and pedestrian modes of transportation, improving safety conditions, and ensuring coordination among jurisdictions, departments, and agencies. The plan acknowledges the work done by individual communities and seeks to enhance it.*

The Hernando/Citrus MPO Bicycle and Pedestrian List of Priority Projects (LOPP) contain projects that are considered of highest priority for improvement by the MPO and its advisory committees.

Table 4-18 shows the bicycle and pedestrian List of Priority Projects (LOPP) for the Hernando/Citrus MPO.

Figure 4-14: Major Bike/Ped/Trails Needs (Hernando County)

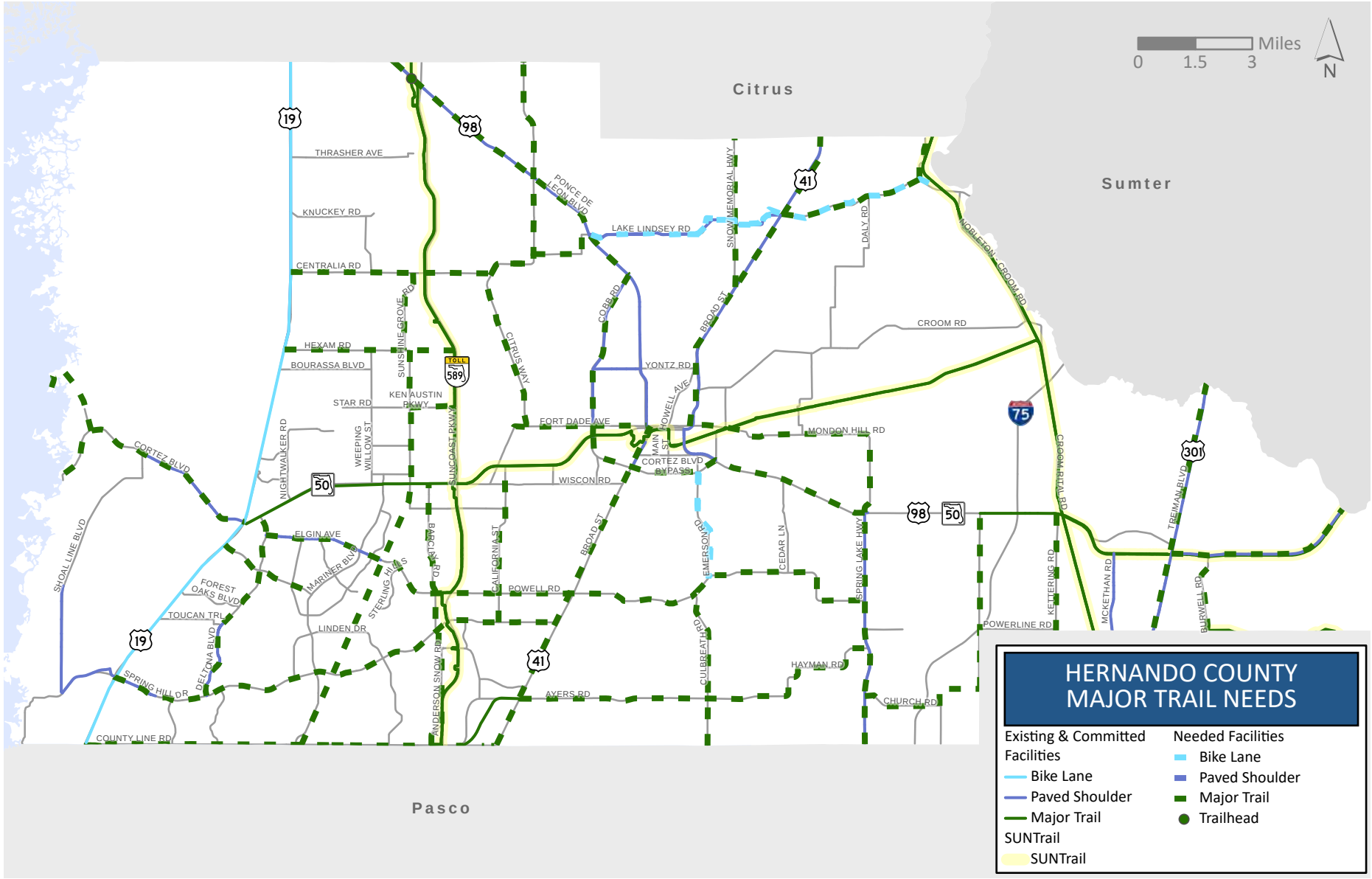


Figure 4-15: Major Bike/Ped/Trails Needs (Citrus County)

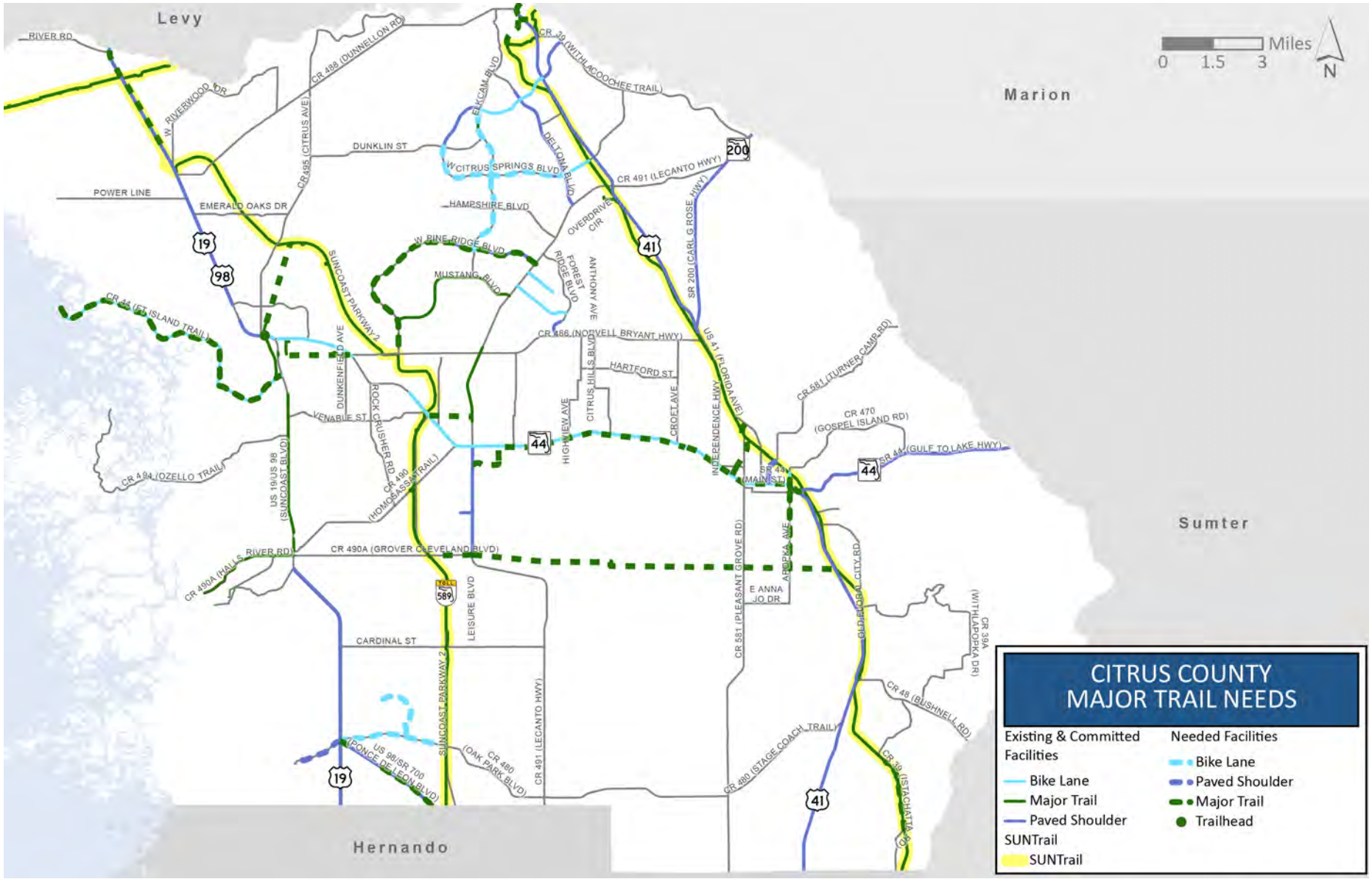


Table 4-18: List of Priority Projects (LOPP) for the Hernando/Citrus MPO

Project Rank	Project/Corridor	From	To	Area	Project Type	Project Phase/ Year
1	WITHLACOOCHEE STATE TRAIL (WST) - REHABILITATION	HERNANDO/CITRUS COUNTY LINE	CITRUS/MARION COUNTY BORDER	CC	PAVE/XING	RRR 2021
	SECTION D (6.38 MILES)	CITRUS/HERNANDO COUNTY LINE	FLORAL CITY	CC	PAVE/XING	RRR 2021
	SECTION E (6.97 MILES)	FLORAL CITY	NORTH APOPKA AVE.	CC	PAVE/XING	RRR 2021
	SECTION F (5.07 MILES)	NORTH APOPKA AVE.	NORVELL BRYANT HWY.	CC (INVERNESS)	PAVE/XING	RRR 2021
	SECTION G (5.05 MILES)	NORVELL BRYANT HWY.	CR 491	CC	PAVE/XING	RRR 2021
	SECTION H (5.34 MILES	CR 491	CITRUS/MARION COUNTY BORDER	CC	PAVE/XING	RRR 2021
2	N INDEPENDENCE HWY-PS/SIDEWALK	E GULF TO LAKE HWY (SR 44)	N FLORIDA AVE (US 41)	CC	TA	NO APPLICATION
3	SUNSHINE GROVE RD. - SIDEWALK	KEN AUSTIN PKWY.	HEXAM RD.	HC	TA	APPLICATION SUBMITTED
4	THREE SISTERS SPRINGS CONNECTOR - MULTI-USE TRAIL	US 19 / KINGS BAY DRIVE	486 TRAIL	CC (CRYSTAL RIVER)	TBD	APPLICATION SUBMITTED
5	CALIFORNIA ST. / POWELL RD. - SIDEWALK	SPRING HILL DR. / CALIFORNIA ST.	POWELL RD./ROWAN RD.	HC	TA	APPLICATION SUBMITTED
6	COBBLESTONE DR. - SIDEWALK	PINEHURST DR.	COUNTY LINE RD.	HC	TA	APPLICATION SUBMITTED
7	GOOD NEIGHBOR TRAIL (GNT) - REHABILITATION	JEFFERSON ST.	JASMINE ST.	HC	TA	APPLICATION SUBMITTED
8	W. LINDEN DR. - SIDEWALK	SPRING HILL DR.	MARINER BLVD.	HC	TA	APPLICATION SUBMITTED
9	ROCK CRUSHER SIDEWALK	W. HOMOSASSA TRAIL (CR490)	W. GULF TO BAY HWY (SR44)	CC	TA	NO APPLICATION
10	AMERO LN. - SIDEWALK	CORONADO DR.	ANDERSON SNOW RD.	HC	TA	APPLICATION SUBMITTED
11	E. VINE ST.& E. GOSPEL IS. RD.- SIDEWALK	N. APOPKA AVE.	W. GULF TO LAKE HWY (SR 44)	CC	TA	NO APPLICATION

Table 4-18 (continued): List of Priority Projects (LOPP) for the Hernando/Citrus MPO

Project Rank	Project/Corridor	From	To	Area	Project Type	Project Phase/ Year
12	NIGHTWALKER RD. - SIDEWALK	CORTEZ BLVD. (SR 50)	MADRID RD.	HC	TA	APPLICATION SUBMITTED
13	W. CARDINAL ST. - SIDEWALK	US 19 (S. SUNCOAST BLVD.)	S. LECANTO HWY (CR 491)	CC	TA	NO APPLICATION
14	SUGARMILL WOODS - MULTI-USE TRAIL ALONG US 98	OAK VILLAGE BLVD.	TRAILHEAD / PARKING LOT NEAR THE SUNCOAST PARKWAY II	CC	TA	NO APPLICATION
15	US 19 TRAILHEAD & CROSSING	CROSSTOWN TRAIL AT US 19 - (IN CITY OF CRYSTAL RIVER)		CC (CRYSTAL RIVER)	TA	NO APPLICATION
16	WITHLACOOCHEE STATE TRAIL (WST) – RECONSTRUCTION	PASCO/HERNANDO COUNTY LINE	CITRUS/HERNANDO COUNTY LINE	HC	TBD	NO APPLICATION
16A	SECTION A (3.15 MILES)	PASCO/HERNANDO BORDER	SR 50	HC	TBD	NO APPLICATION
16B	SECTION B (5.15 MILES)	SR 50	CROOM RD.	HC	TBD	NO APPLICATION
16C	SECTION C (5.90 MILES)	CROOM RD.	HERNANDO/CITRUS BORDER	HC	TBD	NO APPLICATION
17	SOUTH APOPKA CONNECTOR - PHASE I	DAMPIER ST.	HIGHLAND BLVD.	CC (INVERNESS)	TA	NO APPLICATION
18	SUNCOAST TRAIL/U.S. 98 - TRAILHEAD/RESTROOM	SUNCOAST TRAIL/US 98		HC	TA	NO APPLICATION
19	W. HALLS RIVER RD. (CR 490A) - SIDEWALK	S. RIVERVIEW CIRCLE	US 19 (S. SUNCOAST BLVD.)	CC	TA	NO APPLICATION
20	SPRING HILL DR. - SIDEWALK	US 19	KEN LAKE AVE.	HC	TA	NO APPLICATION
21	EDEN DR. CONNECTOR/SIDEWALK	WST	MARTINIS DR.	CC (INVERNESS)	TA	NO APPLICATION
22	SPRING HILL DR. - SIDEWALK	SPRING PARK WAY	US 41	HC	TA	APPLICATION SUBMITTED
23	FOREST DR. SIDEWALK	W. MAIN ST. (SR44)	INDEPENDENCE HWY.	CC	TA	NO APPLICATION
24	TURNER CAMP RD./ELLA AVE. - PS/SIDEWALK	US 41	INVERNESS MS	CC	TA	NO APPLICATION

Table 4-18 (continued): List of Priority Projects (LOPP) for the Hernando/Citrus MPO

Project Rank	Project/Corridor	From	To	Area	Project Type	Project Phase/ Year
25	CITRUS SPRINGS BLVD. - BICYCLE LANE/PS	DUNKLIN BLVD.	W. DELTONA BLVD.	CC	TA	NO APPLICATION
26	SUNCOAST TRAIL (SCT) – REHABILITATION	COUNTY LINE ROAD	US 98	HC	TA	APPLICATION SUBMITTED
26A	SECTION A	COUNTY LINE ROAD	SPRING HILL DRIVE	HC	TBD	APPLICATION SUBMITTED
26B	SECTION B	SPRING HILL DRIVE	SR 50	HC	TBD	APPLICATION SUBMITTED
26C	SECTION C	SR 50	US 98	HC	TBD	APPLICATION SUBMITTED
26D	SECTION D	CENTRALIA RD.	US 98	HC	TBD	APPLICATION SUBMITTED
27	ELKCAM BLVD. - BICYCLE LANE/PS	PINE RIDGE BLVD	N CITRUS SPRINGS BLVD.	CC	TA	NO APPLICATION
28	PINE RIDGE BLVD. - MULTIUSE TRAIL	CR 486	CR 491	CC	TA	NO APPLICATION
29	SOUTH APOPKA CONNECTOR - PHASE II	HIGHLAND BLVD.	E ANNA JO DR.	CC	TA	NO APPLICATION
30	MOSSY OAK SIDEWALK	US 41 AND EDEN DR.	WST	CC	TA	NO APPLICATION
31	SUGARMILL WOODS BICYCLE LANE ALONG:			CC	TA	NO APPLICATION
31A	SECTION A. W. OAK PARK BLVD.	SHOPPES AT SUGARMILL WOODS	CORKWOOD BLVD.	CC	TA	NO APPLICATION
31B	SECTION B. CYPRESS BLVD. E	W. OAK PARK BLVD.	CYPRESS CIRCLE E	CC	TA	NO APPLICATION
32	W. MISS MAGGIE DR. (CR 480) - SIDEWALK/PS	CHASSAHOWITZKA RIVER CAMPGROUND	US 19 (S. SUNCOAST BLVD.)	CC	TA	ROW ISSUES
33	NORTH AVE. - SIDEWALK	HOWELL AVE.	ZOLLER ST.	HC (BROOKSVILLE)	TA	ROW ISSUES
34	KASS CIRCLE IMPROVEMENTS	KASS CIRCLE		HC	TA	UNDER REVIEW

Table 4-18 (continued): List of Priority Projects (LOPP) for the Hernando/Citrus MPO

Project Rank	Project/Corridor	From	To	Area	Project Type	Project Phase/ Year
35A	SHELTER/RESTROOM AMENITIES	CARDINAL BOULEVARD TRAILHEAD		CC	TA	TBD
35B	SHELTER/RESTROOM AMENITIES	SR 44 @ SUNCOAST PARKWAY		CC	TA	
36	FT. ISLAND TRAIL - MULTI-USE TRAIL	GULF OF MEXICO	THREE SISTERS TRAIL	CC	TBD	CONSULTANT STUDY COMPLETE / ETDM

Funding for Pedestrian, Bicycle, and Trails Projects

As stated in the Financial Resources section of this chapter, FDOT has provided estimates of funds for Transportation Alternatives to assist MPOs and TPOs in developing their plans. These funds are designated for pedestrian and bicycle improvements. In addition to the existing TALL (Transportation Alternative Program funds for areas with populations under 200,000) and TALT (for areas of any size), additional funding sources include the following:

- TALN: Transportation Alternatives for areas with populations under 5,000.
- TALM: Transportation Alternatives for small urban areas with populations between 5,000 and 49,999.
- CARL: Carbon Reduction Program funds aimed at reducing transportation-related emissions.
- CARM: Carbon Reduction Program funds allocated for small urban areas.
- CARN: Carbon Reduction Program funds specifically for rural areas.

The portion available to the Hernando/Citrus MPO is estimated based on the percentage of the total District 7 population. Transportation Alternatives funds are projected as listed in **Table 4-19** in Year of Expenditure.

Table 4-19: Hernando/Citrus MPO 2050 Transportation Alternatives Forecast (Year of Expenditure)

County	Revenue	2026-2030	2031-2035	2036-2040	2041-2050	Total
Hernando	TALT	$1,384,727	$1,395,894	$1,395,894	$2,791,229	$7,589,753
Hernando	TALL	$2,292,000	$2,304,000	$2,304,000	$4,614,000	$12,810,000
Hernando	CARL	$1,944,000	$2,046,000	$2,046,000	$4,086,000	$11,676,000
Citrus	TALT	$1,095,273	$1,104,106	$1,104,106	$2,207,771	$6,003,247
Citrus	TALN	$3,060,000	$3,080,000	$3,080,000	$6,160,000	$17,650,000
Citrus	TALM	$110,000	$110,000	$110,000	$230,000	$650,000
Citrus	CARN	$2,530,000	$2,550,000	$2,550,000	$5,110,000	$14,030,000
Citrus	CARM	$90,000	$90,000	$90,000	$190,000	$530,000
Hernando/Citrus MPO	TOTAL	$12,506,000	$12,680,000	$12,680,000	$25,389,000	$70,939,000

Bicycle and Pedestrian Safety

According to reports produced by the non-profit organization, Smart Growth America (SGA), the state of Florida is regularly ranked as one of the most dangerous states for both pedestrians and bicyclists. In SGA's 2024 ***Dangerous by Design***, the two metropolitan areas nearest Hernando County and Citrus County, the Tampa Bay and Orlando areas rank in the top 20 most dangerous U.S. metropolitan areas for pedestrians. As the region grows, and more people engage in active transportation, there is much need for improvement in roadway safety for pedestrian, bicyclists, and motorists as well as improved overall accessibility in Hernando County and Citrus County for non-motorized transportation. The Hernando/Citrus MPO Bikeways and Trails Master Plan (BTMP) recommends actions that can work to enhance the pedestrian infrastructure, bicycling infrastructure, educate the public on pedestrian and bicycle safety issues and encourage modified behavior accordingly.

Transportation Safety

As the Hernando/Citrus MPO continues its planning processes, it is vital that the safety and security of its transportation system is of high priority for all users. The Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Job Act (IIJA) provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA maintains and expands on the national goals established by previous legislation, including safety goals such as achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Safety is also supported in the general LRTP process by the Federal Planning Factors, as a goal in the Florida Transportation Plan, and in the Goals and Objectives of the Hernando/Citrus MPO 2050 LRTP.

In addition to the elements listed above, the Hernando/Citrus MPO considered the Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP), the Florida Transportation Plan, the FDOT State Strategic Highway Safety Plans (SHSP) during this LRTP process.

In July 2018, the PTASP established a "Final Rule" that requires agencies that receive Federal funds to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). A major update to the PTASP regulation was put into effect May 2024. Hernando County's TheBus receives federal funding and is required to implement elements from the PTASP updates in the its safety plan updates.

The FTP and the FDOT SHSP are included in the **Technical Appendix** under separate cover. To ensure consistency with the SHSP the Hernando/Citrus MPO will support efforts such as the following:

- Continued involvement and support for the Community Traffic Safety Team (CTST) and/or the Safe Routes to Schools (SRTS) Team to address infrastructure or behavior safety.
- Infrastructure examples: Installation of school flashing signals, roadway lighting, traffic calming, traffic signals
- Behavioral safety examples: SRTS education/enforcement activities, pedestrian/bicycle safety education.

Safety activities will generally be supported and coordinated by both the MPO and by local and state agencies, stakeholders, and other partners for effective implementation. The Congestion Management Process Policies and Procedures Handbook published by the Hernando/Citrus MPO in January 2017 lists several Safety Emphasis Areas and potential strategies for addressing each. **Table 4-20** lists Key Safety Emphasis Areas and strategies, and **Table 4-21** lists Other Safety Emphasis Areas and related management strategies.

Table 4-20: Key Safety Emphasis Areas and strategies

Intersection Crashes	Vulnerable Road Users/ Bike and Pedestrians	Vulnerable Road Users/Motorcycles	Lane-Departure Crashes	Traffic Records
Crashes which occur at or within 250 feet of signalized and unsignalized intersections are defined as intersection related.	This emphasis area includes bicycle and pedestrian crashes which represent a disproportionate share of fatal crashes.	The emphasis area addresses crashes involving motorcyclists.	These crashes include running off the road, crossing the center median into an oncoming lane of traffic, and sideswipe crashes. Running off the road may also involve a rollover or hitting a fixed object. Head-on collisions are related to crashes involving departure from the roadway. One of the most severe types of crashes occurs when a vehicle crosses into an opposing traffic lane and crashes head on with an oncoming vehicle.	This addresses Federal requirements and funding for traffic records. This emphasis area was meant to ensure traffic records aligned with the overall SHSP where possible and appropriate.
Potential Strategies				
• Increase safety of intersections for all users • Identify systemic intersection safety improvements, update the Intersection Safety Plan, and encourage implementation at the local level • Promote improved access management at the State and local level • Consider including safety in the planning/value engineering manual • Update policies, guidelines, handbooks, and training based on the Highway Safety Manual (HSM) • Increase education programs designed to provide targeted information to drivers • Increase targeted enforcement activities at high-crash locations and increase public education on intersection safety	• Increase awareness and understanding of safety issues related to Vulnerable Road Users • Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement • Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures • Encourage adequate funding levels for effective pedestrian and bicycle safety programs and initiatives • Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking • Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety	• Collect and analyze data on motorcycle crashes, injuries, and fatalities and provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida • Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort • Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity • Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation • Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at state-approved training centers • Reduce the number of alcohol-, drug-, and speed-related motorcycle crashes in Florida • Support legislative initiatives that promote motorcycle-related traffic laws and regulations • Ensure state and local motorcycle safety programs include law enforcement and emergency services components • Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance • Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles • Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs	• Improve engineering practices to reduce lane-departure crashes • Improve law enforcement practices to better capture data related to lane-departure crashes • Increase public education to reduce lane-departure crashes • Partner with emergency responders to reduce severity of lane-departure crashes	• Provide ongoing coordination in support of multi-agency initiatives and projects that improve traffic records information systems

Table 4-21: Other Safety Emphasis Areas and related management strategies

Aggressive Driving	Impaired Driving	At-Risk Drivers/Aging Road Users	At-Risk Drivers/Teen Drivers	Distracted Driving
Aggressive driving, as defined by State Statute, requires inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices.	Originally focused on alcohol impaired driving only, the state has expanded the focus to include drug impaired driving due to its prevalence and close association to alcohol impairment.	At-risk drivers, comprised of aging road users, is a new emphasis area for 2012. For data purposes in this emphasis area, aging road users are defined as 65-year-olds and older.	At-risk drivers, comprised of teen drivers, is a new emphasis area for 2012. For data purposes in this emphasis area, teen drivers are 15- to 19-year-olds.	Distracted driving occurs when a driver allows any mental or physical activity to take the driver's focus off the task of driving. There are three main types of distraction: manual – taking your hands off the wheel; visual – taking your eyes off the road; and cognitive – taking your mind off driving.
Potential Strategies				
• Support and promote effective law enforcement efforts to reduce aggressive driving • Increase training and education on the problem of aggressive driving • Identify initiatives within engineering to reduce instances of aggressive driving	• Improve DUI enforcement • Improve prosecution and adjudication of impaired driving cases • Improve the DUI administrative suspension process • Improve prevention, public education, and training • Improve the treatment system (i.e., DUI programs, treatment providers, and healthcare providers) • Improve data collection and analysis • Enhance impaired driving legislation • Autonomous vehicles • Ride share programs	• Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources • Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility; • Provide information and resources regarding aging road user safety, access, and mobility • Inform public officials about the importance of and need to support national, state, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility • Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users) • Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation • Promote safe driving and mobility for aging road users through licensing and enforcement • Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles) • Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders • Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation)	• Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and supports the Florida Teen Safe Driving Coalition • Create a safe driving culture for teen drivers through outreach and education • Support initiatives that enhance safe teen driving-related traffic laws and regulations	• Increase public awareness and outreach programs on distracted driving • Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles • Support legislative initiatives that enhance distracted driving-related traffic laws and regulations • Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers • Increase law enforcement officer understanding of Florida traffic crash report distracted driving data collection • Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving (careless driving) • Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation • Develop and maintain complete, accurate, uniform, and timely traffic records data • Provide the ability to link traffic records data • Facilitate access to traffic records data • Promote the use of traffic records data

Vision Zero

Vision Zero is a multi-dimensional effort to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero is increasingly being adopted by cities across the United States. It takes a traditional approach to safety and reconsiders some of the most basic assumptions made over the past decades to reduce the number of deaths on American roadways. The FDOT initially established a Vision Zero policy in 2012, and the 2016 update of the SHSP supports the policy.

The MPO acknowledges FDOT statewide safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. However, the MPO has set its safety performance targets based upon data collected within the MPO planning area for previous years related to safety performance measures. On February 1, 2024, the MPO adopted Resolution 2024-01 and reaffirmed its commitment to a 5% reduction based on a five-year rolling average for the required safety measures.

Transportation Security

Better planning in transportation security can help reduce the negative impacts to local and regional transportation systems from major natural or manmade events, such as hurricanes, tornadoes, flooding, or terror attacks. In addition, Federal requirements for metropolitan planning also include security as a factor in LRTPs. The metropolitan planning process should provide for consideration and implementation of projects, strategies, and services that will increase the security of the transportation system for motorized and non‐motorized users. USDOT defines transportation system security as the freedom from intentional harm and tampering that affects both motorized and non‐motorized travelers.

The vulnerability of the transportation system and its use in emergency evacuations have become key concerns for the Department of Homeland Security (DHS), created in 2001. Established by DHS, the Urban Areas Security Initiative (UASI) focuses on enhancing regional preparedness in major metropolitan areas. The Tampa UASI, which includes Hernando and Citrus counties and six other neighboring counties, has been established to coordinate with the Florida Division of Emergency Management on expanding regional collaboration and developing integrated regional systems for prevention, protection, response, and recovery.

Federal Safety Guidance

The ***National Infrastructure Protection Plan (NIPP) 2013: Partnering for Critical Infrastructure Security and Resilience*** was developed by the U.S. Department of Homeland Security (DHS). This plan outlines mitigation strategies for public and private entities to protect critical infrastructure.

The US DHS and the United States Department of Transportation (USDOT) developed a Transportation Systems Sector-Specific Plan (TSSSP), of which one of the purposes is, **"to guide and integrate efforts to secure and strengthen the resilience of transportation infrastructure and to describe how the Transportation Systems Sector contributes to the overall security and resilience of the Nation's critical infrastructure, as set forth in Presidential Policy Directive 21, (PPD-21), Critical Infrastructure Security and Resilience."** The TSSSP established the following set of Goals for transportation system security.

USDOT TRANSPORTATION SYSTEMS SECTOR-SPECIFIC PLAN GOALS

- GOAL 1 - Manage the security risks to the physical, human, and cyber elements of critical transportation infrastructure.
- GOAL 2 - Employ the Sector's response, recovery, and coordination capabilities to support whole community resilience.
- GOAL 3 - Implement processes for effective collaboration to share mission-essential information across sectors, jurisdictions, and disciplines, as well as between public and private stakeholders.
- GOAL 4 - Enhance the all-hazards preparedness and resilience of the global transportation system to safeguard U.S. national interests

The TSSSP also establishes a comprehensive framework of Federal agency responsibilities to improve disaster preparedness of transportation infrastructure. These five "National Preparedness System mission areas" are as follows:

- **Protection:** applies to steady-state activities and includes safety and security programs aimed at reducing or managing risk to critical transportation infrastructure.
- **Prevention:** applies specifically to activities taken in response to an imminent terrorist attack.
- **Mitigation:** aims to reduce the consequence of an incident by identifying best practices as well as codes or standards that make transportation infrastructure more resilient.
- **Response:** coordinates all response actions during a disaster to save lives and property at risk, and it conforms to the National Incident Management System.
- **Recovery:** guides long-term recovery following an incident.

Hernando/Citrus MPO integrates security evaluations into the planning process, especially as both counties and the region grow. Roadways such as I-75, Suncoast Parkway, US-19, US-41, and SR 50 are crucial parts of a secure, resilient transportation network for the local area and the entire Tampa Bay region.

Transportation Resiliency

The MPO planning process involves activities addressing before and after a disaster. Disaster preparation planning involves efforts to guard against and preemptively mitigate a disaster's effects. Disaster recovery planning includes identifying steps to restore essential functions, efficient recovery, and rebuilding.

Florida is one of the national leaders in emergency management and disaster mitigation planning due to its vulnerability to hurricanes and tropical storms. Local governments prepare several types of plans that MPOs and TPOs should be aware of and, as appropriate, participate in developing:

- Comprehensive Emergency Management Plans: Operational procedures used to prepare for, respond to, recover from, and mitigate emergencies.
- Local Mitigation Strategies: Identify and prioritize hazard mitigation needs and strategies to reduce the vulnerability to natural hazards.
- Post-Disaster Redevelopment Plans: Outlining recovery and reconstruction procedures and policies.
- The national Strategic Highway Network (STRAHNET) consists primarily of Interstate highways, but also includes non-Interstate facilities as well. Critical to operations of the Department of Defense, STRAHNET-designated roadways are vital for emergency mobilization and movement of emergency good such as fuel, repair parts, food, and other commodities. While no STRAHNET facilities are located in Hernando County or Citrus County, there are several connections to STRAHNET facilities, including I-75.

Hernando County and Citrus County each have representatives involved with the Tampa Bay Regional Resilience Coalition, which is coordinated by the Tampa Bay Regional Planning Council. The coalition collaborates to develop strategic regional responses for resolving regional issues, focusing on how to reduce regional impacts due to the changing climate. It seeks to secure increased levels of funding to support regional infrastructure improvements and develop robust programs to protect the communities throughout the region.

Hernando/Citrus MPO has also conducted a Vulnerability and Risk Assessment Study (October 2023) in order to identify vulnerabilities in the transportation infrastructure assets and to develop recommendations and mitigation strategies that promote the resilience of the transportation system. To identify vulnerable areas, the following considerations were analyzed to create a vulnerability score for the roadway segments in Hernando and Citrus counties:

- Environmental Factors
  - Storm Surge / Inundation
  - Flood Hazard Areas
  - Wildfire Hazard Potential
- Transportation Facilities
  - Region's Collector and Arterial Roadways
  - Hurricane Evacuation Routes
  - Public Airports
  - Transit Routes
- Community Facilities
  - Emergency Shelters
  - Utility Facilities (e.g., water, wastewater, electric, solid waste)
  - Emergency Services (e.g., fire stations, hospitals, and emergency operating centers)
  - Airport/Heliport

Vulnerability scores were provided to all roadway segments across Hernando and Citrus counties. These roadway segments were then prioritized based on their determined vulnerability and criticality in the event of an emergency. Three stakeholder meetings were conducted in order to gather public feedback on the identified vulnerability tiers and study recommendations. The recommendations of the study were approved by the MPO Board on October 5, 2023. The mitigation strategy categories recommended include:

- Planning and Policy-Based Strategies
  - Revise Land Use Policies, Zoning Code Requirements, or Minimum Design Standards
  - Pursue Grant Funding Intended for Resiliency Upgrades or Infrastructure Repair Efforts
  - Prioritize Resiliency and Recovery Planning or Preparation Activities
  - Increase Public Awareness with Outreach and Education Campaigns
  - Adjust Operating, Maintenance, Inspection, or Regular Repair Cycles
- Capital Improvement and Infrastructure Strategies
  - Protect Existing Infrastructure
  - Upgrade/Strengthen Facilities or Key Components
  - Relocate Facilities or Key Components
  - Incorporate Natural Features into the Built-Environment
  - Improve Drainage Conditions
- Technology-Based Strategies
  - Install Warning Systems or Dynamic Messaging Technology
  - Integrate, Share, and Protect Data Resources or Applications

The Vulnerability and Risk Assessment Study can be found in the **Technical Appendix** under separate cover.

The FDOT has taken steps to integrate effective resiliency steps in to planning processes. A Resilience Subcommittee has been established and resiliency is being incorporated into the Florida Transportation Plan. Four standard phases guide the FDOT Emergency Management program, as listed below. These phases support informed communities and resilient infrastructure.

- Mitigation
  - This includes any activities that prevent an emergency, reduce the chance of an emergency happening or reduce the damaging effects of unavoidable emergencies.
    Mitigation activities take place before and after emergencies.
- Preparedness
  - This includes plans or preparations made to save lives and to help response and rescue operations.
  - Evacuation plans and stocking food and water are both examples of preparedness.
  - Preparedness activities take place before an emergency occurs.
- Response
  - This includes actions taken to save lives and prevent further property damage in an emergency situation; putting preparedness plans into action.
  - Response activities take place during an emergency.
- Recovery
  - This includes actions taken to return to a normal or an even safer situation following an emergency.
  - Recovery includes getting financial assistance to help pay for the repairs.
  - Recovery activities take place after an emergency.

The Hernando/Citrus MPO will work with the coalition and other partners such as FDOT, local public works departments, and emergency planning agencies, to assist in strengthening the transportation system's resiliency to man-made and natural disasters. In Chapter 6 of this plan, the Hernando/Citrus MPO has identified potential environmental risks and established mitigation steps that support a resilient transportation system.

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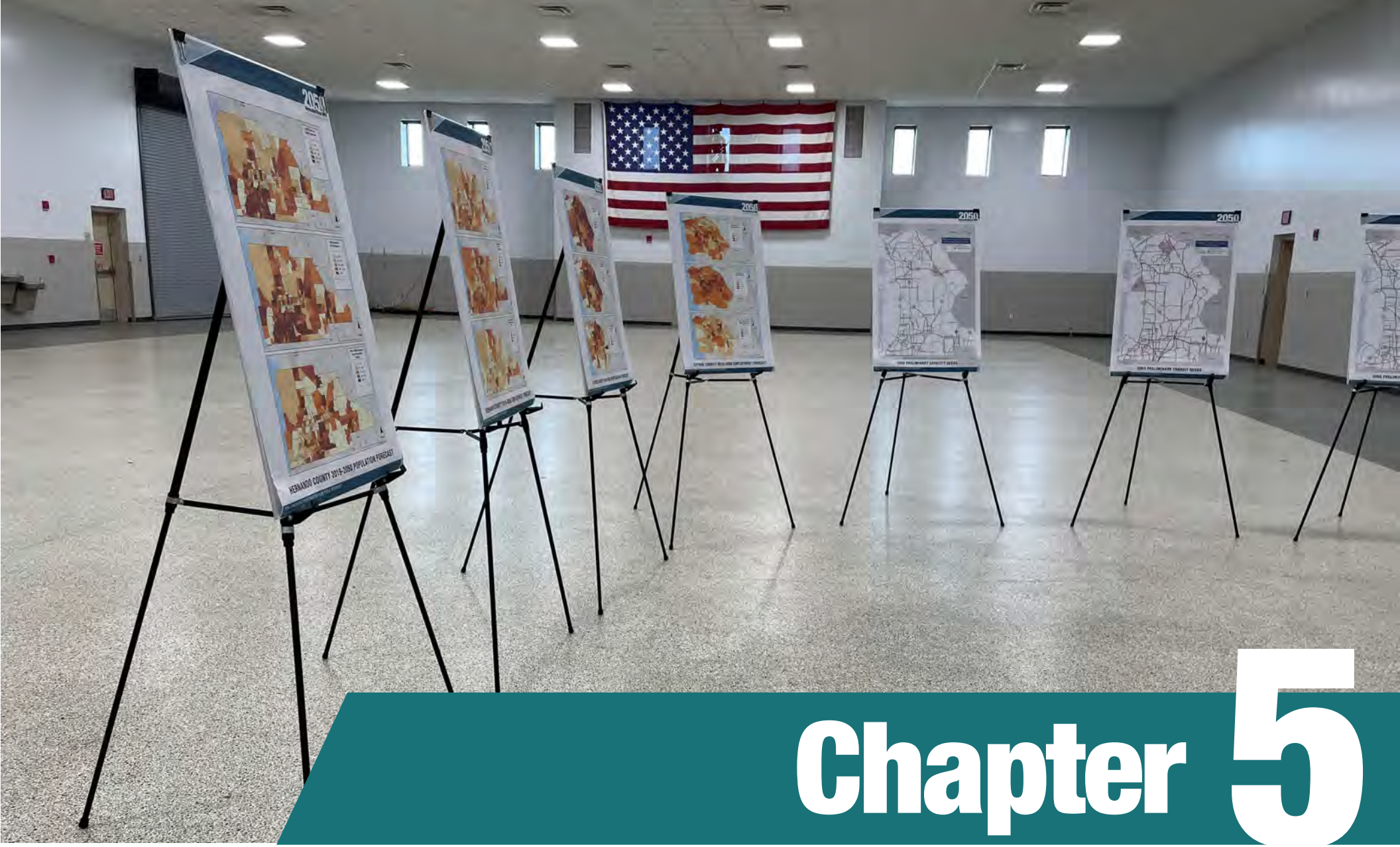


Chapter 5

PUBLIC INVOLVEMENT

Public Involvement

Introduction

The Hernando/Citrus MPO made an intentional effort to solicit and obtain a diverse set of input for the Hernando/Citrus MPO 2050 LRTP. The MPO engaged the public with several different methods, which included traditional in-person meetings, community workshops, and web-based information updates. Traditionally underserved populations were specifically targeted as part the outreach efforts and participation in the Plan. Valuable input was provided by a diverse range of stakeholders and interested parties to assist in the development of the 2050 LRTP.

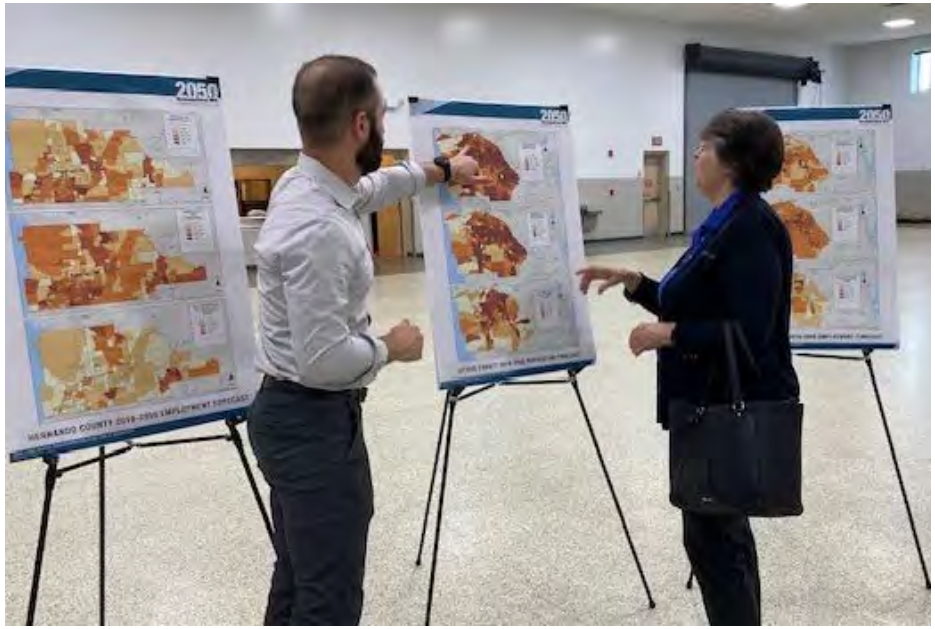
The goals for public outreach during the development of the 2050 LRTP included the following:

1. Increase awareness of the MPO and the 2050 LRTP.
2. Educate stakeholders about transportation issues and solutions.
3. Gather diverse public input to inform MPO Board decisions.

The MPO built upon its successful 2045 LRTP outreach efforts for the 2050 plan, embracing lessons learned from the COVID-19 pandemic. While the primary challenge emerging from the pandemic had been a temporary reduction to in-person events, this presented an opportunity to innovate and expand engagement strategies.

For the 2050 LRTP, LRTP staff implemented a dynamic, hybrid approach that combined the best of both worlds:

1. Enhanced digital engagement: We leveraged virtual platforms to reach a broader audience while maintaining accessibility.
2. Revitalized in-person events: We reintroduced face-to-face interactions with renewed enthusiasm, fostering community connections.
3. Inclusive outreach: We continued targeted efforts to engage traditionally underserved populations through diverse channels.


2050


2050
WELCOME
SIGN IN


2050 LRTP Process Overview

By blending traditional methods with innovative digital approaches, we created a more resilient and inclusive public engagement process. This adaptive strategy ensured that all voices were heard and considered in shaping our region's transportation future, regardless of unforeseen circumstances.

Ultimately, the input received through these public outreach efforts helped guide the development of the 2050 LRTP and validate the projects that were recommended in the Plan. **Table 5-1** shows a list of these activities.

Table 5-1: LRTP Public Involvement Activities

Date	Activity	Location
May 23, 2024	Needs Assessment Workshop	Brooksville (Hernando)
May 23, 2024	Needs Assessment Workshop	Crystal River (Citrus)
June 6, 2024	Environmental Justice Workshop	Brooksville
June 12, 2024	Environmental Justice Workshop	Inverness (Citrus)
June 12, 2024	Consensus Building Workshop	Inverness
August 22, 2024	Cost Feasible Plan Workshop	GoTo Webinar (In-Person in Brooksville)
August 22, 2024	Cost Feasible Plan Workshop	GoTo Webinar (In-Person in Inverness)
Ongoing throughout	MPO Board Meetings	Brooksville
Ongoing throughout	CAC / TAC Meetings	Various Locations
Ongoing throughout	Public Comments	N/A

Public Participation Plan

The Hernando/Citrus MPO Public Participation Plan (PPP) was adopted by the MPO Board on December 7, 2023 and updated February 26, 2024. The Public Participation Plan addresses federal requirements to provide direction for public involvement activities to be conducted by the MPO. It includes the policies, goals, objectives and techniques used for public involvement. The PPP determines strategies and activities used to solicit and incorporate input from the community and stakeholders into the development of 2050 LRTP.

The PPP is considered a living document and was continually reviewed to best reflect the needs of the community. The MPO strives to improve its outreach to the public. The February 24, 2024 update of the PPP used for this report is included in the **Technical Appendix** under separate cover.

Community Workshops and Other Events

Need Assessment Workshops

Two Needs Assessment Workshops occurred in Spring 2024, one taking place in each county. The initial Needs Assessment maps and materials were displayed on a series of boards highlighting the transportation system projects, including roadway, transit, and bicycle/pedestrian. In addition to the display boards, an in-person presentation was shown to attendees. Following the presentations, workshop discussions were held between the attendees and LRTP staff.

Environmental Justice Workshops

Per U.S. Executive Order (E.O. 12898, 59 FR 7629), efforts must be made throughout the development of plans and projects to avoid disproportionate adverse effects on minority and low-income populations. This attention to protecting all communities is known as Environmental Justice (EJ), and the 2050 LRTP development included efforts to include evaluation of sociocultural effects and EJ.

Potential improvements and negative impacts of proposed transportation projects were considered throughout the LRTP process. Efforts were made to identify potential areas that with a high concentration of minority, low-income, and other underserved or under-represented populations.

Figure 5-1 and **Figure 5-2** show the 2050 LRTP environmental justice areas identified based on The USDOT Justice40 website and additional demographic analysis using data from U.S. Census Bureau and the American Community Survey. The initial identification and evaluation of these areas guided public workshops that were held specifically to address environmental justice issues.

Figure 5-1: Hernando County Environmental Justice Map

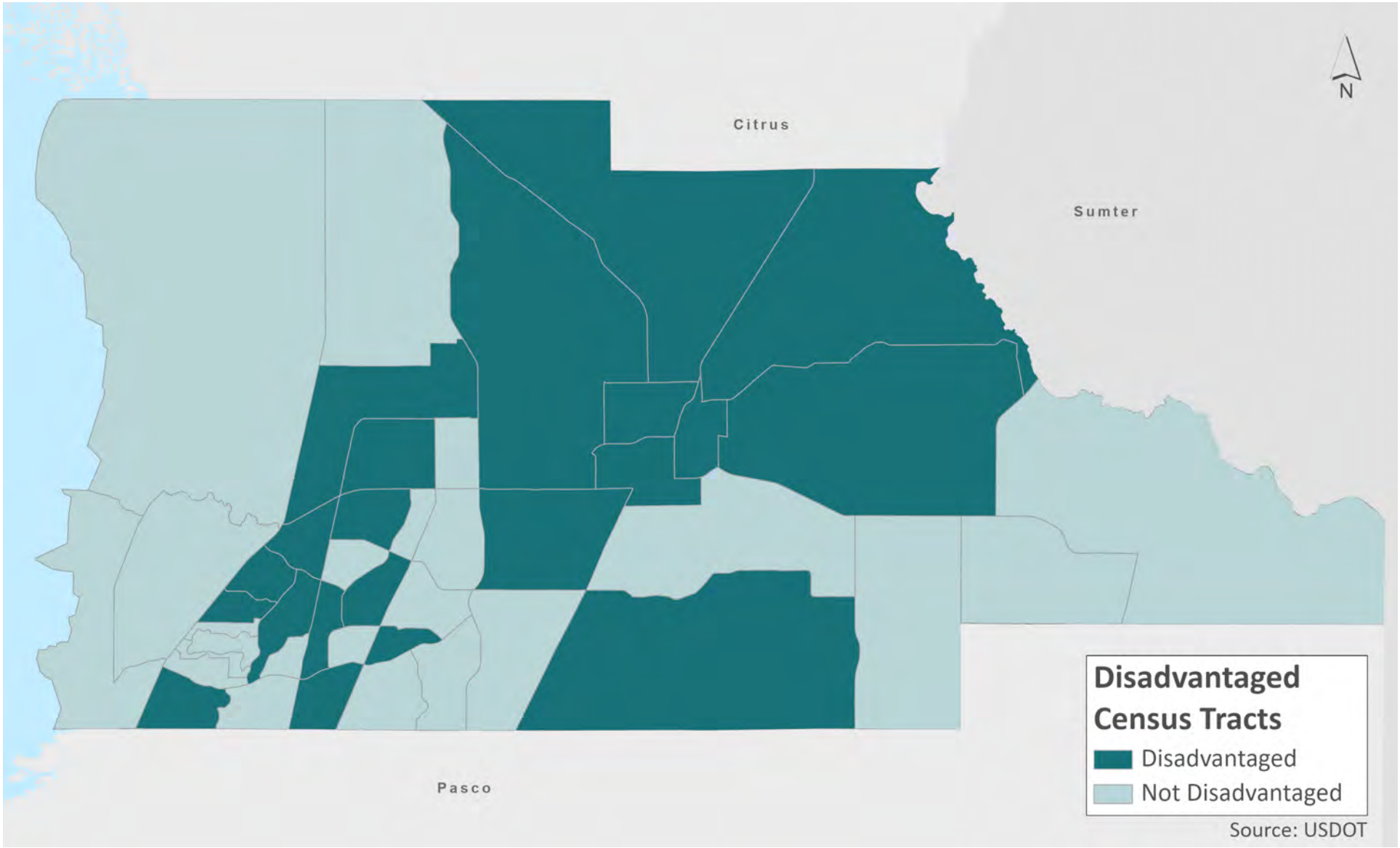
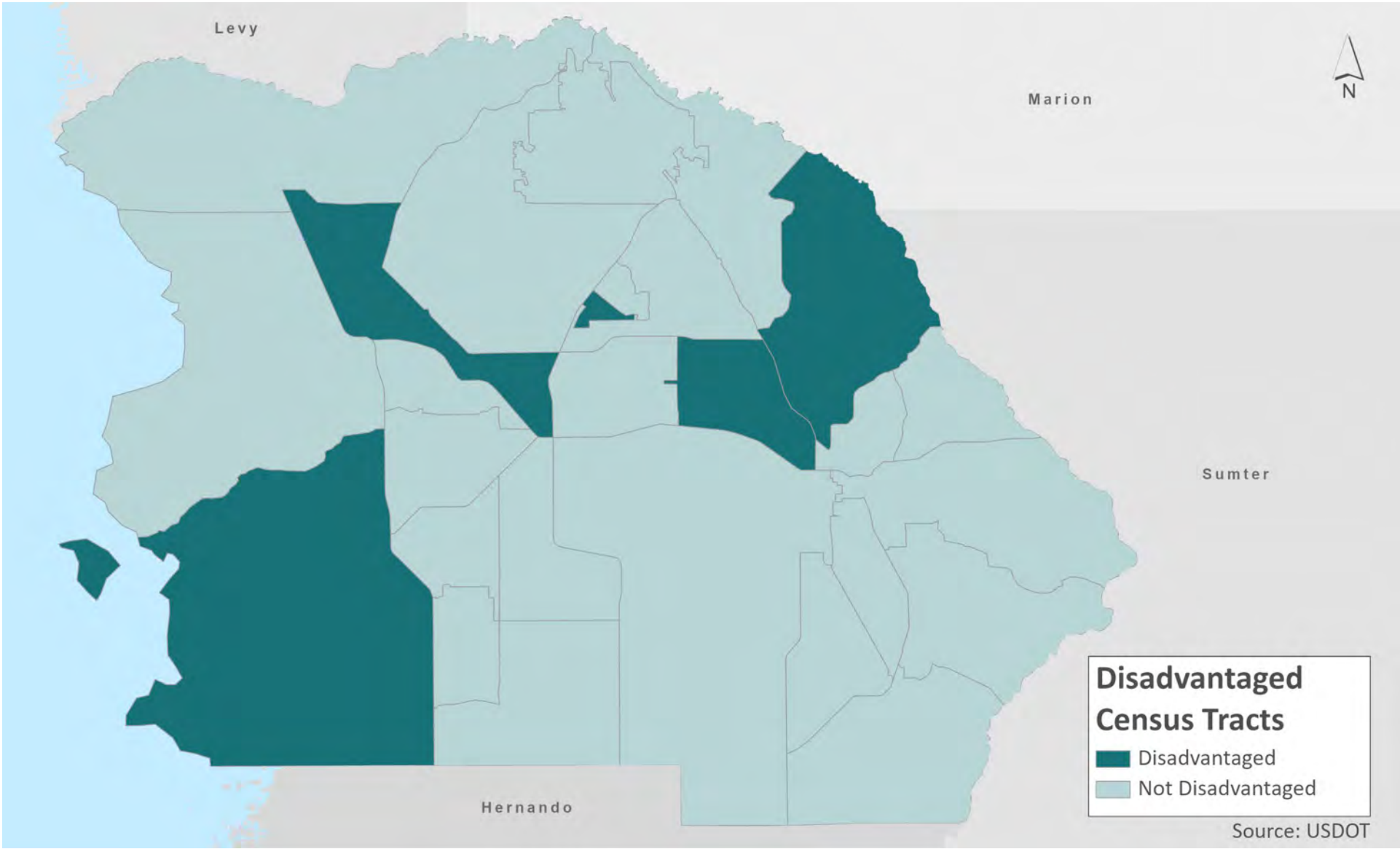


Figure 5-2: Citrus County Environmental Justice Map



The environmental justice workshops were held during the Needs Assessment phase of plan development. The workshop shared information about the establishment and importance of environmental justice and held discussion about potential impacts of transportation improvements on elderly, minority, and low-income populations throughout the Hernando/Citrus MPO planning area.

Input received at these workshops helped guide and prioritize needs and future projects in the LRTP, with the goal of minimizing negative impacts to those areas identified as having a higher proportion of populations included in environmental justice considerations.

Consensus Building Workshops

A Consensus Building Workshop (CBW) was held on June 12, 2024, at Inverness City Hall. Participants in the workshop included stakeholders selected and invited by the Hernando/Citrus MPO staff and was open to the public. The workshop format included a formal presentation followed by group discussion that addressed needs and priorities of roadway improvements, transit needs and bicycle and pedestrian needs, as well as funding options.

Other Outreach Activities

Information about LRTP development and implementation was available and regularly updated on the primary Hernando/Citrus MPO website. Project documents were made available to the public for review and comment. Notices of updates in the process, as well as document postings, public involvement activities, and solicitation of public input were sent to MPO mailing lists, including those for the CAC, TAC, MPO Board, and BPAC and community members. Information about events and opportunities was also published on the MPO website.

Summary of Public Comments

The transportation projects identified in Hernando/Citrus MPO 2050 LRTP are partially based on input received during the public involvement efforts of the MPO and LRTP team. The MPO led different activities in an attempt to achieve the stated goals of the public involvement process for the 2050 LRTP. The MPO strived to keep the process simple and convenient for participants, while providing robust information to encourage as much participation as possible.

Throughout the development of the 2050 LRTP, public comments generally shared some common themes. Improving safety, preserving the environmental character of the region, and providing regional transportation alternatives to highway travel were recorded as desires of the public.

Plan Successes and Unmet Aspirations

The Hernando/Citrus MPO 2050 LRTP adequately meets the transportation needs that were expressed by the public. Based on public comments, the MPO ensured existing priorities and projects currently in production were included in the Plan. However, due to the limited availability of funding for future highway projects, some projects that were listed as cost-feasible projects in the 2045 LRTP, are now listed as unfunded or partially funded projects in the 2050 LRTP.

Public Hearing

The Hernando/Citrus MPO held a public hearing on September 5, 2024, at a regularly scheduled MPO Board meeting to obtain comments on the 2050 LRTP, prior to the Board's adoption of the Plan. Pursuant to the MPO's adopted Public Participation Process (PPP), the public hearing followed a public comment period that was established by the Board on September 1, 2024. The public comment period and public hearing were announced on the MPO's website and on social media.

In support of the public comment period and the public hearing, the MPO prepared an adoption package to help explain the LRTP update. The document covers the highlights, key themes, and projects contained in the Plan. Based on lessons learned from prior LRTP documents, staff and the project consultant developed the adoption package so that it is easily understood by the public or others without significant technical experience in transportation planning.

Following the staff's presentation and MPO Board discussion, the MPO chairman opened the public hearing. No public comments were received, and the public hearing was closed by the chairman. The Board then adopted the Hernando/Citrus MPO 2050 LRTP on October 3, 2024. The roll call vote was unanimous.

Key Themes

Public input was collected throughout the development of the plan. Key themes included addressing safety issues, existing and projected roadway congestion, evacuation routes, preserving existing infrastructure, and providing the community with a variety of transportation options, including more robust local and regional transit and multi-use trails.

Public input, photographs, and materials provided for public involvement activities are included in the **Technical Appendix** under separate cover.

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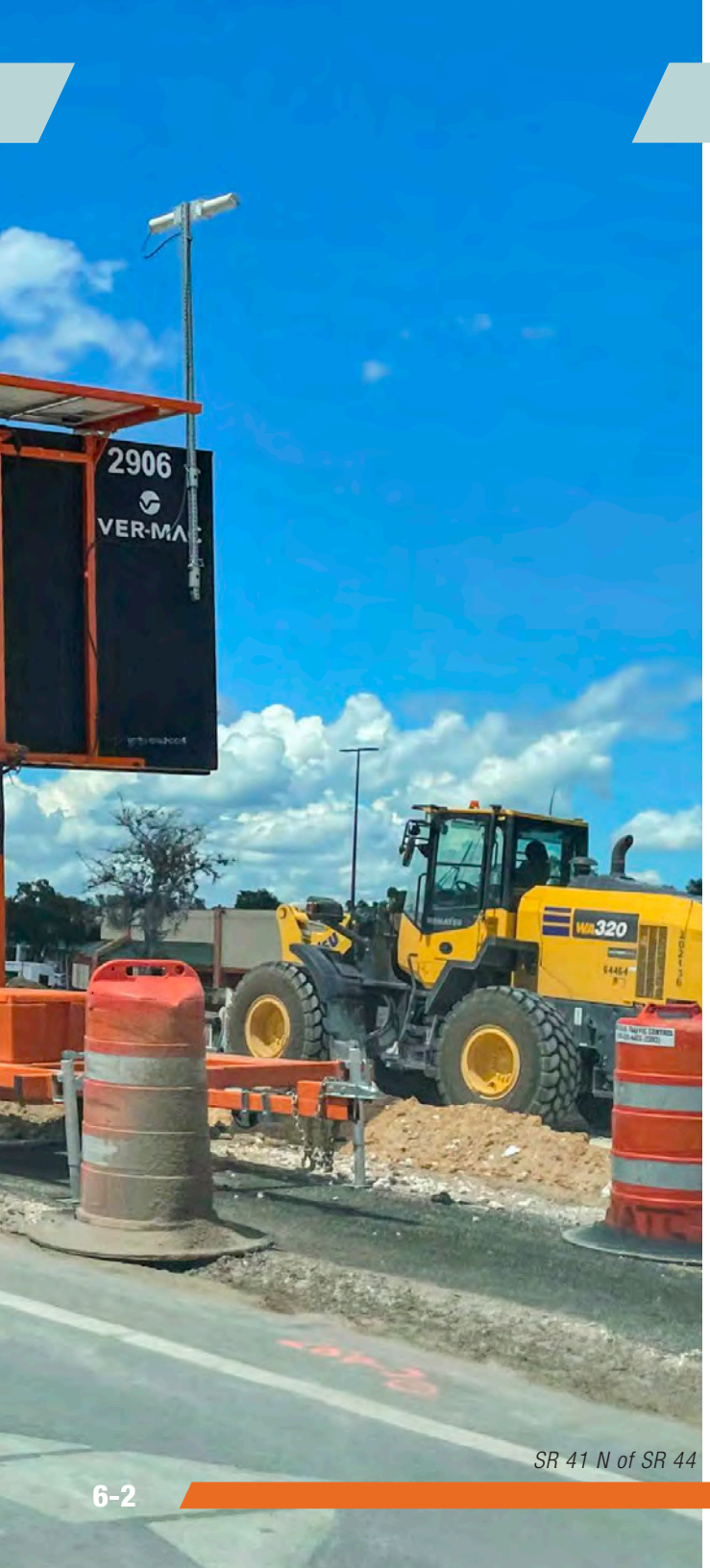
Brooksville City Hall

Chapter 6

MEASURES OF EFFECTIVENESS



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Measures of Effectiveness

Introduction

In ***Chapter 2, Goal, Objectives, and Performance Measures***, the concept of Performance-Based Planning was introduced. As discussed in that section, performance measurement is a continuing effort guides the planning efforts of the MPO, the selection for funding of transportation projects and programs, and the annual evaluation of performance of the transportation system throughout the MPO area.

This chapter summarizes the performance for the Hernando/Citrus MPO 2050 LRTP based on the Goal, Objectives, and Performance Targets outlined in Chapter 2. The chapter also includes a discussion on environmental mitigation.

Performance Evaluation

This section provides an overview of Performance Targets related to the LRTP's Goal and Objectives identified in Chapter 2. The Hernando/Citrus MPO 2050 LRTP objectives include the following seven items: Economy, Safety, Mobility, Intermodal, Livability, Preservation, and Implementation. The performance measures and targets identified in **Table 6-1** are grouped by these themes.

The existing and future (2050) performance is also included within the table. Three categories were developed to assess the 2050 performance in the 2050 column:

- The target is met or is improved from the existing condition
- The target is met by 2050
- The target is not met by 2050

As shown in the **Table 6-1**, 12 of the 15 targets will either be met by 2050 and/or the performance will be improved from existing conditions. Three of the 15 targets that do not meet the standard relate to travel time reliability. This is due to the assumption that Hernando County and Citrus County will experience significant amounts of growth in some concentrated areas. The 2050 performance is expected to stay relatively consistent with existing levels based on the current funding picture. The targets are meant to be reviewed continuously and the performance evaluation is a picture at this time, which could change should funding arise that allows for additional transit expansion and new transit service to help relieve densely populated areas.

Table 6-1: Performance Evaluation – Economy

Support economic development and tourism in the two counties

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Improved access and connections to rail, and airport facilities.	Lane miles of projects that improve access and connections to the port, rail, and airport facilities	Increased	Increased	Cost Feasible Plan includes improvements to the transportation network nearby Brooksville-Tampa Bay Regional Airport and Inverness Airport
Support economic development in specific geographic areas (Brooksville CBD, Brooksville-Tampa Bay Regional Airport, I-75/SR-50 Planned Development District, Downtown Inverness)	Maintain LOS on corridors providing access to these areas.	Maintained	Maintained	Cost Feasible Plan includes improvements to the area serving Brooksville-Tampa Bay Regional Airport and around Downtown Inverness
Support economic development in specific geographic areas (Brooksville CBD, Brooksville-Tampa Bay Regional Airport, I-75/SR-50 Planned Development District, Downtown Inverness)	Projects identified and funded to improve access to targeted growth areas.	Increased	Increased	Cost Feasible Plan includes improvements to the area serving Brooksville-Tampa Bay Regional Airport and around Downtown Inverness
Ensure that regional and local markets are adequately served by the transportation system.	Number of regional transit routes	Maintained	Maintained	Hernando Transit has identified potential new fixed-route service that may be funded with the adoption of the upcoming TDP. Both counties have allocated funding towards replacing and maintaining fixed-route and paratransit services.
Ensure that regional and local markets are adequately served by the transportation system.	Are regional and local markets served by the identified projects?	Yes	Yes	Identified needs on local roads and

Table 6-1 (continued): Performance Evaluation – Economy

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Identify transportation issues regarding Hernando and Citrus Counties' Activity Centers and targeted multimodal corridors within the community and identify measures for preserving and enhancing the commercial and social integrity of these areas.	Are transportation issues in Hernando/Citrus County Activity Centers and Activity Corridors identified?	Yes	Yes	Improvements on US-41 and CR 491 (Lecanto Hwy).
Identify transportation issues regarding Hernando and Citrus Counties' Activity Centers and targeted multimodal corridors within the community and identify measures for preserving and enhancing the commercial and social integrity of these areas.	Are methods to preserve and enhance Activity Centers and Multimodal Corridors identified in the plan?	Yes	Yes	The Operational Improvement Planning Study in Downtown Inverness aims to identify needs and best planning practices.
Identify and provide for special land use needs within the Suncoast Parkway Corridor, especially at interchange areas.	Does the plan identify special land use need within the Suncoast Parkway Corridor?	Yes	Yes	

Table 6-2A: Performance Evaluation – Safety – Performance Measures (PM 1)

Starred (*) and highlighted cells refer to Performance Measures that are identified by FHWA and FDOT's established statewide targets.

Objective	Performance Measure	Target	Hernando/ Citrus MPO 2050	Comments
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Number of fatalities*	Decrease 5% per year*	Improved; Target not met*	Planning focused on high crash locations identified through congestion management process and other bicycle/ pedestrian safety efforts.*
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT)*	Decrease 5% per year*	Improved; Target not met*	Planning focused on high crash locations identified through congestion management process and other bicycle/ pedestrian safety efforts.*
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Number of Serious Injuries*	Decrease 5% per year*	Improved; Target not met*	Planning focused on high crash locations identified through congestion management process and other bicycle/ pedestrian safety efforts.*
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Rate of Serious Injuries per 100 MVMT*	Decrease 5% per year*	Improved; Target not met*	Planning focused on high crash locations identified through congestion management process and other bicycle/ pedestrian safety efforts.*
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Number of Non-motorized Fatalities and Serious Injuries Per Year *	Decrease 5% per year*	Improved; Target not met*	Planning focused on high crash locations identified through congestion management process and other bicycle/ pedestrian safety efforts.*

Table 6-2B: Performance Evaluation – Safety

Increase safety of the counties' transportation system

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Consistency with FDOT Strategic Highway Safety Plan (SHSP)	Is the plan consistent with the Strategic Highway Safety Plan and Safety Emphasis Areas?	Yes	Yes	
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.	Does the plan use crash data to prioritize projects in CMP and LRTP?	Yes	Yes	Focus on high crash locations identified through congestion management process and other bicycle/pedestrian safety efforts.
Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists and users of transit.	Are security plans considered for intermodal facilities, including for seaport, airport, rail, etc?	Yes	Yes	Future roadway improvements within the urbanized area will be designed with bicycle facilities and sidewalks as appropriate.

Table 6-3A: Performance Evaluation – Mobility – Performance Measures (PM 3)

Starred (*) and highlighted cells refer to Performance Measures that are identified by FHWA and FDOT's established statewide targets.

Objective	Performance Measure	Target	Hernando MPO 2050	Citrus MPO 2050	Comments
Provide travel time reliability on the National Highway System	Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)*	Maintain / Increase*	Target not met*	Target not met*	Final model run is not adopted as of the adoption of this plan. However, most major corridors are expected experience a decrease in travel time reliability by 2050.*
Provide travel time reliability on the National Highway System	Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)*	Maintain / Increase*	Target not met*	Target not met*	Final model run is not adopted as of the adoption of this plan. However, most major corridors are expected experience a decrease in travel time reliability by 2050.*
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	Freight travel time reliability*	Maintain / Increase*	Target not met*	Target not met*	Final model run is not adopted as of the adoption of this plan. However, most major corridors are expected experience a decrease in travel time reliability by 2050.*

Table 6-3B: Performance Evaluation – Mobility

Provide for mobility needs of the community

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Provide for the transportation needs of older adults, persons with disabilities, and low-income population of Hernando and Citrus counties and ensure the facilities are designed in such a manner as to not impair their use by these populations.	% of low-income population and older adults within ¼ mile of bus stops	Increased	Maintained	
Provide for the transportation needs of older adults, persons with disabilities, and low-income population of Hernando and Citrus counties and ensure the facilities are designed in such a manner as to not impair their use by these populations.	% service area coverage	Increased	Maintained	
Use other forms of transportation to reduce the demand for highway usage on congested facilities	% of congested roads with transit	Increased	Maintained	Additional roadways became congested without adding transit.
Use other forms of transportation to reduce the demand for highway usage on congested facilities	Miles of bicycle/sidewalk facilities on congested facilities	Increased	Increased	Additional sidewalks and trails
Address and promote alternative forms of transportation such as mass transit, high occupancy toll (HOT), ridesharing, and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rate.	Are alternative modes of transportation considered when developing operational management strategies?	Yes	Yes	
Ensure that existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.	% of major road network with bicycle facilities	Increased	Increased	
Ensure that existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.	% of major road network with sidewalk facilities	Increased	Increased	

Table 6-3B (continued): Performance Evaluation – Mobility

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Identify projects in corridors that allow high density and intensity land uses to be served by public transit.	Identified needs in areas with potential high ridership, including residential and business hubs.	Yes	Yes	
Fund provision of mobility services to transportation disadvantaged where fixed route public transportation is not available.	% of major road network serviced by transit	Increased	Maintain	Additional sidewalks and trails
Include provisions for non-motorized modes in new projects and in reconstructions.	Do roadway projects include bicycle/ pedestrian facilities consistent with local policies?	Yes	Yes	
Include provisions for non-motorized modes in new projects and in reconstructions.	Are operations and maintenance costs included in the identified projects?	Yes	Yes	
Where effective, consider transportation demand and systems management strategies to reduce the demand for or delay the need for major improvements to the transportation system.	Does the plan include TDM strategies?	Yes	Yes	Operational improvements and area-wide studies are identified.
Identify corridors that provide for the interconnection of urbanized areas through a well-developed network of roadways.	Does the plan identify corridors that connect the urbanized areas?	Yes	Yes	
Review and document emergency evacuation routes	Does the plan identify evacuation routes?	Yes	Yes	
Review and document emergency evacuation routes	Does the plan consider projects that maintain or enhance evacuation routes?	Yes	Yes	
Review and document emergency evacuation routes	Total lane miles of evacuation routes	Increased	Increased	
Review and document emergency evacuation routes	Is an evacuation plan in place?	Yes	Yes	Hernando/Citrus MPO supports the Florida Statewide Regional Evacuation Study Program.

Table 6-4: Performance Evaluation – Intermodal

Maintain the existing transportation system

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	% VMT below adopted standard on roads designated as truck routes	2.12%	2.12%	
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	Average weighted volume-to-capacity ratio on roads designated as truck routes	0.27	0.27	
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	Does the plan consider freight specific infrastructure improvements/programs?	Yes	Yes	
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	Does the plan identify and improve high crash truck route corridors?	Yes	Yes	
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	Does the plan reduce Highway Truck Daily Total Hours of Delay?	No	No	
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	% truck miles severely congested (V/C > 1.2)[1]	7.73 mi	7.73 mi	

Table 6-5: Performance Evaluation – Livability

Preserve, and where possible, enhance social, cultural, physical and natural environmental values.

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Sensitivity to preserving the quality of the environment and in responding to air quality and energy conservation consistent with required federal regulations.	% miles severely congested	Maintained	Maintained	
Constrain the development of highway facilities within corridors that are scenic in nature and, when appropriate, apply "parkway" treatments that enhance the overall social and aesthetic values to the community.	Scenic highway facility miles of roadway network	Maintained	Maintained	
Minimize disruption to established communities, activity centers, redevelopment areas, and infill areas.	Does the plan minimize impacts on established neighborhoods?	Yes	Yes	
Identify routes that avoid or minimize impacts to the community.	Miles of designated evacuation routes	Increased	Increased	Additional lanes on existing evacuation routes; Suncoast Parkway
Identify routes that avoid or minimize impacts to the community.	Has an analysis been done to determine if planned projects disproportionately impact low-income, minority, and older-adult populations?	Yes	Yes	No adverse impacts to disadvantaged populations anticipated.
Identify routes that avoid or minimize impacts to the community.	Does the plan include mitigation strategies on projects that impact the environment and the low-income, minority, and older-adult populations?	No adverse impact projects identified.	No adverse impact projects identified.	Environmental and Environmental Justice mitigation was considered throughout the development of this plan and is described later in this chapter.
Consider Context Classification in the design and operation of major transportation facilities.	Does the plan preserve the character of surrounding areas and corridors?	Yes	Yes	

Table 6-6: Performance Evaluation – System Preservation – Performance Measures (PM 2)

Preserve and maintain a resilient transportation infrastructure and transit assets

Starred (*) and highlighted cells refer to Performance Measures that are identified by FHWA and FDOT's established statewide targets.

Objective	Performance Measure	Target	Hernando MPO 2050	Citrus MPO 2050	Comments
Maintain pavement conditions	Percent of Interstate pavements in good condition*	Maintain / Increase*	Maintained*	Maintained*	
Maintain pavement conditions	Percent of Interstate pavements in poor condition*	Maintain / Decrease*	Maintained*	Maintained*	
Maintain pavement conditions	Percent of non-Interstate NHS pavements in good condition*	Maintain / Increase*	Maintained*	Maintained*	
Maintain pavement conditions	Percent of non-Interstate NHS pavements in poor condition*	Maintain / Decrease*	Maintained*	Maintained*	
Maintain Bridge Condition	Percent of NHS bridges by deck area in good condition*	Maintain / Increase*	Maintained*	Maintained*	
Maintain Bridge Condition	Percent of NHS bridges by deck area in poor condition*	Maintain / Decrease*	Maintained*	Maintained*	
Maintain Transit Infrastructure and Rolling Stock	Does the plan minimize impacts on established neighborhoods?*	Yes / No*	Yes*	Yes*	

Table 6-7: Performance Evaluation – Implementation

Ensure effective execution of improvements and maintenance

Objective	Performance Measure	Hernando 2050	Citrus 2050	Comments
Identify projects that can be funded for implementation within 10 years from adoption of the LRTP.	Number of projects identified for funding by 2040.	5	2	See cost feasible table
Identify planning studies to prepare future projects for funding and implementation.	Number of studies identified for funding through the horizon year of the plan.	N/A	YES	Downtown Iverness Study

Network Performance

Travel Demand Model Results

In addition to the performance evaluation and targets, the network performance was evaluated for the purpose of reviewing the performance of different scenarios. At the time of adoption, The FDOT adopted travel demand model indicates that the Cost Feasible Network is effective in managing congestion and travel delay throughout much of Hernando County and Citrus County. An overall analysis of volume/capacity (V/C) ratios for both county's road networks for several different scenarios was conducted to demonstrate the level of congestion expected in 2050. For this analysis, the road networks were divided into five categories or classifications which consists of the following:

- All roads
- Collector roads
- Arterial roads
- Freight network
- Regional freight network

While the overall performance of the road network is satisfactory, there are some individual corridors and areas in the county that exhibit deficient roadway segments. These roads are depicted on **Figures 6-2** and **Figure 6-3**, which highlight for each county the V/C of the 2050 roadway network. A V/C ratio of 1.0 or greater has a potential deficiency. It is generally considered that roads with a V/C ratio of greater than 1.5 have a significant deficiency.

Table 6-8 and **Table 6-9** below list the roadway segments anticipated to exhibit a V/C ratio of 1.2 or greater in the year 2050 based on the Draft D1RPM as of the adoption of this report.

Table 6-8: Draft Hernando County 2050 Congested Roadway Segments

Street	From	To	V/C
Cortez Blvd (SR 50)	@ McKethan Rd		2.11
Cortez Blvd (SR 50)	@ Windmere Rd		1.64
Broad St	Grubbs Rd	Snow Memorial Hwy	1.45
I-75	I-75 Southbound Ramp	(On)	1.44
I-75	I-75 Northbound Ramp	(On)	1.42
Culbreath Rd	County Line Rd	Ayers Rd	1.39
Cortez Blvd (SR 50)	@ Sherman Hills Blvd		1.36
Ken Austin Pkwy	Sunshine Grove Rd	W of Suncoast Pkwy	1.36
I-75	Buckner Blvd	N of Dashbach St	1.35
Spring Lake Hwy	Church Rd	Charlick Rd	1.34
Spring Lake Hwy	Charlick Rd	Hayman Rd	1.33
Wiscon Rd	Suncoast Parkway NB Ramp	Suncoast Parkway SB Ramp	1.31
McKethan Rd	Ranch Rd	Cortez Blvd (SR 50)	1.30
Treiman Blvd	Orchid Pkwy	Cortez Blvd (SR 50)	1.30
US 41	Lake Lindsey Rd	Citrus County Line	1.30
Mariner Blvd	Linden Dr	Ireland St	1.25
Cortez Blvd (SR 50)	@ Weeping Willow St		1.25
Cortez Blvd (SR 50)	Lockhart Rd	Remington Rd	1.24
Cortez Blvd (SR 50)	Remington Rd	Nature Coast Blvd	1.24
I-75	I-75 Southbound Ramp	(Off)	1.24
County Line Road	Sparks Rd	W of Anderson Snow Road	1.23
Cortez Blvd (SR 50)	W of I-75 Southbound Ramp	I-75	1.21
Ponce de Leon Blvd	Lake Lindsey Rd	Brittle Rd	1.20

Table 6-9: Draft Citrus County 2050 Congested Roadway Segments

Street	From	To	V/C
SR 200	CR 491 (Lecanto Hwy)	E Aero Pl	1.82
SR 200	E Withlacoochee Trl	Marion County Line	1.51
Main St	N Citrus Ave	US 41	1.36
CR 581 (Pleasant Grove Rd)	Tuttle St	W Main St	1.32
CR 491 (Lecanto Hwy)	W Fennessy Ln	W Horace Allen St	1.29
Main St	E Grace St	S Apopka Ave	1.25
Suncoast Blvd	W McKinley St	W Village Dr	1.23
Suncoast Blvd	W Village Dr	S Oakridge Dr	1.23
CR 486 (Norvell Bryant Hwy)	W of Suncoast Parkway Northbound Ramp	Suncoast Parkway Northbound Ramp	1.22
CR 491 (Lecanto Hwy)	W Horace Allen St	CR 486 (Norvell Bryant Hwy)	1.21
CR 486 (Norvell Bryant Hwy)	W Pine Ridge Blvd	Suncoast Parkway Northbound Ramp	1.20
Wiscon Rd	Suncoast Parkway NB Ramp	Suncoast Parkway SB Ramp	1.31
McKethan Rd	Ranch Rd	Cortez Blvd (SR 50)	1.30
Treiman Blvd	Orchid Pkwy	Cortez Blvd (SR 50)	1.30
US 41	Lake Lindsey Rd	Citrus County Line	1.30
Mariner Blvd	Linden Dr	Ireland St	1.25
Cortez Blvd (SR 50)	@ Weeping Willow St		1.25
Cortez Blvd (SR 50)	Lockhart Rd	Remington Rd	1.24
Cortez Blvd (SR 50)	Remington Rd	Nature Coast Blvd	1.24
I-75	I-75 Southbound Ramp	(Off)	1.24
County Line Road	Sparks Rd	W of Anderson Snow Road	1.23
Cortez Blvd (SR 50)	W of I-75 Southbound Ramp	I-75	1.21
Ponce de Leon Blvd	Lake Lindsey Rd	Brittle Rd	1.20

Figure 6-2: Draft 2050 Model Network - Hernando

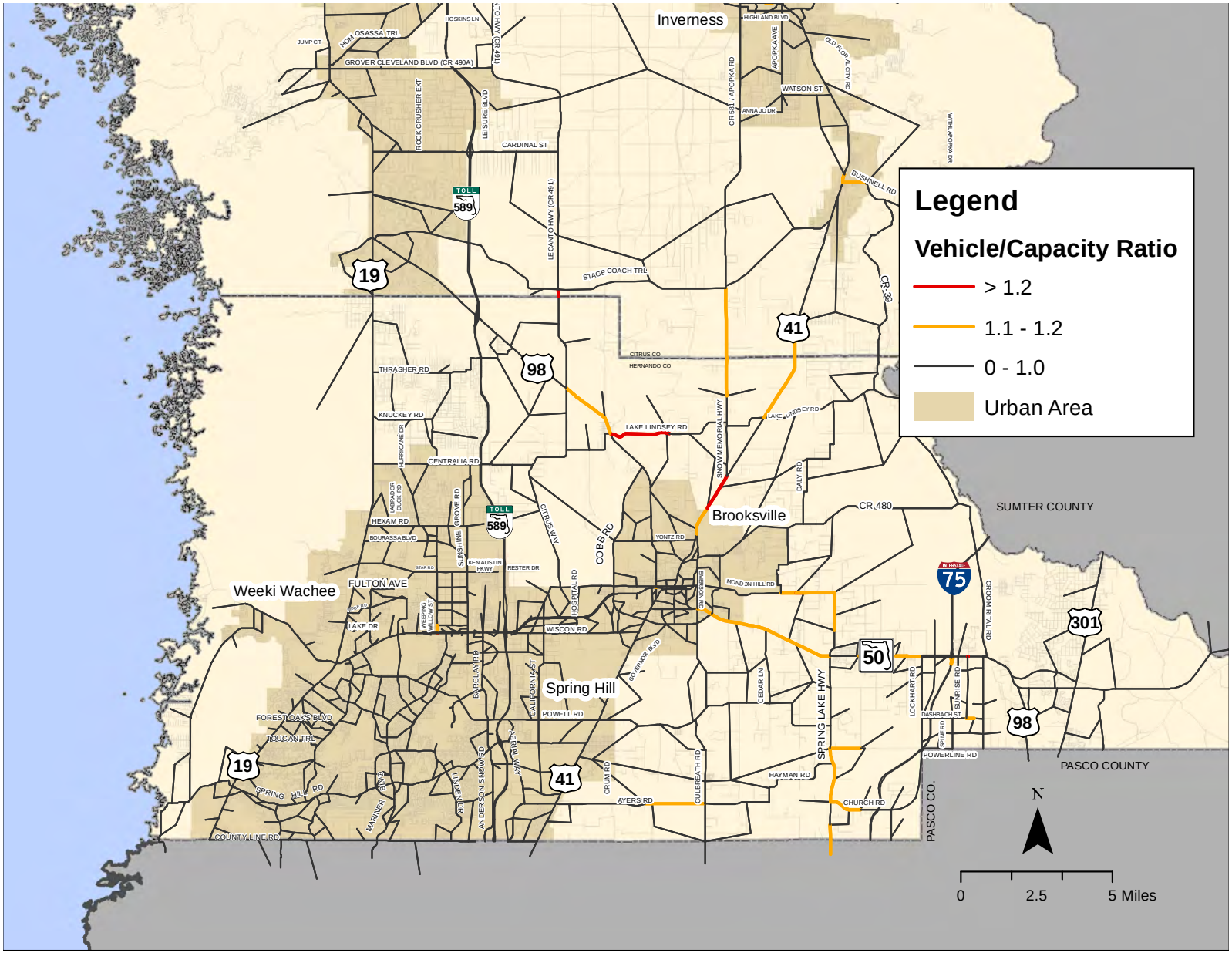
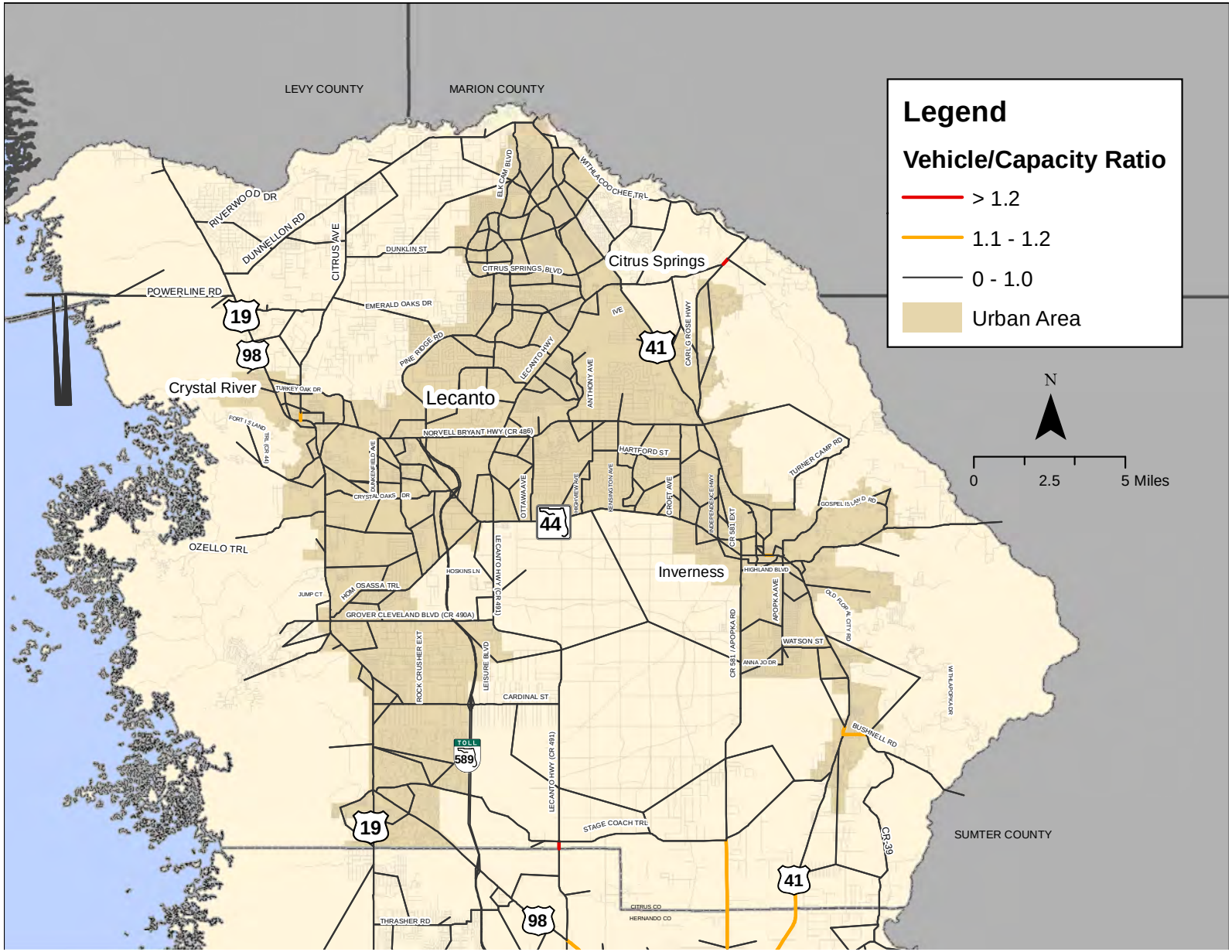


Figure 6-3: Draft 2050 Model Network - Citrus



Environmental Justice

Environmental Justice is the fair treatment of all groups within the community. In 1994, Presidential Executive Order 12898 directed every Federal agency to make environmental justice (EJ) part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." This order was consistent with Title VI of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, color, or national origin. Environmental Justice provides a framework for conducting assessments pertaining to matters of equity and nondiscrimination.

The Hernando/Citrus MPO 2050 LRTP performed an Environmental Justice analysis to be consistent with the MPO's mission as well as the goals and objectives of this LRTP. The analysis used data provided by the U.S. Census Bureau, 2018-2022 American Community Survey (ACS) 5-Year Estimates, which are the most recent data available at the time of this analysis. The ACS 5-year Estimates are more reliable than the more current 1-year estimates. **Table 6-10** shows the ACS data used for the plan's EJ analysis.

Table 6-10: Environmental Justice Populations Summary[1]

	Citrus County	Hernando County	Florida (Statewide)
Estimate; Population for whom poverty status is determined	152,199	193,551	21,171,700
Population Below Poverty Level	22,833	24,134	2,725,633
Percent Below Poverty Level	15.00%	12.47%	12.87%
Estimate; Population for whom race is determined	152,199	193,551	21,171,700
Minority Population	15,190	37,342	7,642,405
Percent Minority Population	9.98%	19.29%	36.10%

1 Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

The driving characteristics of EJ areas in the MPO are percentage of households at or below poverty level and percentage of minority population as well as other data collected through USDOT Justice40 public information. Percentages of population meeting the criteria were compared to the statewide average. Those Census Tracts that were estimated to have levels of EJ populations that were equal to or exceeded 150% of the statewide average were highlighted and considered to be potential areas for Environmental Justice considerations throughout the LRTP process. These considerations included additional outreach efforts to those living in these areas and additional consideration to serve the areas with alternate transportation modes.

Two Environmental Justice workshops were conducted during the development of the plan—one focusing on each county. The Hernando County EJ Workshop was held June 6, 2024, and the Citrus County EJ Workshop was held June 12, 2024. Items that were discussed included the initial transportation Needs Assessment and potential effects to the areas identified as Environmental Justice Areas as described above.

Figure 6-4 and **Figure 6-5** show where the higher levels of EJ populations are located by U.S. Census tract in each Hernando County and Citrus County.

Figure 6-4: Hernando County Environmental Justice Populations

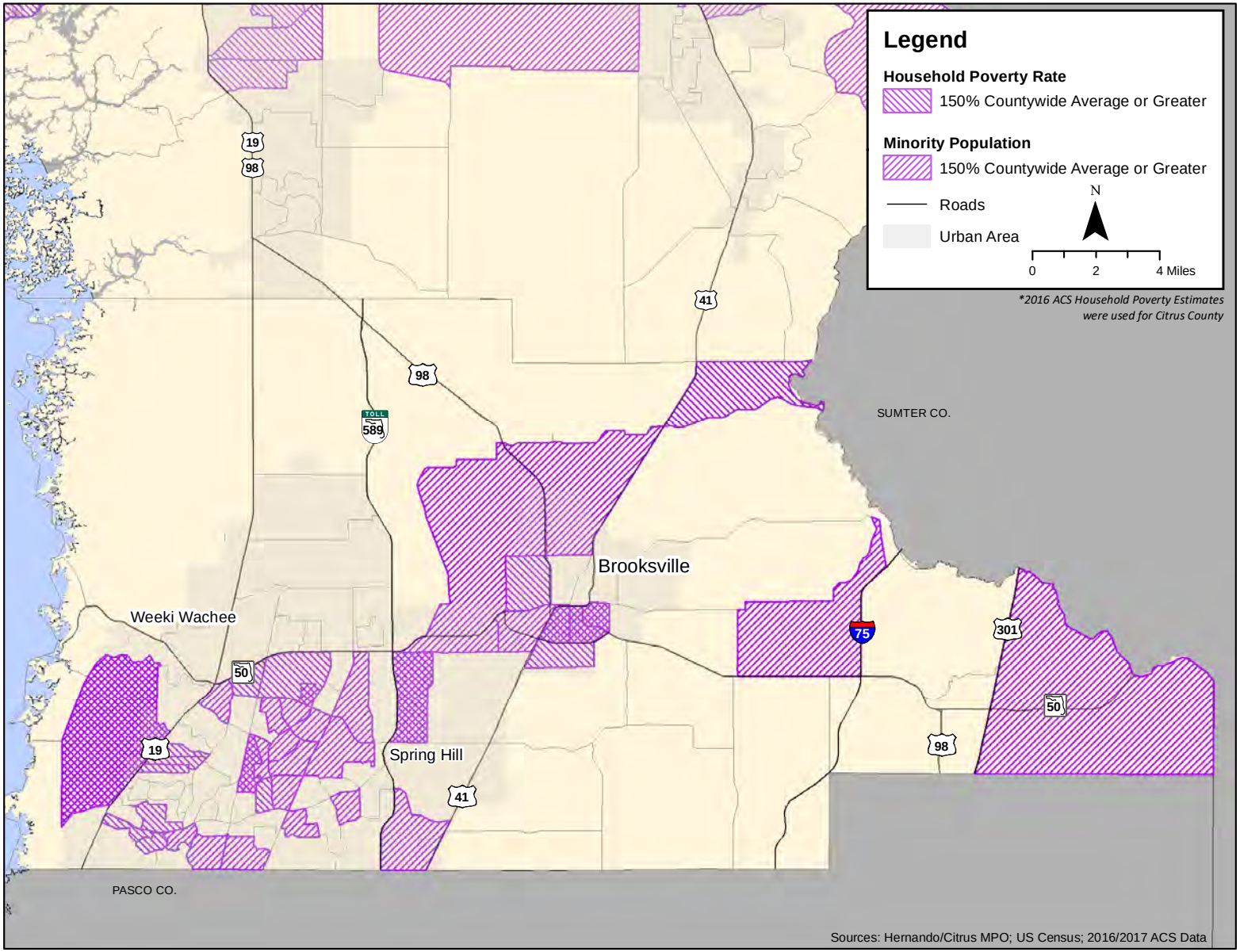
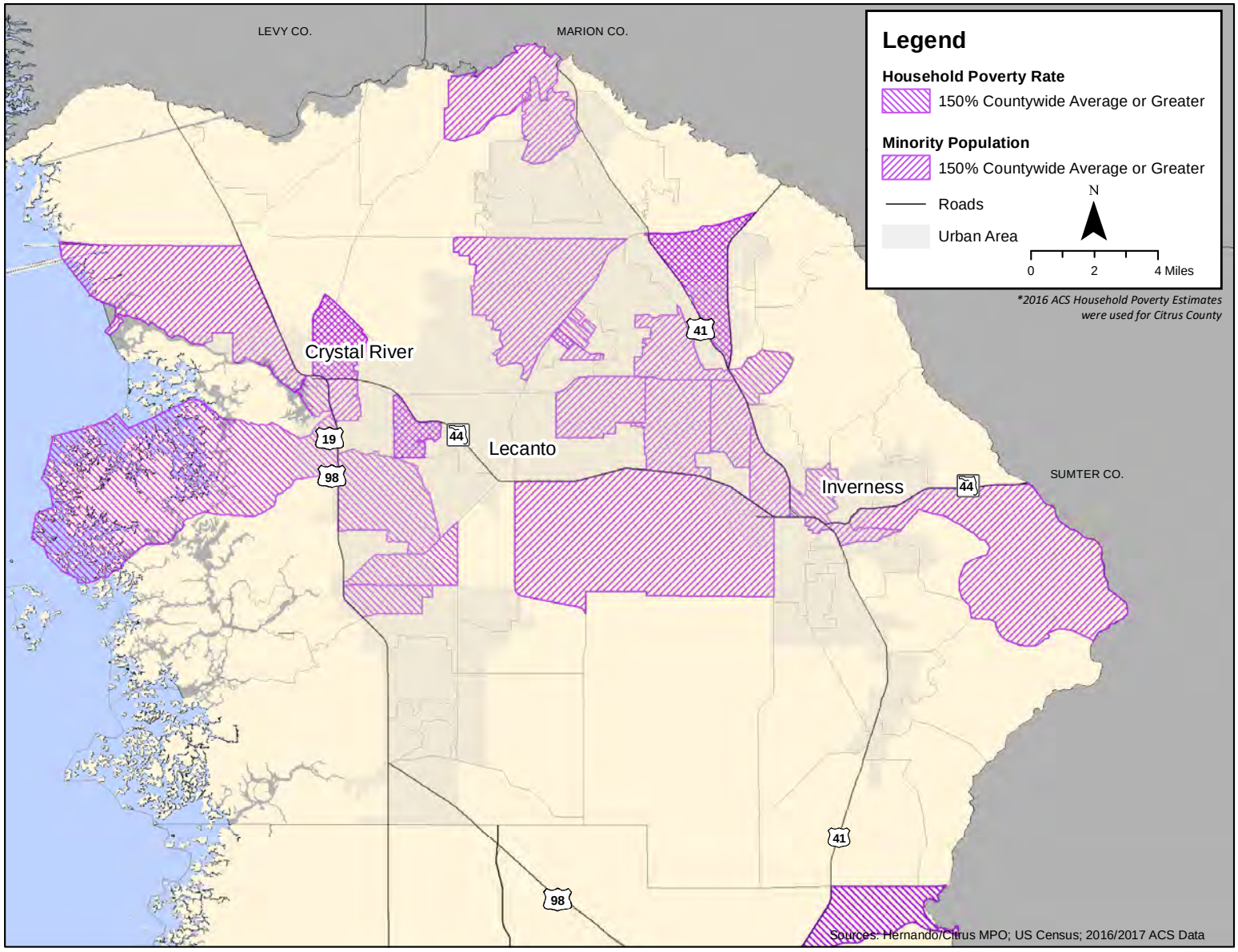


Figure 6-5: Citrus County Environmental Justice Populations



Environmental Mitigation

Regional Environmental Consultation Workshop

As part of the development of this LRTP, coordination was conducted between the Hillsborough, Pinellas, Pasco, Citrus and Hernando MPOs with Federal, State, and Tribal wildlife, land management and regulatory agencies. A major consultation workshop occurred in May 2024, which consisted of discussions about potential environmental mitigation strategies to include as a part of the Long Range Transportation Plan updates for each MPO in the region. The discussions from this workshop were considered when developing this plan.

FDOT Requirements

The Hernando/Citrus MPO 2050 LRTP addresses potential environmental mitigation activities as required by federal regulations.

23 Code of Federal Regulations (CFR) 450.322:

(f) The metropolitan transportation plan shall, at a minimum, include:

(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects of programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts.

In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the MPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). These activities are directed through Section 373 Florida Statutes (F.S), which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Under this statute, FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impact identified in the annual inventory.

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, who are responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to MPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, MPOs, and local agencies.

When addressing mitigation, there is a general rule to avoid all impacts, minimize impacts and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when MPOs are identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that MPOs can follow is to:

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action
- Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site

Sections 373.4137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by MPOs may include, but are not limited to, the items presented **Table 6-11**.

Table 6-11: Potential Environmental Mitigation Opportunities

Resource / Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve storm water management • Purchase credits from a mitigation bank
Forested and other natural areas	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential habitat fragmentation
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buff areas around existing habitat

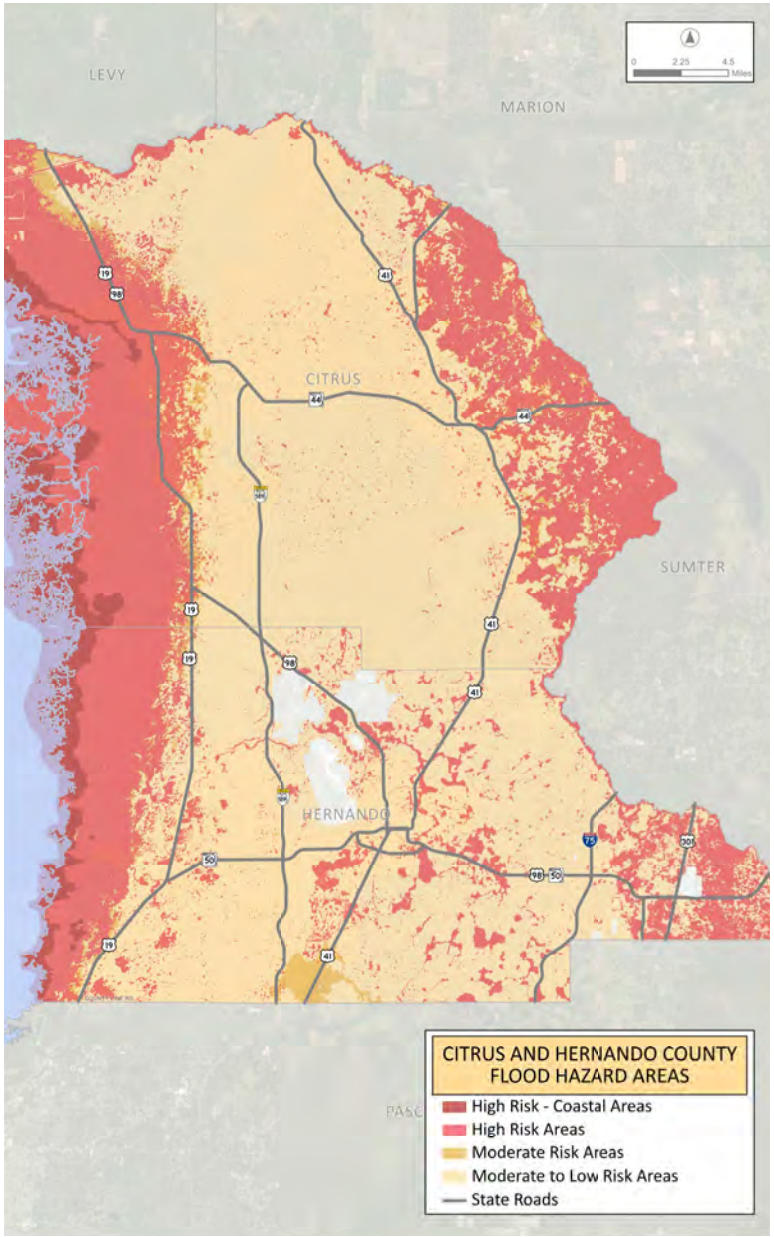
Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges can be lessened when MPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process. The public involvement process provides MPOs an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

In addition to the process outlined in the Florida Statutes and implemented by the MPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

Wetlands

The Cost Feasible Plan roadway projects do not include new transportation corridors. There are wetlands adjacent to several of the existing corridors as shown in **Figure 6-6**. As mentioned above the MPO has and will continue to coordinate with FDOT, FDEP, Florida Fish and Wildlife Conservation Commission (FWC), and Southwest Florida Water Management District (SWFMD) to mitigate transportation impacts on the environment including wetlands.

Figure 6-6: Hernando/Citrus Flood Zones



Wildlife and Habitat Coordination

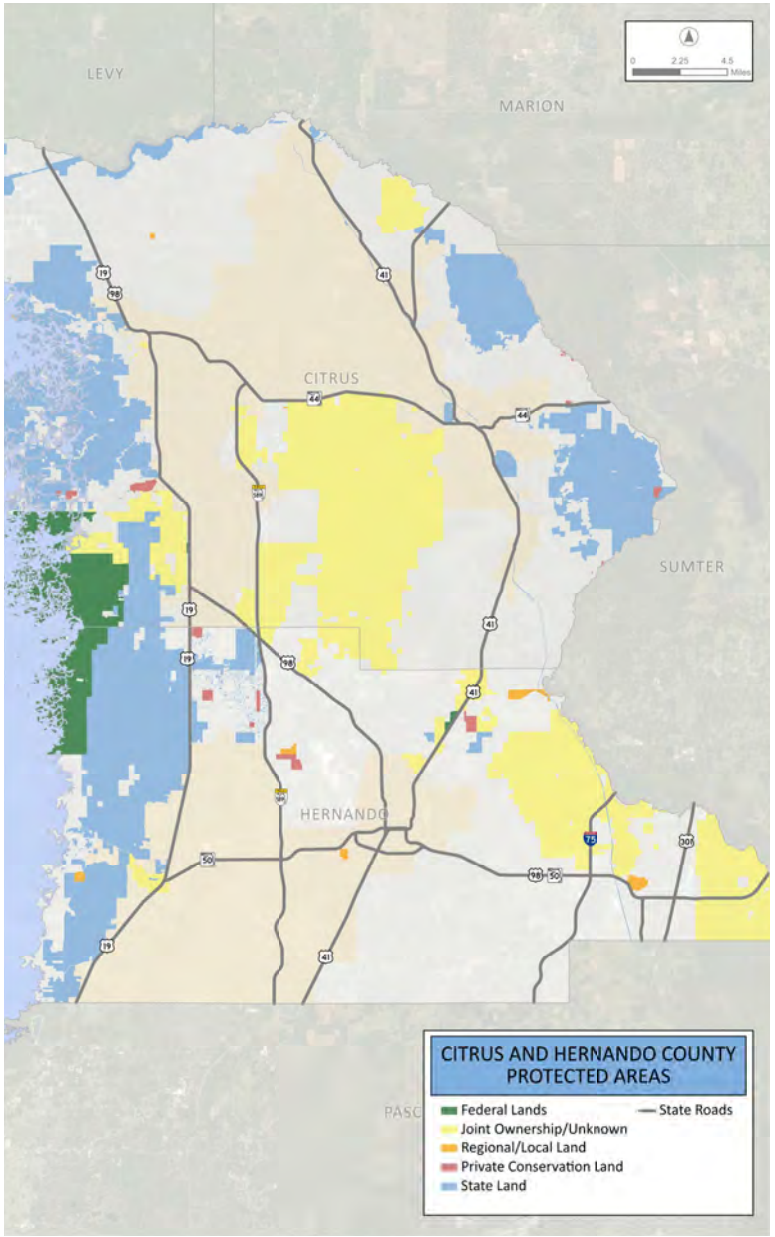
Potential wildlife and habitat impacts must be coordinated as another step of Environmental Mitigation. The importance of not only preserving land but connecting wildlife corridors to create an integrated ecosystem is paramount in considering transportation impacts. Hernando County and Citrus County each have significant public/private conservation areas as well as areas of critical state concern.

Generally, this plan does not identify significant cost feasible projectsthat would potentially impact these areas. The few identified needs that may need additional coordination as the projects move closer to implementation are listed below in **Table 6-12**.

Table 6-12: Needs with Potential Environmental Impact

County	Project	Need Level	Area of Concern
Citrus	SR 200 (Carl G Rose Hwy) (Lecanto Hwy (CR 491) to Marion County Line) (Widening)	Partially Funded / Illustrative	Withlacoochee River

Figure 6-7: Hernando/Citrus Protected Areas



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Chapter 7

PLAN IMPLEMENTATION

Plan Implementation

Introduction

The Hernando/Citrus MPO 2050 LRTP represents a significant milestone in addressing the multimodal surface transportation needs of Hernando County and Citrus County; as well as the Tampa Bay Region. For key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the MPO and its agency and community partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Hernando County, Citrus County, the FDOT District Seven, the Suncoast Transportation Planning Alliance (SCTPA), and neighboring counties and MPOs, among others.

Implementation Action Items

Major Program Priorities of the Hernando/Citrus MPO

The Hernando/Citrus MPO has made a commitment to utilize their federal funding allocation on a wide range of multimodal, safety, and intersection improvement projects. This federal funding is the primary funding source for intersection and operational improvements identified by the Congestion Management Process, Complete Streets corridor projects, transit facility enhancements, safety projects, resurfacing supplements (funding to make multimodal, safety, or intersection improvement concurrent with the routine resurfacing of a roadway), and stand-alone bicycle/pedestrian and trail projects. Funding for these programs will require the MPO to annually allocate funding for these program areas and prioritize projects.

Partially Funded and Unfunded Priority Projects

Partially Funded / Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future. These projects include segments of County Line Road, US 41, and Anderson Snow

Road in Hernando County and segments of SR 200 (Carl G Rose Hwy), CR 490, CR 491, and SR 44 in Citrus county among others. The full list of Partially Funded / Illustrative Projects can be found in the **Technical Appendix** under separate cover.

Compliance with Federal Regulation and Guidance

IIJA

The 2050 LRTP is guided by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, signed into law on November 15, 2021. The IIJA builds upon MAP-21 (2012) and the FAST Act (2015) and introduced new priorities to address contemporary transportation challenges. While these previous acts established performance-based planning, emphasis on multimodal transportation, and expanded stakeholder involvement, key additions from the FAST Act included focusing on system resiliency, enhancing tourism, and broadening consultation requirements.

Plan Amendment Process

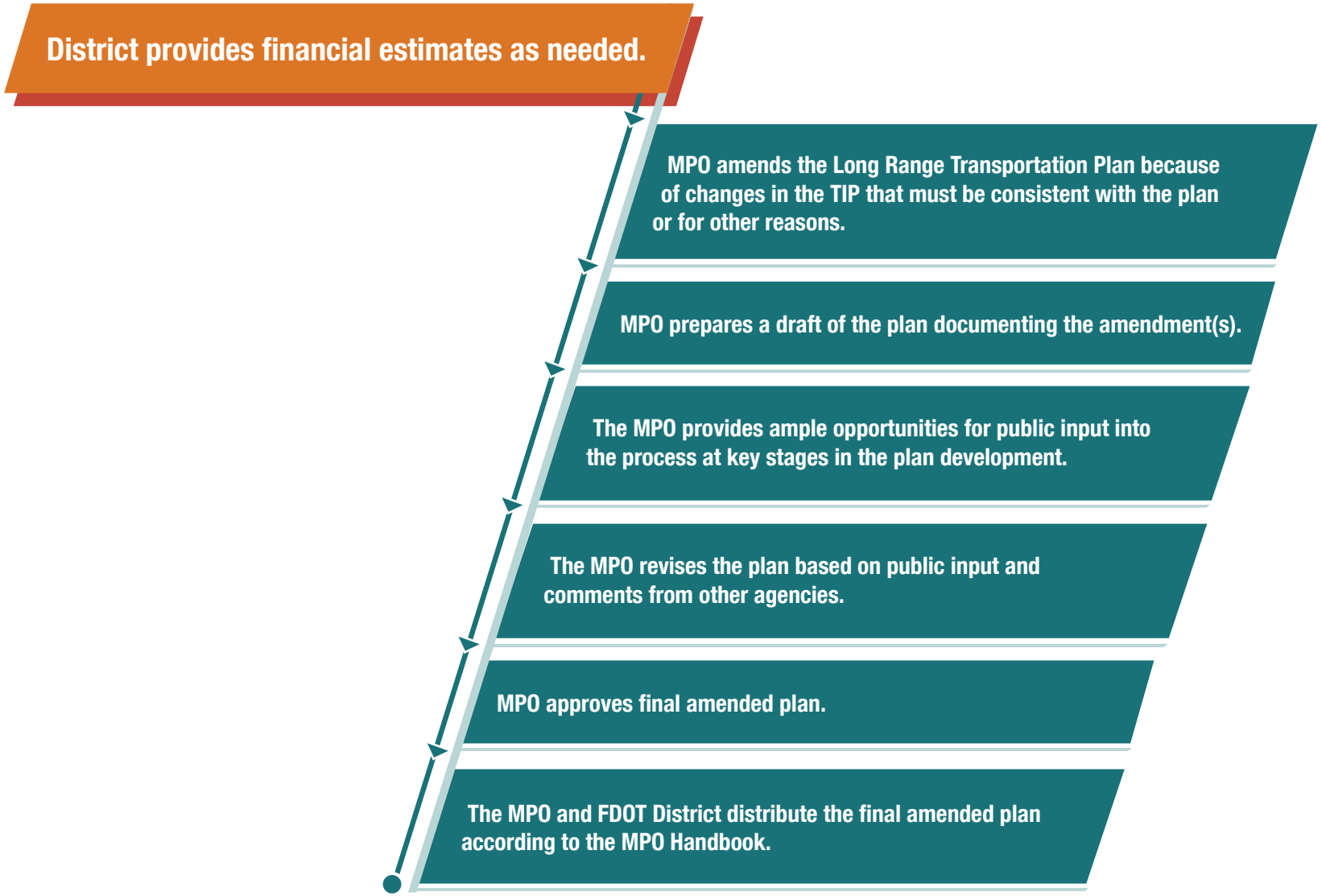
This Long Range Transportation Plan is not a static document. LRTP changes can occur due to shifts in availability of funding or updated project priorities, among other reasons. The FDOT provides to MPOs guidance to implement amendments to the LRTP.

The MPO may need to revise the LRTP outside of the standard 5-year update cycle. The Code of Federal Regulations defines two types of revisions—*administrative modifications and amendments.*

An *administrative modification* is a minor revision to the LRTP or TIP. It generally includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Public review and comments are not required, and fiscal constraint demonstration is not necessary either.

An *amendment* is a major revision to the LRTP (or TIP). Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects. Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the MPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Hernando/Citrus MPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long range plan is to be distributed in accordance with the FDOT MPO Handbook requirements. Figure 7-1, summarizes the LRTP amendment process.


District provides financial estimates as needed.
MPO amends the Long Range Transportation Plan because of changes in the TIP that must be consistent with the plan or for other reasons.
MPO prepares a draft of the plan documenting the amendment(s).
The MPO provides ample opportunities for public input into the process at key stages in the plan development.
The MPO revises the plan based on public input and comments from other agencies.
MPO approves final amended plan.
The MPO and FDOT District distribute the final amended plan according to the MPO Handbook.

The Next Five Years

The Hernando/Citrus MPO has a clear vision for the transportation system within the two counties providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including placing a priority of smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the Hernando/Citrus MPO 2050 Long Range Transportation Plan is its commitment to supporting the communities of Hernando and Citrus Counties by investing in safe, multimodal improvements that enhance the character of the area. The Hernando/Citrus MPO 2050 LRTP will remain in effect for five years until its update, anticipated to be completed by October 2024.

The Hernando/Citrus MPO 2050 LRTP was developed to address the planning requirements available at the time that the plan was developed, including the Federal requirements of the Infrastructure Investment and Jobs Act (IIJA).

The FDOT checklist includes the requirements of IIJA and incorporates the expectations and guidelines from federal agencies and the Florida Metropolitan Planning Advisory Council (MPOAC) regarding 2050 LRTPs for MPOs in Florida. This check`list is provided in the Technical Appendix under separate cover, and is intended to document how a 2050 LRTP (1) meets requirements in federal code and regulation and state statute and (2) addresses expectations and guidelines from the federal agencies and the MPOAC.

2050
Hernando/Citrus MPO
TRANSPORTATION PLAN

For additional information contact:

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Appendix A

COST FEASIBLE PLAN (PDC PRESENT DAY COSTS 2024$)

Revenues and Expenditures (Present Day Value)

REVENUES AND EXPENDITURES (YOE$)				2030-2035			2036-2040			2041-2050		
COUNTY	JURISDICTION	FUNDING SOURCE	CFP REV CODE	REVENUES	EXPENDITURE	BALANCE	REVENUES* (inc. prev balance)	EXPENDITURE	BALANCE	REVENUES* (inc. prev balance)	EXPENDITURE	BALANCE
HERNANDO	STATE	SIS	HSIS	$ 33,687,597	$ (33,687,597)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STATE/FEDERAL	SHS ONLY	HSF1	$ 10,167,300	$ -	$ 10,167,300	$ 17,090,750	$ (13,173,027)	$ 3,917,724	$ 17,316,497	$ (17,316,497)	$ (0)
		OTHER ARTERIALS SUBTOTAL	HSF2	$ 25,467,560	$ (19,013,835)	$ 6,453,725	$ 26,549,280	$ (18,433,879)	$ 8,115,400	$ 40,751,615	$ (40,513,289)	$ 238,327
		TOTAL STATE/FEDERAL REVENUES		**$ 69,322,457**	**$ (52,701,432)**	**$ 16,621,025**	**$ 43,640,030**	**$ (31,606,906)**	**$ 12,033,124**	**$ 58,068,113**	**$ (57,829,786)**	**$ 238,326**
	COUNTY	IMPACT FEE DISTRICT 1	HIF1	$ 6,660,618	$ (3,922,801)	$ 2,737,816	$ 7,877,231	$ (3,430,757)	$ 4,446,474	$ 14,688,302	$ (14,688,302)	$ (0)
		IMPACT FEE DISTRICT 2	HIF2	$ 4,228,122	$ (2,018,071)	$ 2,210,051	$ 5,389,230	$ (4,035,909)	$ 1,353,321	$ 8,085,229	$ (8,076,090)	$ 9,140
		IMPACT FEE DISTRICT 3	HIF3	$ 8,665,536	$ (2,653,155)	$ 6,012,381	$ 12,292,808	$ (11,834,453)	$ 458,355	$ 14,967,163	$ (14,743,922)	$ 223,241
		IMPACT FEE DISTRICT 4	HIF4	$ 10,422,469	$ (9,024,170)	$ 1,398,299	$ 9,942,350	$ (7,148,332)	$ 2,794,017	$ 19,564,142	$ (19,359,401)	$ 204,741
		FUEL TAX (CAPITAL ONLY)	HG1	$ 3,483,663	$ -	$ 3,483,663	$ 5,880,940	$ -	$ 5,880,940	$ 16,011,353	$ (15,551,279)	$ 460,074
		TOTAL COUNTY REVENUES		**$ 33,460,407**	**$ (17,618,197)**	**$ 15,842,210**	**$ 41,382,559**	**$ (26,449,451)**	**$ 14,933,108**	**$ 73,316,189**	**$ (72,418,994)**	**$ 897,195**
CITRUS	STATE	SIS	CSIS	$ 448,635,659	$ (448,635,659)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STATE/FEDERAL	SHS ONLY	CSF1	$ 8,042,002	$ -	$ 8,042,002	$ 13,518,224	$ (9,417,827)	$ 4,100,397	$ 14,502,198	$ (14,177,072)	$ 325,126
		OTHER ARTERIALS SUBTOTAL	CSF2	$ 25,215,386	$ (22,100,046)	$ 3,115,340	$ 23,548,217	$ (1,406,789)	$ 32,126,324	$ 51,620,370	$ (51,285,952)	$ 334,418
		TOTAL STATE/FEDERAL REVENUES		**$ 481,893,047**	**$ (470,735,705)**	**$ 11,157,342**	**$ 37,066,441**	**$ (10,824,616)**	**$ 36,226,721**	**$ 66,122,568**	**$ (65,463,024)**	**$ 659,544**
	COUNTY	TRANSPORTATION IMPACT FEES	CIF1	$ 17,705,426	$ (1,120,000)	$ 16,585,426	$ 28,612,308	$ (27,538,370)	$ 1,073,938	$ 26,626,465	$ (26,255,711)	$ 370,754
		FUEL TAX (CAPITAL ONLY)	CG1	$ 36,653,335	$ (18,817,786)	$ 17,835,549	$ 46,315,398	$ (12,135,521)	$ 14,748,627	$ 27,484,851	$ (27,029,242)	$ 455,609
		TOTAL COUNTY REVENUES		**$ 54,358,762**	**$ (19,937,786)**	**$ 34,420,976**	**$ 74,927,706**	**$ (39,673,890)**	**$ 15,822,565**	**$ 54,111,316**	**$ (53,284,953)**	**$ 826,363**
		GRAND TOTALS		**$ 639,034,673**	**$ (560,993,119)**	**$ 78,041,553**	**$ 197,016,735**	**$ (108,554,863)**	**$ 79,015,518**	**$ 251,618,186**	**$ (248,996,757)**	**$ 2,621,429**

COST FEASIBLE (PRESENT DAY VALUE)

	COUNTY	ON STREET	FROM STREET	TO STREET	IMPROVEMENT	PE TIME	PDV PE COST	PE SOURCE	DESIGN TIME	PDV DES COST	DES SOURCE	ROW TIME	PDV ROW COST	ROW SOURCE	CST TIME	PDV CST TOTAL	CST SOURCE
CF	CITRUS	US 41 (FLORIDA AVE)	ARLINGTON ST, E	E LOUSIANA LN	2U-4D	COMPLETE			2031-2035	$ 288,519	DIH	2036-2040	$ 2,622,746	CSF1	2041-2050	$ 6,819,140	CSF1
CF	CITRUS	US 41 (FLORIDA AVE)	E LOUSIANA LN	CR 486	2U-4D	COMPLETE			2031-2035	$ 747,502	DIH	2036-2040	$ 6,795,081	CSF1	2041-2050	$ 7,357,931	CSF1
															2041-2050	$ 10,309,278	CSF2
CF	CITRUS	US 41 (FLORIDA AVE)	CR 486, W	SR 200, N	2U-4D	COMPLETE			2031-2035	$ 154,756	DIH	2036-2040	$ 1,406,789	CSF2	2041-2050	$ 3,657,651	CSF2
CF	HERNANDO	US 41 (SR 45)	AT LAKE LINDSEY RD	NA	INT	2031-2035	$ 50,000	DIH	2031-2035	$ 100,000	DIH	2036-2040	$ 400,000	HSF1	2036-2040	$ 1,000,000	HSF1
CF	HERNANDO	US 41 (SR 45)	AT CR 579 (AYERS RD)	NA	INT	2031-2035	$ 40,000	DIH	2031-2035	$ 80,000	DIH	2036-2040	$ 320,000	HSF1	2036-2040	$ 800,000	HSF1
CF	CITRUS	US 41 (FLORIDA AVE)	@ CR 491 (N LECANTO HWY)		INT	2031-2035	$ 40,000	DIH	2031-2035	$ 80,000	DIH	2031-2035	$ 320,000	CIF1	2031-2035	$ 800,000	CIF1
CF	CITRUS	CR 491 (LECANTO HWY)	PINE RIDGE BLVD	FOREST RIDGE BLVD	2U-4D	2031-2035	$ 159,667	CG1	2031-2035	$ 319,370	CG1	2031-2035	$ 1,277,404	CSF2	2041-2050	$ 4,151,563	CSF2
CF	CITRUS	CR 491 (LECANTO HWY)	FOREST RIDGE BLVD	DELTONA BLVD	2U-4D	2031-2035	$ 761,984	CG1	2031-2035	$ 1,524,146	CG1	2031-2035	$ 6,096,229	CSF2	2041-2050	$ 19,812,747	CSF2
CF	CITRUS	CR 491 (LECANTO HWY)	DELTONA BLVD	US 41	2U-4D	2031-2035	$ 587,607	CG1	2031-2035	$ 1,175,349	CG1	2031-2035	$ 4,701,124	CSF2	2041-2050	$ 3,938,448	CSF2
																$ 4,123,711	CIF1
																$ 7,216,495	CG1
CF	HERNANDO	US 41 (SR 45)	SPRING HILL DR	POWELL RD	4D-6D	2036-2040	$ 372,005	DIH	2036-2040	$ 744,010	DIH	2036-2040	$ 3,720,008	HSF1	2041-2050	$ 7,440,015	HSF1
CF	HERNANDO	US 41 (SR 45)	COUNTY LINE RD		2U-4D	2036-2040	$ 593,268	DIH	2036-2040	$ 1,186,672	DIH	2036-2040	$ 5,933,019	HSF1	2041-2050	$ 7,680,606	HSF1
															2041-2050	$ 4,185,432	HIF3
CF	HERNANDO	COBB RD	@ FORT DADE AVE		INT	2036-2040	$ 50,000	HIF1	2036-2040	$ 100,000	HIF1	2036-2040	$ 400,000	HSF2	2041-2050	$ 1,000,000	HSF2
CF	HERNANDO	COBB RD	@ YONTZ RD		INT	2036-2040	$ 100,000	HIF1	2036-2040	$ 200,000	HIF1	2036-2040	$ 800,000	HSF2	2041-2050	$ 2,000,000	HSF2
CF	HERNANDO	COBB RD	@ PONCE DE LEON BLVD (US98/SR700)		INT	2036-2040	$ 150,000	DIH	2036-2040	$ 300,000	DIH	2036-2040	$ 1,200,000	HSF2	2041-2050	$ 2,195,876	HSF1
															2041-2050	$ 804,124	HIF1
CF	CITRUS	US 41	@ NORTH CITRUS SPRINGS BLVD		INT	2036-2040	$ 40,000	DIH	2036-2040	$ 80,000	DIH	2041-2050	$ 320,000	CIF1	2041-2050	$ 800,000	CIF1
CF	HERNANDO	AYERS RD	AT CULBREATH		INT	NA						2036-2040	$ 800,000	HIF3	2036-2040	$ 1,500,000	HSF2
CF	CITRUS	DOWNTOWN INVERNESS			STUDY	NA									2031-2035	$ 725,000	CSF2
CF	HERNANDO	DELTONA BLVD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U-4D	2036-2040	$ 230,578	HIF4	2036-2040	$ 461,209	HIF4	2036-2040	$ 1,844,727	HIF4	2036-2040	$ 4,611,819	HIF4
CF	HERNANDO	SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	2U-4D	2031-2035	$ 649,109	HIF1	2031-2035	$ 1,298,369	HIF1	2036-2040	$ 5,193,174	HSF2	2041-2050	$ 12,982,936	HSF2
CF	HERNANDO	BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	2U-4D	2031-2035	$ 119,353	HIF4	2031-2035	$ 238,734	HIF4	2031-2035	$ 954,882	HIF4	2041-2050	$ 2,387,205	HIF4
CF	HERNANDO	POWELL RD	CALIFORNIA ST	BROAD ST (US41/SR45)	2U-4D	2036-2040	$ 849,101	HSF2	2036-2040	$ 1,698,399	HSF2	2036-2040	$ 6,793,204	HSF2	2041-2050	$ 22,077,914	HSF2
CF	HERNANDO	US 41 (SR 45)	@ HOWELL AVE		INT	2036-2040	$ -	DIH	2036-2040	$ -	DIH	2036-2040	$ -	HIF2	2036-2040	$ 13,461,538	HSF1
CF	HERNANDO	CONTINGENCY	TBD			TBD									2041-2050	$ 10,824,742	HG1

PARTIALLY FUNDED (PRESENT DAY VALUE)

COUNTY	ON STREET	FROM STREET	TO STREET	IMPROVEMENT	PE TIME	PDV PE COST	PE SOURCE	DESIGN TIME	PDV DES COST	DES SOURCE	ROW TIME	PDV ROW COST	ROW SOURCE	CST TIME	PDV CST TOTAL	CST SOURCE
HERNANDO	COUNTY LINE RD	E OF EAST RD	SPRINGTIME ST	2U-4D	2031-2035	$ 1,734,251	HSF2	2031-2035	$ 3,542,200	HSF2	2041-2050	$ 1,257,747	HSF2		$ 35,422,135	
CITRUS	US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	GREEN ACRES ST, W	4D-6D	2036-2040	$ 887,400	DIH	2036-2040	$ 1,774,800	DIH	2031-2035	$ 8,873,898	CG1		$ 23,072,135	
CITRUS	CR 490 (HOMOSASSA TRAIL)	US 19, S	CANADIAN WAY, S	2U-4D	2031-2035	$ 225,869	CSF2	2041-2050	$ 451,791	CSF2	2041-2050	$ 1,807,060	CSF2		$ 5,872,944	
CITRUS	CR 490 (HOMOSASSA TRAIL)	CANADIAN WAY, S	ROCK CRUSHER RD, S	2U-4D	2041-2050	$ 1,334,880	CSF2	2041-2050	$ 2,670,068	CSF2	2041-2050	$ 10,679,653	CSF2		$ 34,708,872	
CITRUS	CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	2041-2050	$ 218,081	CSF2	2041-2050	$ 436,212	CSF2	2041-2050	$ 1,744,747	CSF2		$ 5,670,428	
CITRUS	CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44, W	2U-4D	2041-2050	$ 898,718	CSF2	2041-2050	$ 1,797,644	CSF2	2041-2050	$ 7,190,159	CSF2		$ 23,368,015	
CITRUS	CROFT AVE	SR 44, E	STEVENS ST, E	2U-4D	2031-2035	$ 774,749	CG1	2036-2040	$ 1,549,678	CIF1	2036-2040	$ 6,198,353	CIF1		$ 20,144,647	
CITRUS	CROFT AVE	STEVENS ST, E	HAYES RD	2U-4D	2031-2035	$ 10,428	CG1	2036-2040	$ 20,859	CIF1	2036-2040	$ 83,429	CIF1		$ 271,145	
CITRUS	ROCK CRUSHER RD	CR 490, W	VENABLE ST	2U-4D	2031-2035	$ 1,174,781	CG1	2036-2040	$ 2,349,833	CIF1	2036-2040	$ 9,398,787	CIF1		$ 30,546,058	
CITRUS	ROCK CRUSHER RD	VENABLE ST	SR 44, W	2U-4D	2036-2040	$ 490,682	CIF1	2036-2040	$ 981,477	CIF1	2036-2040	$ 3,925,681	CIF1		$ 12,758,464	
CITRUS	VENABLE ST	US 19, S	DUNKENFIELD AVE, N	2U-4D	2036-2040	$ 800,495	CIF1	2036-2040	$ 1,601,175	CG1	2036-2040	$ 2,468,660	CG1		$ 20,814,073	
CITRUS	VENABLE ST	DUNKENFIELD AVE, N	ROCK CRUSHER RD, S	2U-4D	2036-2040	$ 325,823	CIF1	2036-2040	$ 651,722	CIF1	2036-2040	$ 2,606,735	CG1		$ 8,471,890	
CITRUS	CR 491 (LECANTO HWY)	US 41, N	TRAM RD, N	2U-4D	2031-2035	$ 748,138	CSF2	2031-2035	$ 1,496,450	CSF2	2041-2050	$ 10,374,000	CIF1		$ 25,935,000	
CITRUS	CR 491 (LECANTO HWY)	TRAM RD, N	SR 200, N	2U-4D	2031-2035	$ 767,177	CSF2	2031-2035	$ 1,534,532	CSF2	2041-2050	$ 10,638,000	CIF1		$ 26,595,000	
HERNANDO	CORTEZ OAKS BLVD	CORTEZ BLVD (SR50)	FLOCK AVE	00-4D	2036-2040	$ 864,015	HIF1	2036-2040	$ 1,728,157	HIF1	2041-2050	$ 6,912,527	HIF1		$ 17,281,318	
HERNANDO	CORTEZ OAKS BLVD	FLOCK AVE	FURLEY AVE	00-2U	2036-2040	$ 129,517	HIF1	2036-2040	$ 259,068	HIF1	2041-2050	$ 1,036,217	HIF1		$ 2,590,542	
HERNANDO	LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	2U-4D	2031-2035	$ 884,317	HIF3	2031-2035	$ 1,768,838	HIF3	2036-2040	$ 7,074,943	HIF3		$ 17,687,357	
HERNANDO	ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	2U-4D	2041-2050	$ 754,808	HIF4	2041-2050	$ 1,509,791	HIF4	2041-2050	$ 6,038,816	HIF4		$ 15,097,040	
HERNANDO	ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	2U-4D	2041-2050	$ 475,350	HIF4	2041-2050	$ 950,810	HIF4	2041-2050	$ 3,803,019	HIF4		$ 9,507,548	
HERNANDO	ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	2U-4D	2041-2050	$ 149,328	HIF4	2041-2050	$ 298,690	HIF4	2041-2050	$ 1,194,691	HSF2		$ 2,986,729	
HERNANDO	KETTERING RD	POWERLINE RD	CORTEZ BLVD (SR 50)	2U-4D	NA						2041-2050	$ 10,558,490	HIF3		$ 26,396,225	
HERNANDO	JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR70	2U-4D	NA		DIH	2031-2035	$ 1,253,836	DIH	2031-2035	$ 6,268,818	HSF2		$ 12,537,636	
HERNANDO	BROAD ST (US41/SR45)	N OF OAK ST	CROOM RD	2U-4D	2031-2035	$ 166,524	HIF2	2036-2040	$ 333,086	HIF2	2041-2050	$ 1,665,334	HIF2		$ 3,330,667	
HERNANDO	BROAD ST (US41/SR45)	CROOM RD	CHATFIELD DR	2U-4D	2031-2035	$ 134,298	HIF2	2036-2040	$ 268,627	HIF2	2041-2050	$ 1,343,057	HIF2		$ 2,686,114	
HERNANDO	BROAD ST (US41/SR45)	CHATFIELD DR	YONTZ RD	2U-4D	2031-2035	$ 112,840	HIF2	2036-2040	$ 225,705	HIF2	2041-2050	$ 1,128,460	HG1		$ 2,256,921	
HERNANDO	BROAD ST (US41/SR45)	YONTZ RD	HOWELL AVE	2U-4D	2031-2035	$ 87,457	HIF2	2036-2040	$ 174,934	HIF2	2041-2050	$ 874,619	HG1		$ 1,749,239	
HERNANDO	COUNTY LINE RD	E OF MARINER BLVD	W OF SUNCOAST PKWY	2U-4D	2031-2035	$ 4,331,466	HSF2	2031-2035	$ 3,137,100	HSF2		$ 77,492,800			$ 31,371,375	
CITRUS	SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	2U-4D	2031-2035	$ 1,857,148	DIH	2031-2035	$ 3,714,726	DIH		$ 18,572,557			$ 48,288,648	
CITRUS	SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	2U-4D	2031-2035	$ 460,393	DIH	2031-2035	$ 920,892	DIH		$ 4,604,194			$ 11,970,904	
CITRUS	SR 200 (CARL G ROSE HWY)	CR 491, N	MARION COUNTY LINE	2U-4D	2031-2035	$ 461,258	DIH	2031-2035	$ 922,623	DIH		$ 4,612,849			$ 11,993,406	
CITRUS	CARDINAL ST	US 19, S	GROSS AVE, S	2U-4D	2031-2035	$ 432,700	CG1	2031-2035	$ 865,500	CG1		$ 3,461,800			$ 8,654,500	
CITRUS	CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	2U-4D	2031-2035	$ 968,296	CG1	2031-2035	$ 1,936,816	CG1		$ 7,746,816			$ 19,367,040	
CITRUS	CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	2U-4D	2031-2035	$ 1,260,109	CG1	2031-2035	$ 2,520,509	CG1		$ 10,081,454			$ 25,203,635	
CITRUS	SR 44 (GULF TO LAKE HWY)	US 41	CR 470, E	4D-6D	2031-2035	$ 1,522,065	CSIS	2031-2035	$ 3,044,130	CSIS		$ 15,220,475			$ 39,573,235	
CITRUS	SR 44 (GULF TO LAKE HWY)	CR 470, E	SHAD TERR, S	4D-6D	2031-2035	$ 281,880	CSIS	2031-2035	$ 563,760	CSIS		$ 2,818,768			$ 7,328,796	
CITRUS	SR 44 (GULF TO LAKE HWY)	SHAD TERR, S	LITTLE JOHN AVE, S	4D-6D	2031-2035	$ 515,040	CSIS	2031-2035	$ 1,030,080	CSIS		$ 5,150,341			$ 13,390,886	
CITRUS	SR 44 (GULF TO LAKE HWY)	LITTLE JOHN AVE, S	SUMTER COUNTY LINE	4D-6D	2031-2035	$ 622,964	CSIS	2031-2035	$ 1,245,927	CSIS		$ 6,229,563			$ 16,196,865	
CITRUS	CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	2036-2040	$ 593,664	CIF1	2036-2040	$ 954,870	CG1		$ 3,819,258			$ 9,548,144	
CITRUS	CRYSTAL OAKS DR	URBAN BOUNDARY	SR 44, W	2U-4D	2036-2040	$ 167,888	CIF1	2036-2040	$ 270,036	CG1		$ 1,080,082			$ 2,700,204	
HERNANDO	SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	2U-4D	2041-2050	$ 997,118	HIF4	2041-2050	$ 1,994,466	HIF4		$ 7,977,403			$ 19,943,508	
HERNANDO	BROAD ST (US41/SR45)	URBAN BOUNDARY	SNOW MEMORIAL HWY	2U-4D	2036-2040	$ 552,621	HIF2	2041-2050	$ 1,105,369	HIF2		$ 5,526,526			$ 11,053,051	
HERNANDO	BROAD ST (US41/SR45)	SNOW MEMORIAL HWY	LAKE LINDSEY RD	2U-4D	2036-2040	$ 983,223	HIF2	2041-2050	$ 1,966,673	HIF2		$ 9,832,797			$ 19,665,594	
HERNANDO	BROAD ST (US41/SR45)	LAKE LINDSEY RD	CITRUS COUNTY LINE	2U-4D	2036-2040	$ 997,713	HIF2	2041-2050	$ 1,995,657	HIF2		$ 9,977,708			$ 19,955,416	
HERNANDO	SUNSHINE GROVE RD EXT	HEXAM RD	CENTRALIA RD	00-2U	2031-2035	$ 787,179	HIF1		$ 1,574,567			$ 6,297,935			$ 15,744,837	
HERNANDO	SUNSHINE GROVE RD EXT	CENTRALIA RD	QUIGLEY AVE	00-2U	2031-2035	$ 581,976	HIF1		$ 1,164,105			$ 4,656,175			$ 11,640,437	
HERNANDO	SUNSHINE GROVE RD EXT	QUIGLEY AVE	VELVET SCOOTER AVE	00-2U	2031-2035	$ 606,168	HIF1		$ 1,212,497			$ 4,849,733			$ 12,124,332	

UNFUNDED NEEDS (PRESENT DAY VALUE)

	ON STREET	FROM STREET	TO STREET	IMPROVEMENT TYPE	PDV PE COST	PDV DES COST	PDV ROW COST	PDV CST TOTAL
HERNANDO	BOURASSA BLVD	US19 (SR55)	WEEPING WILLOW ST	00-2U	$ 913,836	$ 1,827,914	$ 7,311,267	$ 18,278,168
HERNANDO	CHURCH RD	SPRING LAKE HWY	MYERS RD	2U-4D	$ 907,351	$ 1,814,912	$ 7,259,228	$ 18,148,071
HERNANDO	EXILE RD EXT	FURLEY AVE	HEXAM RD	00-2U	$ 804,288	$ 1,608,789	$ 6,434,815	$ 16,087,038
HERNANDO	FURLEY AVE	FULTON AVE	EXILE RD	00-2U	$ 174,451	$ 348,949	$ 1,395,720	$ 3,489,301
HERNANDO	GOVERNOR BLVD	POWELL RD	JOHN MARTIN LN	00-2D	$ 557,528	$ 1,115,057	$ 4,460,169	$ 11,150,424
HERNANDO	HEXAM RD	US 19 (SR 55)	SUNSHINE GROVE RD (N)	2U-4D	$ 1,366,173	$ 2,732,662	$ 10,930,017	$ 27,325,043
HERNANDO	HURRICANE DR	CENTRALIA RD	KNUCKEY RD	00-2U	$ 554,109	$ 1,108,366	$ 4,433,228	$ 11,083,070
HERNANDO	LABRADOR DUCK RD	HEXAM RD	CENTRALIA RD	00-2U	$ 82,137	$ 164,065	$ 656,410	$ 1,641,026
HERNANDO	LAKE DR	US 19	EXILE RD	00-2U	$ 784,955	$ 1,570,118	$ 6,280,138	$ 15,700,345
HERNANDO	LOCKHART RD	MYERS RD	POWERLINE RD	2U-4D	$ 659,478	$ 1,319,109	$ 5,276,129	$ 13,190,323
HERNANDO	LOCKHART RD	I-75 (SR93)	DASHBACH RD	2U-4D	$ 431,575	$ 863,250	$ 3,452,799	$ 8,631,998
HERNANDO	MYERS RD	CHURCH RD	LOCKHART RD	2U-4D	$ 778,363	$ 1,556,841	$ 6,227,271	$ 15,568,178
HERNANDO	SPRING LAKE HWY	PASCO COUNTY LINE	POWELL RD	2U-4D	$ 1,644,113	$ 3,288,606	$ 13,153,663	$ 32,884,157
HERNANDO	YONTZ RD	PONCE DE LEON BLVD (US98/SR70	HOWELL AV	2U-4D	$ 601,276	$ 1,202,691	$ 4,810,486	$ 12,026,215
HERNANDO	MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	2U-4D	$ 873,496	$ 1,747,194	$ 8,735,467	$ 17,470,934
HERNANDO	PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	2U-4D	$ 1,100,954	$ 2,202,162	$ 11,010,173	$ 22,020,345
HERNANDO	PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	2U-4D	$ 429,042	$ 858,184	$ 4,290,670	$ 8,581,339
HERNANDO	PONCE DE LEON BLVD (US98/SR700)	LAKE LINDSEY RD	LANDFILL RD	2U-4D	$ 932,875	$ 1,865,966	$ 9,329,291	$ 18,658,583
CITRUS	ANTHONY AVE	CR 486	OVERDRIVE CIR	00-2U	$ 1,025,184	$ 2,050,640	$ 8,202,124	$ 20,505,309
CITRUS	ANTHONY AVE	OVERDRIVE CIR	CR 491	00-2U	$ 344,636	$ 689,362	$ 2,757,303	$ 6,893,258
CITRUS	COUNTRY OAKS TER	S.R. 44	C.R. 486	00-2U	$ 1,058,790	$ 2,117,861	$ 8,470,996	$ 21,177,490
CITRUS	CR 581 EXTENSION	SR 44	FOREST DR	2U-4D	$ 185,196	$ 370,434	$ 1,481,650	$ 3,704,126
CITRUS	CR 581 EXTENSION	FOREST DR	US 41	00-4D	$ 599,463	$ 1,199,064	$ 4,795,978	$ 11,989,944
CITRUS	DUNKLIN ST	CR 495, N	HUSKY AV,E, N	2U-4D	$ 763,200	$ 1,526,700	$ 6,106,560	$ 15,266,400
CITRUS	DUNKLIN ST	HUSKY AV,E, N	CITRUS SPRINGS BLVD	2U-4D	$ 284,165	$ 568,441	$ 2,273,676	$ 5,684,190
CITRUS	EMERALD OAKS DR	CR 495	HAZELWOOD DR	00-2U	$ 1,762,146	$ 3,524,759	$ 14,098,287	$ 35,245,718
CITRUS	HOSKINS LN	CR 490 (HOMOSASSA TRAIL)	CR 491 (LECANTO HWY)	00-2U	$ 870,368	$ 1,740,967	$ 6,963,497	$ 17,408,743
CITRUS	LEE ANN LN	S.R. 44	C.R. 491	00-2U	$ 428,954	$ 858,021	$ 3,431,901	$ 8,579,754
CITRUS	MAYLEN AVE	LEE ANN LN	C.R. 486	00-2U	$ 779,744	$ 1,559,695	$ 6,238,448	$ 15,596,119
CITRUS	OVERDRIVE CIR	ANTHONY AVE	US 41	00-2U	$ 639,881	$ 1,279,931	$ 5,119,454	$ 12,798,636
CITRUS	PINE RIDGE BLVD	MUSTANG BLVD, W	CR 486, W	2U-4D	$ 451,176	$ 902,457	$ 3,609,619	$ 9,024,047
CITRUS	SANCTION RD	C.R. 491	MAYLEN AVE	00-2U	$ 377,600	$ 755,300	$ 3,021,040	$ 7,552,600
CITRUS	SOUTHERN ST	S.R. 44	S LINE RD	00-2U	$ 346,637	$ 693,365	$ 2,773,315	$ 6,933,287
CITRUS	SR 44 (GULF TO LAKE HWY)	CRYSTAL OAKS	SUNCOAST PKWY	4D-6D	$ 58,116	$ 116,232	$ 581,153	$ 1,162,307
CITRUS	SR 44 (GULF TO LAKE HWY)	SUNCOAST PKWY	CR 491, N	4D-6D	$ 533,310	$ 1,066,620	$ 5,333,039	$ 10,666,077
CITRUS	SR 44 (GULF TO LAKE HWY)	CR 491, N	COUNTY LANDFILL	4D-6D	$ 1,293,255	$ 2,586,510	$ 12,932,401	$ 25,864,803
CITRUS	SR 44 (GULF TO LAKE HWY)	COUNTY LANDFILL	CR 581, S	4D-6D	$ 536,355	$ 1,072,710	$ 5,363,488	$ 10,726,977
CITRUS	US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	2U-4D	$ 2,276,521	$ 4,553,569	$ 22,766,528	$ 45,533,055
CITRUS	US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	2U-4D	$ 449,402	$ 898,908	$ 4,494,282	$ 8,988,564
CITRUS	US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	CR 488, W	2U-4D	$ 988,546	$ 1,977,321	$ 9,886,035	$ 19,772,071

Appendix B

COST FEASIBLE PLAN (YOE YEAR OF EXPENDITURE)

HERNANDO-CITRUS MPO
2050 LRTP REVENUES AND EXPENDITURES
YEAR OF EXPENDITURE $

DRAFT: 10/2/2024

REVENUES AND EXPENDITURES (YOE$)				2030-2035			2036-2040			2041-2050		
COUNTY	JURISDICTION	FUNDING SOURCE	CFP REV CODE	REVENUES	EXPENDITURE	BALANCE	REVENUES* (inc. prev balance)	EXPENDITURE	BALANCE	REVENUES* (inc. prev balance)	EXPENDITURE	BALANCE
HERNANDO	STATE	SIS	HSIS	$ 43,457,000	$ (43,457,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STATE/FEDERAL	SHS ONLY	HSF1	$ 13,115,818	$ -	$ 13,115,818	$ 26,661,570	$ (20,549,921)	$ 6,111,649	$ 33,594,005	$ (33,594,005)	$ (0)
		OTHER ARTERIALS SUBTOTAL	HSF2	$ 32,853,152	$ (24,527,847)	$ 8,325,305	$ 41,416,876	$ (28,756,852)	$ 12,660,024	$ 79,058,134	$ (78,595,780)	$ 462,354
		TOTAL STATE/FEDERAL REVENUES		**$ 89,425,970**	**$ (67,984,847)**	**$ 21,441,123**	**$ 68,078,446**	**$ (49,306,773)**	**$ 18,771,673**	**$ 112,652,138**	**$ (112,189,785)**	**$ 462,353**
	COUNTY	IMPACT FEE DISTRICT 1	HIF1	$ 8,592,197	$ (5,060,414)	$ 3,531,783	$ 12,288,481	$ (5,351,981)	$ 6,936,500	$ 28,495,305	$ (28,495,305)	$ (0)
		IMPACT FEE DISTRICT 2	HIF2	$ 5,454,278	$ (2,603,312)	$ 2,850,966	$ 8,407,199	$ (6,296,018)	$ 2,111,181	$ 15,685,345	$ (15,667,614)	$ 17,731
		IMPACT FEE DISTRICT 3	HIF3	$ 11,178,541	$ (3,422,570)	$ 7,755,972	$ 19,176,781	$ (18,461,747)	$ 715,034	$ 29,036,296	$ (28,603,209)	$ 433,088
		IMPACT FEE DISTRICT 4	HIF4	$ 13,444,984	$ (11,641,179)	$ 1,803,805	$ 15,510,065	$ (11,151,398)	$ 4,358,667	$ 37,954,436	$ (37,557,239)	$ 397,198
		FUEL TAX (CAPITAL ONLY)	HG1	$ 4,493,925	$ -	$ 4,493,925	$ 9,174,266	$ -	$ 9,174,266	$ 31,062,025	$ 30,169,482	$ 892,543
		TOTAL COUNTY REVENUES		**$ 43,163,925**	**$ (22,727,474)**	**$ 20,436,451**	**$ 64,556,792**	**$ (41,261,144)**	**$ 23,295,648**	**$ 142,233,407**	**$ (140,492,848)**	**$ 1,740,559**
CITRUS	STATE	SIS	CSIS	$ 578,740,000	$ (578,740,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	STATE/FEDERAL	SHS ONLY	CSF1	$ 10,374,182	$ -	$ 10,374,182	$ 21,088,430	$ (14,691,810)	$ 6,396,620	$ 28,134,264	$ (27,503,519)	$ 630,745
		OTHER ARTERIALS SUBTOTAL	CSF2	$ 32,527,848	$ (28,509,059)	$ 4,018,789	$ 36,735,218	$ (2,194,591)	$ 50,117,065	$ 100,143,518	$ (99,494,747)	$ 648,771
		TOTAL STATE/FEDERAL REVENUES		**$ 621,642,030**	**$ (607,249,059)**	**$ 14,392,971**	**$ 57,823,648**	**$ (16,886,401)**	**$ 56,513,685**	**$ 128,277,782**	**$ (126,998,266)**	**$ 1,279,516**
	COUNTY	TRANSPORTATION IMPACT FEES	CIF1	$ 22,840,000	$ (1,444,800)	$ 21,395,200	$ 44,635,200	$ (42,959,857)	$ 1,675,343	$ 51,655,343	$ (50,936,080)	$ 719,263
		FUEL TAX (CAPITAL ONLY)	CG1	$ 47,282,802	$ (24,274,944)	$ 23,007,859	$ 72,252,022	$ (18,931,412)	$ 23,007,859	$ 53,320,610	$ (52,436,729)	$ 883,881
		TOTAL COUNTY REVENUES		**$ 70,122,802**	**$ (25,719,744)**	**$ 44,403,059**	**$ 116,887,222**	**$ (61,891,269)**	**$ 24,683,202**	**$ 104,975,953**	**$ (103,372,809)**	**$ 1,603,144**
		GRAND TOTALS		**$ 824,354,728**	**$ (723,681,124)**	**$ 100,673,604**	**$ 307,346,107**	**$ (169,345,586)**	**$ 123,264,208**	**$ 488,139,281**	**$ (483,053,708)**	**$ 5,085,572**

COST FEASIBLE (YEAR OF EXPENDITURE VALUE)

	COUNTY	ON STREET	FROM STREET	TO STREET	IMPROVEMENT	PE TIME	YOE PE COST	PE SOURCE	DESIGN TIME	YOE DES COST	DES SOURCE	ROW TIME	YOE ROW COST	ROW SOURCE	CST TIME	YOE CST TOTAL	CST SOURCE
CF	CITRUS	US 41 (FLORIDA AVE)	ARLINGTON ST, E	E LOUSIANA LN	2U-4D	2031-2035	NA		2031-2035	$ 372,189	DIH	2036-2040	$ 4,091,484	CSF1	2041-2050	$ 13,229,132	CSF1
CF	CITRUS	US 41 (FLORIDA AVE)	E LOUSIANA LN	CR 486	2U-4D	2031-2035	NA		2031-2035	$ 964,278	DIH	2036-2040	$ 10,600,326	CSF1	2041-2050	$ 14,274,387	CSF1
															2041-2050	$ 20,000,000	CSF2
CF	CITRUS	US 41 (FLORIDA AVE)	CR 486, W	SR 200, N	2U-4D	2031-2035	NA		2031-2035	$ 199,635	DIH	2036-2040	$ 2,194,591	CSF2	2041-2050	$ 7,095,844	CSF2
CF	HERNANDO	US 41 (SR 45)	@ LAKE LINDSEY RD		INT	2031-2035	$ 64,500	DIH	2031-2035	$ 129,000	DIH	2036-2040	$ 624,000	HSF1	2036-2040	$ 1,560,000	HSF1
CF	HERNANDO	US 41 (SR 45)	@ CR 579 (AYERS RD)		INT	2031-2035	$ 51,600	DIH	2031-2035	$ 103,200	DIH	2036-2040	$ 499,200	HSF1	2036-2040	$ 1,248,000	HSF1
CF	CITRUS	US 41 (FLORIDA AVE)	@ CR 491 (N LECANTO HWY)		INT	2031-2035	$ 51,600	DIH	2031-2035	$ 103,200	DIH	2031-2035	$ 412,800	CIF1	2031-2035	$ 1,032,000	CIF1
CF	CITRUS	CR 491 (LECANTO HWY)	PINE RIDGE BLVD	FOREST RIDGE BLVD	2U-4D	2031-2035	$ 205,970	CSF2	2031-2035	$ 411,987	CSF2	2031-2035	$ 1,647,851	CSF2	2041-2050	$ 8,054,033	CSF2
CF	CITRUS	CR 491 (LECANTO HWY)	FOREST RIDGE BLVD	DELTONA BLVD	2U-4D	2031-2035	$ 982,960	CSF2	2031-2035	$ 1,966,148	CSF2	2031-2035	$ 7,864,136	CSF2	2041-2050	$ 38,436,729	CG1
CF	CITRUS	CR 491 (LECANTO HWY)	DELTONA BLVD	US 41	2U-4D	2031-2035	$ 758,013	CSF2	2031-2035	$ 1,516,200	CSF2	2031-2035	$ 6,064,450	CSF2	2041-2050	$ 7,640,589	CSF2
															2041-2050	$ 8,000,000	CIF1
															2041-2050	$ 14,000,000	CG1
CF	HERNANDO	US 41 (SR 45)	SPRING HILL DR	POWELL RD	4D-6D	2036-2040	$ 580,328	DIH	2036-2040	$ 1,160,656	DIH	2036-2040	$ 5,803,212	HSF1	2041-2050	$ 14,433,630	HSF1
CF	HERNANDO	US 41 (SR 45)	COUNTY LINE RD	AYERS RD	2U-4D	2036-2040	$ 925,497	DIH	2036-2040	$ 1,851,209	DIH	2036-2040	$ 9,255,510	HSF1	2041-2050	$ 14,900,375	HSF1
															2041-2050	$ 8,119,738	HIF3
CF	HERNANDO	COBB RD	@ FORT DADE AVE		INT	2036-2040	$ 78,000	HIF1	2036-2040	$ 156,000	HIF1	2036-2040	$ 624,000	HSF2	2041-2050	$ 1,940,000	HSF2
CF	HERNANDO	COBB RD	@ YONTZ RD		INT	2036-2040	$ 156,000	HIF1	2036-2040	$ 312,000	HIF1	2036-2040	$ 1,248,000	HSF2	2041-2050	$ 3,880,000	HSF2
CF	HERNANDO	COBB RD	@ PONCE DE LEON BLVD (US98/SR700)		INT	2036-2040	$ 234,000	DIH	2036-2040	$ 468,000	DIH	2036-2040	$ 1,872,000	HSF2	2041-2050	$ 4,260,000	HSF1
															2041-2050	$ 1,560,000	HIF1
CF	CITRUS	US 41	@ NORTH CITRUS SPRINGS BLVD		INT	2036-2040	$ 62,400	DIH	2036-2040	$ 124,800	DIH	2041-2050	$ 620,800	CIF1	2041-2050	$ 1,552,000	CIF1
CF	HERNANDO	AYERS RD	AT CULBREATH		INT	NA						2036-2040	$ 1,248,000	HIF3	2036-2040	$ 2,340,000	HSF2
CF	CITRUS	DOWNTOWN INVERNESS			STUDY	NA									2031-2035	$ 935,250	CSF2
CF	HERNANDO	DELTONA BLVD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U-4D	2036-2040	$ 359,701	HIF4	2036-2040	$ 719,485	HIF4	2036-2040	$ 2,877,775	HIF4	2036-2040	$ 7,194,437	HIF4
CF	HERNANDO	SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	2U-4D	2031-2035	$ 837,351	HIF1	2031-2035	$ 1,674,895	HIF1	2036-2040	$ 8,101,352	HSF2	2041-2050	$ 25,186,895	HSF2
CF	HERNANDO	BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	2U-4D	2031-2035	$ 153,966	HIF4	2031-2035	$ 307,967	HIF4	2031-2035	$ 1,231,798	HIF4	2041-2050	$ 4,631,178	HIF4
CF	HERNANDO	POWELL RD	CALIFORNIA ST	BROAD ST (US41/SR45)	2U-4D	2036-2040	$ 1,324,598	HSF2	2036-2040	$ 2,649,503	HSF2	2036-2040	$ 10,597,399	HSF2	2041-2050	$ 42,831,154	HSF2
CF	HERNANDO	US 41 (SR 45)	@ HOWELL AVE		INT	2036-2040	$ 78,000	DIH	2036-2040	$ 156,000	DIH	2036-2040	$ 780,000	HIF2	2036-2040	$ 1,560,000	HSF1
CF	HERNANDO	CONTINGENCY	TBD			TBD									2041-2050	$ 21,000,000	HG1

PARTIALLY FUNDED (YEAR OF EXPENDITURE VALUE)																
COUNTY	ON STREET	FROM STREET	TO STREET	IMPROVEMENT	PE TIME	YOE PE COST	PE SOURCE	DESIGN TIME	YOE DES COST	DES SOURCE	ROW TIME	YOE ROW COST	ROW SOURCE	CST TIME	YOE CST TOTAL	CST SOURCE
HERNANDO	COUNTY LINE RD	E OF EAST RD	SPRINGTIME ST	2U-4D	2031-2035	$ 2,237,184	HSF2	2031-2035	$ 4,569,438	HSF2	2041-2050	$ 2,440,030	HSF2		$ 68,718,942	
CITRUS	US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	GREEN ACRES ST, W	4D-6D	2036-2040	$ 1,384,344	DIH	2036-2040	$ 2,768,688	DIH	2031-2035	$ 11,447,328	CG1		$ 44,759,942	
CITRUS	CR 490 (HOMOSASSA TRAIL)	US 19, S	CANADIAN WAY, S	2U-4D	2031-2035	$ 291,372	CSF2	2041-2050	$ 876,475	CSF2	2041-2050	$ 3,505,696	CSF2		$ 11,393,511	
CITRUS	CR 490 (HOMOSASSA TRAIL)	CANADIAN WAY, S	ROCK CRUSHER RD, S	2U-4D	2041-2050	$ 2,589,666	CSF2	2041-2050	$ 5,179,931	CSF2	2041-2050	$ 20,718,527	CSF2		$ 67,335,212	
CITRUS	CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	2041-2050	$ 423,077	CSF2	2041-2050	$ 846,251	CSF2	2041-2050	$ 3,384,810	CSF2		$ 11,000,631	
CITRUS	CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44, W	2U-4D	2041-2050	$ 1,743,513	CSF2	2041-2050	$ 3,487,428	CSF2	2041-2050	$ 13,948,908	CSF2		$ 45,333,950	
CITRUS	CROFT AVE	SR 44, E	STEVENS ST, E	2U-4D	2031-2035	$ 999,427	CG1	2036-2040	$ 2,417,497	CIF1	2036-2040	$ 9,669,431	CIF1		$ 39,080,615	
CITRUS	CROFT AVE	STEVENS ST, E	HAYES RD	2U-4D	2031-2035	$ 13,452	CG1	2036-2040	$ 32,539	CIF1	2036-2040	$ 130,150	CIF1		$ 526,022	
CITRUS	ROCK CRUSHER RD	CR 490, W	VENABLE ST	2U-4D	2031-2035	$ 1,515,467	CG1	2036-2040	$ 3,665,739	CIF1	2036-2040	$ 14,662,109	CIF1		$ 59,259,352	
CITRUS	ROCK CRUSHER RD	VENABLE ST	SR 44, W	2U-4D	2036-2040	$ 765,464	CIF1	2036-2040	$ 1,531,104	CIF1	2036-2040	$ 6,124,063	CIF1		$ 24,751,420	
CITRUS	VENABLE ST	US 19, S	DUNKENFIELD AVE, N	2U-4D	2036-2040	$ 1,248,772	CIF1	2036-2040	$ 2,497,833	CG1	2036-2040	$ 9,990,755	CG1		$ 40,379,301	
CITRUS	VENABLE ST	DUNKENFIELD AVE, N	ROCK CRUSHER RD, S	2U-4D	2036-2040	$ 508,284	CIF1	2036-2040	$ 1,016,686	CIF1	2036-2040	$ 4,066,507	CG1		$ 16,435,467	
CITRUS	CR 491 (LECANTO HWY)	US 41, N	TRAM RD, N	2U-4D	2031-2035	$ 965,098	CSF2	2031-2035	$ 1,930,420	CSF2	2041-2050	$ 20,125,560	CIF1		$ 50,313,900	
CITRUS	CR 491 (LECANTO HWY)	TRAM RD, N	SR 200, N	2U-4D	2031-2035	$ 989,658	CSF2	2031-2035	$ 1,979,546	CSF2	2041-2050	$ 20,637,720	CIF1		$ 51,594,300	
HERNANDO	CORTEZ OAKS BLVD	CORTEZ BLVD (SR50)	FLOCK AVE	00-4D	2036-2040	$ 1,347,864	HIF1	2036-2040	$ 2,695,925	HIF1	2041-2050	$ 13,410,303	HIF1		$ 33,525,758	
HERNANDO	CORTEZ OAKS BLVD	FLOCK AVE	FURLEY AVE	00-2U	2036-2040	$ 202,046	HIF1	2036-2040	$ 404,146	HIF1	2041-2050	$ 2,010,260	HIF1		$ 5,025,651	
HERNANDO	LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	2U-4D	2031-2035	$ 1,140,769	HIF3	2031-2035	$ 2,281,801	HIF3	2036-2040	$ 11,036,911	HIF3		$ 34,313,473	
HERNANDO	ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	2U-4D	2041-2050	$ 1,464,328	HIF4	2041-2050	$ 2,928,995	HIF4	2041-2050	$ 11,715,303	HIF4		$ 29,288,257	
HERNANDO	ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	2U-4D	2041-2050	$ 922,179	HIF4	2041-2050	$ 1,844,571	HIF4	2041-2050	$ 7,377,857	HIF4		$ 18,444,643	
HERNANDO	ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	2U-4D	2041-2050	$ 289,696	HIF4	2041-2050	$ 579,459	HIF4	2041-2050	$ 2,317,701	HSF2		$ 5,794,253	
HERNANDO	KETTERING RD	POWERLINE RD	CORTEZ BLVD (SR 50)	2U-4D	2036-2040	NA			NA			$ 20,483,471	HIF3		$ 51,208,677	
HERNANDO	JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR70	2U-4D	2031-2035	NA	DIH	2031-2035	$ 1,617,448	DIH	2031-2035	$ 8,086,775	HSF2		$ 24,323,013	
HERNANDO	BROAD ST (US41/SR45)	N OF OAK ST	CROOM RD	2U-4D	2031-2035	$ 214,816	HIF2	2036-2040	$ 519,614	HIF2	2041-2050	$ 3,230,747	HIF2		$ 6,461,494	
HERNANDO	BROAD ST (US41/SR45)	CROOM RD	CHATFIELD DR	2U-4D	2031-2035	$ 173,244	HIF2	2036-2040	$ 419,058	HIF2	2041-2050	$ 2,605,531	HIF2		$ 5,211,062	
HERNANDO	BROAD ST (US41/SR45)	CHATFIELD DR	YONTZ RD	2U-4D	2031-2035	$ 145,563	HIF2	2036-2040	$ 352,100	HIF2	2041-2050	$ 2,189,213	HG1		$ 4,378,426	
HERNANDO	BROAD ST (US41/SR45)	YONTZ RD	HOWELL AVE	2U-4D	2031-2035	$ 112,819	HIF2	2036-2040	$ 272,897	HIF2	2041-2050	$ 1,696,762	HG1		$ 3,393,523	
HERNANDO	COUNTY LINE RD	E OF MARINER BLVD	W OF SUNCOAST PKWY	2U-4D	2031-2035	$ 5,587,591	HSF2	2031-2035	$ 4,046,859	HSF2		$ 150,336,032			$ 60,860,468	
CITRUS	SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	2U-4D	2031-2035	$ 2,395,721	DIH	2031-2035	$ 4,791,997	DIH		$ 36,030,761			$ 93,679,978	
CITRUS	SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	2U-4D	2031-2035	$ 593,907	DIH	2031-2035	$ 1,187,951	DIH		$ 8,932,136			$ 23,223,555	
CITRUS	SR 200 (CARL G ROSE HWY)	CR 491, N	MARION COUNTY LINE	2U-4D	2031-2035	$ 595,023	DIH	2031-2035	$ 1,190,184	DIH		$ 8,948,926			$ 23,267,208	
CITRUS	CARDINAL ST	US 19, S	GROSS AVE, S	2U-4D	2031-2035	$ 558,183	CG1	2031-2035	$ 1,116,495	CG1		$ 6,715,892			$ 16,789,730	
CITRUS	CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	2U-4D	2031-2035	$ 1,249,102	CG1	2031-2035	$ 2,498,493	CG1		$ 15,028,823			$ 37,572,058	
CITRUS	CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	2U-4D	2031-2035	$ 1,625,541	CG1	2031-2035	$ 3,251,457	CG1		$ 19,558,021			$ 48,895,052	
CITRUS	SR 44 (GULF TO LAKE HWY)	US 41	CR 470, E	4D-6D	2031-2035	$ 1,963,464	CSIS	2031-2035	$ 3,926,928	CSIS		$ 29,527,722			$ 76,772,076	
CITRUS	SR 44 (GULF TO LAKE HWY)	CR 470, E	SHAD TERR, S	4D-6D	2031-2035	$ 363,625	CSIS	2031-2035	$ 727,250	CSIS		$ 5,468,409			$ 14,217,864	
CITRUS	SR 44 (GULF TO LAKE HWY)	SHAD TERR, S	LITTLE JOHN AVE, S	4D-6D	2031-2035	$ 664,402	CSIS	2031-2035	$ 1,328,803	CSIS		$ 9,991,661			$ 25,978,319	
CITRUS	SR 44 (GULF TO LAKE HWY)	LITTLE JOHN AVE, S	SUMTER COUNTY LINE	4D-6D	2031-2035	$ 803,623	CSIS	2031-2035	$ 1,607,246	CSIS		$ 12,085,353			$ 31,421,918	
CITRUS	CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	2036-2040	$ 926,116	CIF1	2031-2035	$ 1,852,447	CG1		$ 9,214,204			$ 18,523,399	
CITRUS	CRYSTAL OAKS DR	URBAN BOUNDARY	SR 44, W	2U-4D	2036-2040	$ 261,905	CIF1	2031-2035	$ 523,870	CG1		$ 2,605,766			$ 5,238,396	
HERNANDO	SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	2U-4D	2041-2050	$ 1,934,408	HIF4	2041-2050	$ 3,869,264	HIF4		$ 15,476,162			$ 38,690,405	
HERNANDO	BROAD ST (US41/SR45)	URBAN BOUNDARY	SNOW MEMORIAL HWY	2U-4D	2036-2040	$ 862,088	HIF2	2041-2050	$ 2,144,416	HIF2		$ 10,721,460			$ 21,442,920	
HERNANDO	BROAD ST (US41/SR45)	SNOW MEMORIAL HWY	LAKE LINDSEY RD	2U-4D	2036-2040	$ 1,533,828	HIF2	2041-2050	$ 3,815,346	HIF2		$ 19,075,627			$ 38,151,253	
HERNANDO	BROAD ST (US41/SR45)	LAKE LINDSEY RD	CITRUS COUNTY LINE	2U-4D	2036-2040	$ 1,556,433	HIF2	2041-2050	$ 3,871,574	HIF2		$ 19,356,754			$ 38,713,508	
HERNANDO	SUNSHINE GROVE RD EXT	HEXAM RD	CENTRALIA RD	00-2U	2031-2035	$ 1,015,461	HIF1		$ 3,054,660			$ 12,217,994			$ 30,544,984	
HERNANDO	SUNSHINE GROVE RD EXT	CENTRALIA RD	QUIGLEY AVE	00-2U	2031-2035	$ 750,749	HIF1		$ 2,258,364			$ 9,032,979			$ 22,582,448	
HERNANDO	SUNSHINE GROVE RD EXT	QUIGLEY AVE	VELVET SCOOTER AVE	00-2U	2031-2035	$ 781,957	HIF1		$ 2,352,245			$ 9,408,482			$ 23,521,205	

UNFUNDED NEEDS (YEAR OF EXPENDITURE VALUE)

County	ON STREET	FROM STREET	TO STREET	IMPROVEMENT TYPE	YOE PE COST	YOE DES COST	YOE ROW COST	YOE CST TOTAL
HERNANDO	BOURASSA BLVD	US19 (SR55)	WEEPING WILLOW ST	00-2U	$ 1,772,841	$ 3,546,152	$ 14,183,858	$ 35,459,646
HERNANDO	CHURCH RD	SPRING LAKE HWY	MYERS RD	2U-4D	$ 1,760,261	$ 3,520,929	$ 14,082,903	$ 35,207,258
HERNANDO	EXILE RD EXT	FURLEY AVE	HEXAM RD	00-2U	$ 1,560,319	$ 3,121,051	$ 12,483,541	$ 31,208,854
HERNANDO	FURLEY AVE	FULTON AVE	EXILE RD	00-2U	$ 338,435	$ 676,960	$ 2,707,698	$ 6,769,244
HERNANDO	GOVERNOR BLVD	POWELL RD	JOHN MARTIN LN	00-2D	$ 1,081,605	$ 2,163,210	$ 8,652,729	$ 21,631,822
HERNANDO	HEXAM RD	US 19 (SR 55)	SUNSHINE GROVE RD (N)	2U-4D	$ 2,650,376	$ 5,301,365	$ 21,204,234	$ 53,010,584
HERNANDO	HURRICANE DR	CENTRALIA RD	KNUCKEY RD	00-2U	$ 1,074,972	$ 2,150,230	$ 8,600,463	$ 21,501,157
HERNANDO	LABRADOR DUCK RD	HEXAM RD	CENTRALIA RD	00-2U	$ 159,345	$ 318,286	$ 1,273,436	$ 3,183,590
HERNANDO	LAKE DR	US 19	EXILE RD	00-2U	$ 1,522,812	$ 3,046,028	$ 12,183,468	$ 30,458,669
HERNANDO	LOCKHART RD	MYERS RD	POWERLINE RD	2U-4D	$ 1,279,387	$ 2,559,071	$ 10,235,691	$ 25,589,227
HERNANDO	LOCKHART RD	I-75 (SR93)	DASHBACH RD	2U-4D	$ 837,255	$ 1,674,704	$ 6,698,431	$ 16,746,077
HERNANDO	MYERS RD	CHURCH RD	LOCKHART RD	2U-4D	$ 1,510,025	$ 3,020,271	$ 12,080,906	$ 30,202,266
HERNANDO	SPRING LAKE HWY	PASCO COUNTY LINE	POWELL RD	2U-4D	$ 3,189,579	$ 6,379,895	$ 25,518,106	$ 63,795,265
HERNANDO	YONTZ RD	PONCE DE LEON BLVD (US98/SR70	HOWELL AV	2U-4D	$ 1,166,475	$ 2,333,221	$ 9,332,343	$ 23,330,858
HERNANDO	MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	2U-4D	$ 1,694,583	$ 3,389,557	$ 16,946,806	$ 33,893,613
HERNANDO	PONCE DE LEON BLVD (US98/SR70	YONTZ RD	COBB RD	2U-4D	$ 2,135,850	$ 4,272,194	$ 21,359,735	$ 42,719,470
HERNANDO	PONCE DE LEON BLVD (US98/SR70	COBB RD	LAKE LINDSEY RD	2U-4D	$ 832,342	$ 1,664,876	$ 8,323,899	$ 16,647,799
HERNANDO	PONCE DE LEON BLVD (US98/SR70	LAKE LINDSEY RD	LANDFILL RD	2U-4D	$ 1,809,778	$ 3,619,974	$ 18,098,825	$ 36,197,650
CITRUS	ANTHONY AVE	CR 486	OVERDRIVE CIR	00-2U	$ 1,988,857	$ 3,978,241	$ 15,912,120	$ 39,780,299
CITRUS	ANTHONY AVE	OVERDRIVE CIR	CR 491	00-2U	$ 668,593	$ 1,337,363	$ 5,349,168	$ 13,372,921
CITRUS	COUNTRY OAKS TER	S.R. 44	C.R. 486	00-2U	$ 2,054,053	$ 4,108,651	$ 16,433,733	$ 41,084,331
CITRUS	CR 581 EXTENSION	SR 44	FOREST DR	2U-4D	$ 359,279	$ 718,642	$ 2,874,402	$ 7,186,004
CITRUS	CR 581 EXTENSION	FOREST DR	US 41	00-4D	$ 1,162,957	$ 2,326,184	$ 9,304,197	$ 23,260,492
CITRUS	DUNKLIN ST	CR 495, N	HUSKY AV,E, N	2U-4D	$ 1,480,608	$ 2,961,798	$ 11,846,726	$ 29,616,816
CITRUS	DUNKLIN ST	HUSKY AV,E, N	CITRUS SPRINGS BLVD	2U-4D	$ 551,280	$ 1,102,776	$ 4,410,931	$ 11,027,328
CITRUS	EMERALD OAKS DR	CR 495	HAZELWOOD DR	00-2U	$ 3,418,563	$ 6,838,032	$ 27,350,677	$ 68,376,694
CITRUS	HOSKINS LN	CR 490 (HOMOSASSA TRAIL)	CR 491 (LECANTO HWY)	00-2U	$ 1,688,514	$ 3,377,475	$ 13,509,185	$ 33,772,961
CITRUS	LEE ANN LN	S.R. 44	C.R. 491	00-2U	$ 832,170	$ 1,664,560	$ 6,657,889	$ 16,644,722
CITRUS	MAYLEN AVE	LEE ANN LN	C.R. 486	00-2U	$ 1,512,703	$ 3,025,807	$ 12,102,588	$ 30,256,471
CITRUS	OVERDRIVE CIR	ANTHONY AVE	US 41	00-2U	$ 1,241,369	$ 2,483,067	$ 9,931,742	$ 24,829,354
CITRUS	PINE RIDGE BLVD	MUSTANG BLVD, W	CR 486, W	2U-4D	$ 875,282	$ 1,750,766	$ 7,002,661	$ 17,506,651
CITRUS	SANCTION RD	C.R. 491	MAYLEN AVE	00-2U	$ 732,544	$ 1,465,282	$ 5,860,818	$ 14,652,044
CITRUS	SOUTHERN ST	S.R. 44	S LINE RD	00-2U	$ 672,475	$ 1,345,129	$ 5,380,231	$ 13,450,576
CITRUS	SR 44 (GULF TO LAKE HWY)	CRYSTAL OAKS	SUNCOAST PKWY	4D-6D	$ 112,745	$ 225,490	$ 1,127,437	$ 2,254,875
CITRUS	SR 44 (GULF TO LAKE HWY)	SUNCOAST PKWY	CR 491, N	4D-6D	$ 1,034,621	$ 2,069,243	$ 10,346,095	$ 20,692,190
CITRUS	SR 44 (GULF TO LAKE HWY)	CR 491, N	COUNTY LANDFILL	4D-6D	$ 2,508,915	$ 5,017,829	$ 25,088,859	$ 50,177,717
CITRUS	SR 44 (GULF TO LAKE HWY)	COUNTY LANDFILL	CR 581, S	4D-6D	$ 1,040,529	$ 2,081,057	$ 10,405,167	$ 20,810,335
CITRUS	US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	2U-4D	$ 4,416,451	$ 8,833,923	$ 44,167,064	$ 88,334,127
CITRUS	US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	2U-4D	$ 871,840	$ 1,743,882	$ 8,718,907	$ 17,437,814
CITRUS	US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	CR 488, W	2U-4D	$ 1,917,780	$ 3,836,003	$ 19,178,909	$ 68,384,030

Appendix C

COST FEASIBLE TRANSIT PLAN

DRAFT Cost Feasible Plan
Transit

	Timeframe 2	Timeframe 3	Timeframe 4	Aspirational
	2031-35	2036-2040	2041-2050	Vision
Revenues	$ 57,346,000	$ 57,925,000	$ 115,850,000	
Hernando	$37,730,000	$38,835,000	$77,670,000	
Citrus	$19,616,000	$19,090,000	$38,180,000	
Costs	$ 36,209,000	$ 41,645,000	$ 116,005,667	$ 215,323,000
Hernando	$ 28,209,000	$ 33,612,000	$ 81,267,000	*Aspirational amounts are in the YOE for the estimate
Citrus	$ 8,000,000	$ 8,033,000	$ 34,738,667	
Balance	$ 21,137,000	$ 16,280,000	$ (155,667)	
Hernando	$ 9,521,000	$ 5,223,000	$ (3,597,000)	
Citrus	$ 11,616,000	$ 11,057,000	$ 3,441,333	

Project ID	Project Name	Project Description	Government	Year	Cost Estimate		Cost		Cost		Cost		YOE Cost
1100.1	Citrus Various Increased Frequency	Increase frequency to 60 minutes on existing routes	Citrus	Aspirational	$ 48,075,000							x	$ 48,075,000
1101	Citrus Various Service Hours	Extend 3 hours of early/late service on existing routes	Citrus	Aspirational	$ 15,930,000							x	$ 15,930,000
1102	Citrus-Hernando Express Bus	Alternative Route via Suncoast Parkway Extension into Citrus County	Citrus	Aspirational	$ 1,845,000							x	$ 1,845,000
1103	Citrus Various Add Saturday Service	Add Saturday Service	Citrus	Aspirational	$ 6,696,000							x	$ 6,696,000
1104.1	Citrus Springs Connector	Local bus service that extends from Downtown Inverness north to Citrus Springs along US 41. This route provides a transfer opportunity with the existing Beverly Hills route.	Citrus	Aspirational	$ 5,166,000							x	$ 5,166,000
1105.1	Crystal-Inverness Express	Express service providing intra-county connection between Inverness and Crystal River along SR 44. It connects to the proposed Citrus Connector Express in Hernando County at south end	Citrus	Aspirational	$ 5,166,000					x	$ 5,166,000		
1106.1	US 19 Express	This express service provides intercounty connection between Crystal River in Citrus County and Hernando County along US 19 and US 98.	Citrus	Aspirational	$ 7,658,000					x	$ 7,658,000		
1107.1	Ocala Express	This express service runs north from Inverness along US 41 and SR 200 and connects to Ocala in Marion County.	Citrus	Aspirational	$ 3,507,000							x	$ 3,507,000
1108A	Citrus Operating Funds	Fixed route and ADA paratransit service	Citrus	2026-2030	$ 14,537,000							x	$ 14,537,000
1108B	Citrus Operating Funds	Fixed route and ADA paratransit service	Citrus	2031-2035	$ 5,844,000	x	$ 5,844,000					x	$ 5,844,000
1108C	Citrus Operating Funds	Fixed route and ADA paratransit service	Citrus	2026-2030	$ 6,708,000			x	$ 6,708,000				
1108D	Citrus Operating Funds	Fixed route and ADA paratransit service	Citrus	2041-2050	$ 16,684,000					x	$ 16,684,000		
2103.1	Suncoast Parkway Commuter Express	Express service providing north-south connection to Citrus County and Pasco County along Suncoast Parkway.	Hernando	Aspirational	$ 1,845,000							x	$ 1,845,000
2104.1	Hernando Increased Frequency	Increase frequency to 30 minutes on existing routes	Hernando	Aspirational	$ 38,594,000							x	$ 38,594,000
2405	South Highway 41 Route	South Highway 41 Route (County Line Rd / Downtown Brooksville)	Hernando	Aspirational	$ 3,487,000							x	$ 3,487,000
2410	Mermaid Run	Mermaid Run (Shoal Line Blvd / Pine Island / Bayport Park)	Hernando	Aspirational	$ 2,343,000							x	$ 2,343,000
2415	East Highway 50	East Highway 50 (Downtown Brooksville / US 301)	Hernando	Aspirational	$ 7,440,000							x	$ 7,440,000
2420	North Highway 19	North Highway 19 (SR 50 / Ponce De Leon Blvd in Citrus Co)	Hernando	Aspirational	$ 3,487,000							x	3487000
2109.1	ADA compliance for New Routes	New paratransit/ADA compliance service for new routes	Hernando	Aspirational	$ 7,757,000							x	$ 7,757,000
2111	I-75 Regional Express Route	New Route south (only includes portion that is in Hernando County), AM/PM Peak 3 hours, Express service providing inter-county connection between Brooksville in Hernando County and Pasco County.	Hernando	Aspirational	$ 3,487,000							x	$ 3,487,000
2112A	Hernando Operating Funds	Fixed route and ADA paratransit service	Hernando	2026-2030	$ 17,705,000							x	$ 17,705,000
2112B	Hernando Operating Funds	Fixed route and ADA paratransit service	Hernando	2031-2035	$ 26,859,000	x	$ 26,859,000						
2112C	Hernando Operating Funds	Fixed route and ADA paratransit service	Hernando	2036-2040	$ 32,674,000			x	$ 32,674,000				
2112D	Hernando Operating Funds	Fixed route and ADA paratransit service	Hernando	2041-2050	$ 81,267,000					x	$ 81,267,000		

Project ID	Project Name	Project Description	Government	Year	Cost Estimate		Cost		Cost		Cost		YOE Cost
1000	Vehicle replacement and acquisition	Vehicle replacement plan needs	Citrus	2024-2029	$ 4,444,000								
1001	Vehicle replacement and acquisition	Vehicle replacement plan needs	Citrus	2031-2035	$ 1,325,000	x	$ 1,325,000						
1002	Vehicle replacement and acquisition	Vehicle replacement plan needs	Citrus	2036-2040	$ 1,325,000			x	$ 1,325,000				
1003	Vehicle replacement and acquisition	Vehicle replacement plan needs	Citrus	2041-2050	$ 2,650,000					x	$ 1,766,667		
1004	Bus stop infrastructure	Infrastructure to upgrade existing bus stops	Citrus	2024-2030	$ 831,000	x	$ 831,000						
1105.2	Crystal-Inverness Express vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	$ 434,000							x	$ 434,000
1104.2	Citrus Springs Connector vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	$ 434,000							x	$ 434,000
1106.2	US 19 Express vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	$ 422,000					x	$ 422,000		
1107.2	Ocala Express vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	$ 3,042,000					x	$ 3,042,000		
2000	Bus stop infrastructure	Infrastructure to upgrade existing bus stops to ADA standards	Hernando	2024-2030 TDP	$ 1,350,000	x	$ 1,350,000						
2001	Shared park-and-ride facilities	Various shared park-and-ride facilities (assume 3, 25 parking spaces each)	Hernando	2024-2030 TDP	$ 938,000			x	$ 938,000				
2002	Major transfer facility	Secure a location and development of a major transfer center along SR 50 corridor	Hernando	2031-2035	$ 1,000,000							x	$ 1,000,000
2003	Vehicle replacement and acquisition	Vehicle replacement plan and new vehicle needs (various)	Hernando	2036-204	$ 7,253,000							x	$ 7,253,000
2004	Real-time bus location apps/displays	Implement real-time bus location apps/displays	Hernando	Aspirational	$ 750,000							x	$ 750,000
2104.2	Hernando Increased Frequency	New vehicles to support increased frequency	Hernando	Aspirational	$ 1,934,000							x	$ 1,934,000
2106.2	Spring Hill-Airport Connector	New vehicles to support service	Hernando	Aspirational	$ 1,878,000							x	$ 1,878,000
2107.2	US 41/Airport Connector	New vehicles to support service	Hernando	Aspirational	$ 1,409,000							x	$ 1,409,000
2108.2	Citrus Connector Express	New vehicles to support service	Hernando	Aspirational	$ 1,495,000							x	$ 1,495,000
2105.2	Hernando SR 19/SR 50 Express Bus	New vehicles to support service	Hernando	Aspirational	$ 1,389,000							x	$ 1,389,000
2103.1	Suncoast Parkway Commuter Express	Express service providing north-south connection to Citrus County and Pasco County along Suncoast Parkway.	Hernando	Aspirational	$ 1,845,000							x	$ 1,845,000
2109.1	ADA compliance for New Routes	New paratransit/ADA compliance service for new routes	Hernando	Aspirational	$ 7,757,000							x	$ 7,757,000
1100.2	Citrus Various Increased Frequency	New vehicles to support increased frequency (purchase vehicle in 2030, start operations in 2031)	Citrus	Aspirational	$ 6,593,000			x	$ 1,648,250			x	$ 6,593,000
2006	Vehicle replacement and acquisition	Vehicle replacement plan and new vehicle needs (various)	Hernando	Aspirational	$ 2,650,000							x	$ 2,650,000
2007	Vehicle replacement and acquisition	Vehicle replacement plan and new vehicle needs (various)	Hernando	Aspirational	$ 2,650,000							x	$ 2,650,000

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Appendix D

HERNANDO/CITRUS FY2024/25-2028/29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVENUE AND PROJECT TABLES

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**

HERNANDO/CITRUS MPO FY 2024/25-2028/29 TIP

ROADWAY AND BIKE/PED PROJECTS

FPID	On Street	From Street	To Street	SIS	County	TYPE	Centerline Miles	Improvement Type	PE Timeframe	PE Cost	ROW Timeframe	ROW Cost	CST Timeframe	CST Cost	Other Costs	TOTAL TIP COST
257165 1	US 41 (SR 45)	SR 44	N OF SR 200		CITRUS	HIGHWAYS	6.578	WIDENING	2025-2029	$14,615,649	2025-2029	$521,963				$15,137,612
257165 4	US 41 (SR 45)	S OF WITHLACOOCHEE TRAIL BR	N SPORTSMAN PT		CITRUS	HIGHWAYS	1.194	WIDENING			2025-2029	$11,496,245	2025-2029	$27,296,200		$38,792,445
257165 5	US 41 (SR 45)	N SPORTSMAN PT	N OF E ARLINGTON ST		CITRUS	HIGHWAYS	0.804	WIDENING			2025-2029	$3,776,600	2025-2029	$17,571,611		$21,348,211
257165 6	US 41 (SR 45)	N OF E ARLINGTON ST	E LOUSIANA LN		CITRUS	HIGHWAYS	0.623	WIDENING			2025-2029	$3,505,102				$3,505,102
405822 5	US 19	W CARDINAL ST	W GREEN ACRES ST	SIS	CITRUS	HIGHWAYS	2.045	WIDENING	2025-2029	$2,359,586						$2,359,586
437515 1	US 19/US98/SR 55/N SUNCOAST BLVD	NE 1ST ST	S OF SNUG HARBOR	SIS	CITRUS	HIGHWAYS	1.174	RESURFACING	2025-2029	$718,686			2025-2029	$4,636,151		$5,354,837
441105 1	FOREST RIDGE BLVD	W LAKE BEVERLY DR	W COLBERT CT		CITRUS	HIGHWAYS	0.750	SIDEWALK	2025-2029	$451,036			2025-2029	$2,344,767		$2,795,803
447928 1	US 19/SR 55	NW 7TH AVE	S OF WITHLACOOCHEE RIVER BRIDGE	SIS	CITRUS	HIGHWAYS	9.479	RESURFACING	2025-2029	$2,345,248			2025-2029	$24,788,822		$27,134,070
448501 1	E TURNER CAMP RD	E MATTHEW MEADOW CT	ROAD TERMINI		CITRUS	HIGHWAYS	1.684	RESURFACING					2025-2029	$3,178,450		$3,178,450
448502 1	W MUSTANG BLVD	W MESA VERDE DR	CR 491		CITRUS	HIGHWAYS	0.643	RESURFACING					2025-2029	$712,990		$712,990
449062 1	S APOPKA AVE	E ANNA JO DR	US 41		CITRUS	HIGHWAYS	3.573	RESURFACING					2025-2029	$1,630,270		$1,630,270
450545 1	US 41 (SR 45)	S OF SR 44	N OF SR 44	SIS	CITRUS	HIGHWAYS	0.190	RESURFACING	2025-2029	$663,023			2025-2029	$5,865,140		$6,528,163
450593 1	CR 470	N APOPKA AVE	SR 44		CITRUS	HIGHWAYS	4.925	RESURFACING					2025-2029	$3,100,000		$3,100,000
450972 1	CITRUS COUNTY SIDEWALK GAPS	VARIOUS LOCATIONS	PHASE 1		CITRUS	HIGHWAYS		SIDEWALK					2025-2029	$570,308		$570,308
450972 2	CITRUS COUNTY SIDEWALK GAPS	VARIOUS LOCATIONS	PHASE II		CITRUS	HIGHWAYS		SIDEWALK					2025-2029	$189,250		$189,250
450972 3	CITRUS COUNTY SIDEWALK GAPS	VARIOUS LOCATIONS	PHASE III		CITRUS	HIGHWAYS		SIDEWALK					2025-2029	$1,102,812		$1,102,812
453057 1	W DUNKLIN ST	CR 495	N CITRUS SPRINGS BLVD		CITRUS	HIGHWAYS	4.089	RESURFACING					2025-2029	$3,300,000		$3,300,000
416735 1	SR 50/CORTEZ BLVD	W OF BUCK HOPE RD	W OF JEFFERSON ST	SIS	HERNANDO	HIGHWAYS	2.557	WIDENING	2025-2029	$4,991,746	2025-2029	$20,020	2025-2029	$34,650		$5,046,416
436733 1	US 98/SR 700/PONCE DE LEON BLVD	N OF CR 491	N OF LANDFILL RD		HERNANDO	HIGHWAYS	2.382	RESURFACING	<2025	$334,516			2025-2029	$3,168,880		$3,503,396
441935 1	US 19/SR 55	PASCO COUNTY LINE	CITRUS COUNTY LINE	SIS	HERNANDO	HIGHWAYS	19.514	ATMS	2025-2029	$487,441						$487,441
447237 1	US 98/SR 50	MONDON HILL		SIS	HERNANDO	HIGHWAYS	0.28	RESURFACING	<2025	$680,918			2025-2029	$4,039,656		$4,720,574
447536 3	US 301	PASCO COUNTY LINE	SR 50/CORTEZ BLVD		HERNANDO	HIGHWAYS	2.082	WIDENING	<2025	$2,312,788	<2025	$3,864,816				$6,177,604
447935 1	US 41/SR 45	S OF COUNTY LINE RD	S OF POWELL RD		HERNANDO	HIGHWAYS	4.304	RESURFACING	<2025	$1,308,529			2025-2029	$9,580,663		$10,889,192
447948 1	SR 50	MONDON HILL RD	S OF JASMINE DR	SIS	HERNANDO	HIGHWAYS	4.147	RESURFACING	<2025	$1,095,920			2025-2029	$10,398,109		$11,494,029
449059 1	CR 581/EMERSON RD	POWELL RD	SR 50/CORTEZ BLVD		HERNANDO	HIGHWAYS	2.903	RESURFACING	2025-2029	$100,000			2025-2029	$1,300,000		$1,400,000
449157 1	US 41/SR 45/BROAD ST	N OF JEFFERSON ST	S OF TURKEY TROT LN		HERNANDO	HIGHWAYS	4.034	RESURFACING	2025-2029	$1,060,917			2025-2029	$5,402,362		$6,463,279
451056 1	US 98/SR 50A/E JEFFERSON ST	W OF CORTEZ BLVD	PONCE DE LEON BLVD		HERNANDO	HIGHWAYS	2.393	RESURFACING	2025-2029	$826,079			2025-2029	$4,100,283		$4,926,362
452924 1	US 98/US 41/SR 700/SR 50A	N BROAD ST	E OF JEFFERSON ST		HERNANDO	HIGHWAYS	0.154	INTERSECTION	<2025	$357,462	<2025	$500,000	2025-2029	$1,214,499		$2,071,961
450971 1	HERNANDO COUNTY SIDEWALK GAPS	VARIOUS LOCATIONS	PHASE 1		HERNANDO	HIGHWAYS	0.000	SIDEWALK					2025-2029	$344,812		$344,812
450971 2	HERNANDO COUNTY SIDEWALK GAPS	VARIOUS LOCATIONS	PHASE II		HERNANDO	HIGHWAYS	0.000	SIDEWALK					2025-2029	$344,967		$344,967
450971 3	HERNANDO COUNTY SIDEWALK GAPS	VARIOUS LOCATIONS	PHASE III		HERNANDO	HIGHWAYS	0.000	SIDEWALK					2025-2029	$1,794,928		$1,794,928
451046 1	SR 50/CORTEZ BLVD	WISCONSIN RD	COBB RD	SIS	HERNANDO	FTE	3.834	RESURFACING	2025-2029	$781,929			2025-2029	$9,289,955		$10,071,884
442764 2	SUNCOAST PARKWAY	CR 486	CR 495	SIS	CITRUS	FTE	5.515	NEW ROAD	<2025-2025	$13,311,754	<2025-2026	$59,199,232	<2025-2028	$279,466,867	$10,535,500	$362,513,353
442764 3	SUNCOAST PARKWAY	CR 495	US 19	SIS	CITRUS	FTE	4.496	NEW ROAD	<2025-2025	$12,918,908	<2025-2026	$35,026,954	<2025-2027	$254,284,658	$25,780,000	$328,010,520
447701 1	SUNCOAST PARKWAY	MP 37.3	MP 44.5	SIS	HERNANDO	FTE	7.212	RESURFACING	<2025-2025	$1,559,250			2026	$19,238,419		$20,797,669
447701 2	SUNCOAST PARKWAY	MP 37.3	MP 44.5	SIS	HERNANDO	FTE	7.212	SAFETY IMPROVEMENT	<2025	$55,652			<2025-2026	$2,493,499	$265,777	$2,814,928

FPID	On Street	SIS	County	TYPE	Other Costs	TOTAL TIP COST
402628 1	CITRUS 5311 FIXED RTE CAP		CITRUS	TRANSIT	$11,718,628	$11,718,628
402628 2	CITRUS 5311 CAP AND OPS		CITRUS	TRANSIT	$6,319,816	$6,319,816
402628 4	CITRUS 5307 CAP AND OPS		CITRUS	TRANSIT	$23,490,330	$23,490,330
438845 1	CITRUS TRANSIT STBG		CITRUS	TRANSIT	$8,434,800	$8,434,800
401982 1	HERNANDO SECTION 5311 CAP AND OPS		HERNANDO	TRANSIT	$8,345,343	$8,345,343
401982 2	HERNANDO 5311 OPS		HERNANDO	TRANSIT	$1,360,616	$1,360,616
408104 1	HERNANDO STBG OPS		HERNANDO	TRANSIT	$18,398,930	$18,398,930
408715 1	HERNANDO 5307 CAP AND OPS		HERNANDO	TRANSIT	$21,598,621	$21,598,621

HERNANDO/CITRUS MPO FY 2024/25-2028/29 TIP
AVIATION PROJECTS

FPID	On Street	SIS	County	TYPE	Other Costs	TOTAL TIP COST
440559 1	INVERNESS AIRPORT TAXILANES		CITRUS	AVIATION	$1,061,000	$1,061,000
450280 1	INVERNESS AIRPORT REHAB SECURITY		CITRUS	AVIATION	$512,000	$512,000
452372 1	CRYSTAL RIVER AIRPORT TAXIWAY REHAB		CITRUS	AVIATION	$1,080,000	$1,080,000
452373 1	INVERNESS AIRPORT FUEL TANKS		CITRUS	AVIATION	$450,000	$450,000
452374 1	CRYSTAL RIVER AIRPORT TAXIWAY REHAB		CITRUS	AVIATION	$120,000	$120,000
435240 1	BROOKSVILLE AIRPORT RUNWAY REHAB		HERNANDO	AVIATION	$200,000	$200,000
447532 1	BROOKSVILLE AIRPORT HANGAR AND TAXI LANE		HERNANDO	AVIATION	$3,148,000	$3,148,000

FPID	On Street	SIS	County	TYPE	Other Costs	TOTAL TIP COST
439335 5	PLANNING STUDIES		MPO	PLANNING	$1,403,057	$1,403,057
439335 6	PLANNING STUDIES		MPO	PLANNING	$1,410,266	$1,410,266
439335 7	PLANNING STUDIES		MPO	PLANNING	$705,133	$705,133
259756 1	ROUTINE MAINTENANCE		CITRUS	PLANNING	$4,241,346	$4,241,346
405298 1	ASSET MANAGEMENT		CITRUS	PLANNING	$27,011,881	$27,011,881
400490 1	ROUTINE MAINTENANCE		HERNANDO	PLANNING	$56,155,080	$56,155,080
401185 1	ROUTINE MAINTENANCE		HERNANDO	PLANNING	$224,793	$224,793
453974 1	BROOKSVILLE OPS		HERNANDO	PLANNING	$30,000	$30,000
453976 1	BROOKSVILLE OPS CAMERAS		HERNANDO	PLANNING	$20,000	$20,000
451758 1	CRYSTAL RIVER NWR BYPASS ROAD		CITRUS	MISCELLANEOUS	$845,344	$845,344
452206 2	US 41 AT SR 50 EV CHARGING	SIS	HERNANDO	MISCELLANEOUS	$2,400,000	$2,400,000
452206 3	US 301 AT SR 50 EV CHARGING	SIS	HERNANDO	MISCELLANEOUS	$4,800,000	$4,800,000

Appendix E

FDOT LONG RANGE TRANSPORTATION PLAN (LRTP) REVIEW CHECKLIST

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF POLICY PLANNING

LONG RANGE TRANSPORTATION PLAN (LRTP)
REVIEW CHECKLIST

MPO:	***Hernando Citrus County***	*LRTP Submittal Date:*	***Oct. 2, 2024***

Review #:	*Date of Review:*	*Reviewed By:*

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

Section A – Federal Requirements

23 CFR Part 450 – Planning Assistance and Standards

A-1 (23 CFR 450.324(a))

- Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption?
  - Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 1-2, 4-2—4-50, throughout

The plan covers a 20-year horizon from date of adoption; References to planning to 2050

A-2 (23 CFR 450.324(a))

- Does the LRTP address the planning factors described in 23 CFR 450.306(b)23?
  - Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  - Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 2-5—2-8

The plan shows the relationship between the federal planning factors and the LRTP objectives

- Risk and Resiliency: Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?

Yes | If yes, page number: p. 4-55—4-61

Click here to enter comments

- Travel and Tourism: Does the LRTP enhance travel and tourism?
  - Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 2-4, 2-22, 4-42

Click here to enter comments

A-3 (23 CFR 450.324(b))

- Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand?
    - Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 4-7—4-29, 4-34—4-50xx
Click here to enter comments

A-4 (23 CFR 450.324(c))

- Was the requirement to update the LRTP at least every five years met?
    - Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. i
Prior LRTP adopted December 4, 2019; 2050 to be adopted October 3, 2024

A-5 (23 CFR 450.324(d))

- Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)?
    - See 2012 FHWA LRTP Expectations Letter for guidance.

Not Applicable | If yes, page number: i
Area is not a non-attainment area

A-6 (23 CFR 450.324(e))

- Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?
    - Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 3-2—3-29
Click here to enter comments

A-7 (23 CFR 450.324(f)(1))

- Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?
    - Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    - Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 3-28, 4-12—4-43, 6-14—6-18
Click here to enter comments

A-8 (23 CFR 450.324(f)(2))

- Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?

  Yes | If yes, page number: p. 4-2—4-50

  Click here to enter comments

A-9 (23 CFR 450.324(f)(3))

- Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d)?
  - Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 2-12—2-28, 6-2—6-13

  Click here to enter comments

A-10 (23 CFR 450.324(f)(4)(i))

- Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?
  - Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 2-12—2-28

  Click here to enter comments

A-11 (23 CFR 450.306(d)(4))

- Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 USC Chapter 53 by providers of public transportation, required as part of a performance-based program including:
    - (i) The State asset management plan for the NHS, as defined in 23 USC 119(e) and the Transit Asset Management Plan, as discussed in 49 USC 5326;
    - (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 USC 148;
    - (iii) The Public Transportation Agency Safety Plan, as specified in 49 USC 5329(d)49;
    - (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
    - (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 USC 149(l), as applicable;
    - (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
    - (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and
    - (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

  Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 2-12—2-28, 6-2—6-13

  Click here to enter comments

A-12 (23 CFR 450.324(f)(5))

- Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?
    - Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 4-30—4-33

  Click here to enter comments

A-13 (23 CFR 450.324(f)(6))

- Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide?
    - Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 4-30—4-33

  Hernando/Citrus MPO area does not have non-attainment status.

A-14 (23 CFR 450.324(f)(7))

- Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?

  Yes | If yes, page number: p. 4-30—4-61

  Click here to enter comments

A-15 (23 CFR 450.324(f)(8))

- Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 USC 101(a), and associated transit improvements, as described in 49 USC 5302(a)49?

  Yes | If yes, page number: p. 4-34—4-39

  Click here to enter comments

A-16 (23 CFR 450.324(f)(9))

- Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates?
  - Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: Appendix A, Appendix B

  Click here to enter comments

A-17 (23 CFR 450.324(f)(10))

- Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP?
  - Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 6-23—6-27

  Click here to enter comments

A-18 (23 CFR 450.324(f)(11))

- Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented?
  - Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 4-5, Appendix A, Appendix B

  Click here to enter comments

A-19 (23 CFR 450.324(f)(11)(i))

- Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?
  Yes | If yes, page number: p. 4-5—4-6, 4-35—4-36, 4-50, Appendix A, Appendix B
  Click here to enter comments

A-20 (23 CFR 450.324(f)(11)(ii))

- Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under 23 CFR 450.314(a)?
  - Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 4-34—4-39, Appendix C
  Click here to enter comments

A-21 (23 CFR 450.324(f)(11)(iii))

- Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?
  Yes | If yes, page number: p. 2-8, 6-13, 7-2
  Click here to enter comments

A-22 (23 CFR 450.324(f)(11)(iv))

- Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?
  Yes | If yes, page number: p. 4-5—4-6, 4-35—4-36, 4-50, Appendix A, Appendix B
  Click here to enter comments

A-23 (23 CFR 450.324(f)(11)(vi))

- Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?
  Not Applicable | If yes, page number: xx
  Hernando/Citrus MPO area does not have non-attainment status

A-24 (23 CFR 450.324(f)(12))

- Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)?
  Yes | If yes, page number: p. 4-42—4-50, Appendix A, Appendix B
  Click here to enter comments

A-25 (23 CFR 450.324(h))

- Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?
    - Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 4-51—4-57
Click here to enter comments

A-26 (23 CFR 450.324(g)(1))

- Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?

Yes | If yes, page number: p. 3-28—3-29, 6-16—6-18
Click here to enter comments

A-27 (23 CFR 450.324(j))

- Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under 23 CFR 450.316(a)?

Yes | If yes, page number: p. 5-2—5-9
Click here to enter comments

A-28 (23 CFR 450.324(k), 23 CFR 450.316(a)(1)(iv))

- Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?
    - Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    - Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. i, 5-9
Also available on the MPO website https://www.hernandocounty.us/departments/departments-f-m/metropolitan-planning-organization

A-29 (23 CFR 450.316(a)(1)(j))

- Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 5-2—5-9

  Also available on the MPO website https://www.hernandocounty.us/departments/departments-f-m/metropolitan-planning-organization

A-30 (23 CFR 450.316(a)(1)(vii))

- In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households?
  - Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  - Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 5-5—5-9, 6-8—6-9, 6-11

  Click here to enter comments

A-31 (23 CFR 450.316(a)(1)(vi), 23 CFR 450.316(a)(2))

- Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP?
  - Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. 5-2—5-8, 6-19—6-22

  Click here to enter comments

A-32 (23 CFR 450.316(a)(1)(viii))

- Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?
  - Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: p. i, 5-9

  Click here to enter comments

A-33 (23 CFR 450.316(b))

- Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP?
  - Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

Yes | If yes, page number: p. 2-11, 3-29, 6-23—6-24
Click here to enter comments

A-34 (23 CFR 450.316(c))

- If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?
  Not Applicable | If yes, page number: xx
  No Indian Tribal Lands in MPO Planning Area

A-35 (23 CFR 450.316(d))

- If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?
  Yes | If yes, page number: p. 6-23
  Click here to enter comments

A-36 (23 CFR 450.316(e))

- In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operat Ior(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?
  Not Applicable | If yes, page number: p. 3-29, 6-23
  No urbanized areas served by multiple MPOs; Regional coordination did occur regarding needs and Environmental Mitigation

A-37

- Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?
  Yes | If yes, page number: p. 3-2—3-29xx
  Click here to enter comments

Section B – State Requirements

Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1 (s.339.175(1), (5), and (7), FS)

- Are the prevailing principles in s. 334.046(1), FS – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?
  Yes | If yes, page number: p. 2-4, 2-21, 6-6
  Click here to enter comments

B-2 (s.339.175(1) and (7)(a), FS)

- Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?
  Yes | If yes, page number: p. 4-3, 4-4, 4-55, 4-58—4-59, 6-6
  Click here to enter comments

B-3 (s.339.175(5) and (7), FS)

- Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?
  Yes | If yes, page number: p. 2-11, 3-17—3-29
  Click here to enter comments

B-4 (s.339.175(1) and (7) FS)

- Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?
  Yes | If yes, page number: p. 2-4, 2-8, 4-50, 6-5, 6-23—6-25
  Click here to enter comments

B-5 (s.339.175(7)(a), FS)

- Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?
  Yes | If yes, page number: p. 2-9—2-10
  Click here to enter comments

B-6 (s.339.175(7)(c), FS)

- Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?
  Yes | If yes, page number: p. 2-6, 2-17—2-20, 4-30—4-50
  Click here to enter comments

B-7 (s.339.175(7)(d), FS)

- Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?
  Yes | If yes, page number: p. 4-40—4-50, 6-23—6-27
  Click here to enter comments

B-8 (s.339.175(13) FS)

- Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?
  Yes | If yes, page number: p. i, 5-9
  Click here to enter comments

Section C – Proactive Recommendations

C-1 (23 CFR 450.306(b)(9))

- Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?
  Yes | If yes, page number: p. 4-58—4-61
  Click here to enter comments

C-2

- Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?
  Yes | If yes, page number: p. 2-6, 2-17—2-20, 4-30—4-50
  Click here to enter comments

C-3

- Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?
  Yes | If yes, page number: p. 3-28, 4-16—4-50
  Click here to enter comments

C-4

- Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?
  Yes | If yes, page number: p. 3-2—3-27
  Click here to enter comments