

LONG RANGE FINANCIAL PLAN FUNDING SUMMARY

Based upon the MPO's recommendation at its October 2004 meeting, increased transportation impact fees and a local option sales tax would be the preferred method of generating additional local revenue. A fraction of a cent of local option sales tax would generate sufficient revenues for capacity expansion of the major roadway network. MPO and FDOT staff recognizes that additional refinements of costs and revenues may occur over the next several months. In particular, Congress continues to deliberate passage of the reauthorization of the Federal transportation act. Additionally, FDOT has proposed a significant change to its highway investment policy, shifting funding over time to the Strategic Intermodal System.

Based upon an extensive analysis of the benefits provided in the draft Cost Affordable Plan, the MPO provided policy direction to proceed with the funding shown in Table 6, 2025 Long Range Transportation Plan Cost Affordable Plan Overall Summary (2010 - 2025) All Modes, reflecting approval of a 0.25 cent Local Option Sales tax to be implemented from 2006-2025, along with Transportation Impact Fees which have been increased to balance Plan cost with sufficient revenue.

**Table 6_
2025 Long Range Transportation Plan Cost Affordable Plan Overall Summary
(2010 - 2025) All Modes**

CAPITAL			
Mode of Travel	Revenue (X1000)	Costs (X1000)	Difference (X1000)
Roads (State and County)	\$391,277	\$394,013	(\$2,735)
Public Transportation	\$9,044	\$9,044	\$0
Bike / Pedestrian	\$6,727	\$6,727	\$0
Total	\$407,048	\$409,783	(\$2,735)
OPERATING AND MAINTENANCE			
Mode of Travel	Revenue (X1000)	Costs (X1000)	Difference (X1000)
Roads, Bike / Pedestrian (County Only)	\$187,223	\$187,223	\$0
Public Transportation	\$69,580	\$69,580	\$0
Total	\$256,804	\$256,804	\$0

Hernando County MPO

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