



**Meeting of the
TECHNICAL ADVISORY COMMITTEE (TAC)
OF THE HERNANDO/CITRUS METROPOLITAN
PLANNING ORGANIZATION (MPO)**

REGULAR MEETING

Thursday, August 29, 2024, at 9:00 a.m.

MEETING LOCATION: Lecanto Government Building, 3600 W Sovereign Path, Room 166, Lecanto, Florida

AGENDA

A. CALL TO ORDER

1. Moment of Silence
2. Pledge of Allegiance
3. Introductions of Committee Members and MPO Staff
4. Declaration of Quorum
5. Public Notice Affirmation

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

C. REVIEW/APPROVAL OF THE TECHNICAL ADVISORY COMMITTEE (TAC) MINUTES – JULY 25, 2024

D. PRESENTATION

Presentation of Survey Results by the Center for Urban Transportation Research (CUTR) on the Hernando County FY2025-FY2034 Transit Development Plan (TDP)

E. ACTION ITEMS

1. Review and Recommendation of Resolution 2024-7 to Request an I-75 Truck Route Study in Citrus County, Florida
2. Review of the Draft 2050 Long-Range Transportation Plan (LRTP) Adoption Package

F. CITIZEN COMMENTS

G. COMMITTEE MEMBER COMMENTS

H. MPO STAFF UPDATES

I. ADJOURNMENT AND NEXT MEETING - The next joint meeting of the Technical Advisory Committee (TAC) is scheduled for Thursday, September 26, 2024, beginning at 9:00 a.m., in the Hernando County Building Training Facility, 1661 Blaise Drive, Brooksville, Florida. The meeting agenda and back-up material are available online at <http://www.hernandocitrusmpo.us>.

AGENDA ITEM C

REVIEW/APPROVAL OF THE TECHNICAL ADVISORY COMMITTEE (TAC) MINUTES – JULY 25, 2024

Attached for the review and approval are the July 25, 2024, meeting Minutes of the Technical Advisory Committee (TAC).

Staff Recommendation: It is recommended the TAC review and approve the July 25, 2024, Minutes.

Attachment: 7-25-24 TAC Minutes



TECHNICAL ADVISORY COMMITTEE (TAC) OF THE HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO)

Thursday, July 25, 2024

MINUTES

The Technical Advisory Committee (TAC) held a regular meeting on Thursday, July 25, 2024, at the Hernando County Building Training Facility, 1661 Blaise Drive, Brooksville, Florida. The meeting was noticed on the Hernando County, Citrus County, and Hernando/Citrus MPO websites.

TAC MEMBERS PRESENT

Scott Herring, Chair, Hernando County Department of Public Works
Walt Eastmond, Vice Chair, County Engineer, Citrus County Public Works Department
Eric Landon, Citrus County Planning Department
Omar DePablo, Hernando County Planning Department
Darlene Lollie, Hernando County Transit
Chuck Dixon, Citrus County School District
Joanne Granger, Citrus County Transit
David Peters, City of Brooksville
Chris Shoemaker, City of Inverness
Valerie Pianta, Non-Voting Member, Hernando County Airport
Todd Regan, Non-Voting Member, Citrus County Aviation Section
Suzanne Ziegler, Non-Voting Advisor, Florida Department of Transportation, District 7

TAC MEMBERS ABSENT

Jenette Collins, Growth Management Director, City of Crystal River
James Lipsey, Hernando County School District

OTHERS PRESENT

Bob Esposito, MPO Executive Director
Mary Elwin, MPO Coordinator
Joy Turner, MPO Administrative Assistant III
Marc Ispass, Deputy Project Manager, MPO General Planning Consultant, Kimley-Horn & Associates

MEETING CALLED TO ORDER

- Chair Herring called the meeting to order at 9:00 a.m. and led the Moment of Silence.
- The Pledge of Allegiance and the introductions of the Committee members and staff followed the Moment of Silence.

APPROVAL/MODIFICATION OF AGENDA

Motion: A motion was made by Vice Chair Eastmond to approve the agenda. The motion was seconded by Ms. Granger and the motion passed 9-0.

REVIEW AND APPROVAL OF THE TECHNICAL ADVISORY COMMITTEE (TAC) MINUTES – May 23, 2024

Motion: A motion was made by Vice Chair Eastmond to approve the Minutes of the May 23, 2024, meeting. The motion was seconded by Mr. Dixon and the motion passed 9-0.

[It was noted for the record that a quorum was declared, and Ms. Elwin noted for the record that the public notice for the meeting was posted in accordance with the adopted Public Participation Plan.]

PRESENTATION

Presentation by the MPO's General Planning Consultant, Kimley-Horn & Associates, of the Needs Assessment for the 2050 Long-Range Transportation Plan (LRTP) and Review of the 2050 LRTP Draft Cost Feasible Plan

Mr. Esposito introduced Marc Ispass, Deputy Project Manager, MPO General Planning Consultant with Kimley-Horn & Associates. Mr. Ispass made a presentation on the Needs Assessment for the 2050 Long-Range Transportation Plan (LRTP) and provided priority ranking sheets to the committee members for projects in Hernando County and Citrus County. Mr. Ispass invited the committee members to rank their top three projects and return the sheets to him. Comments from the TAC included:

- Vice Chair Eastmond asked if projects have received funding, should the project be ranked? Chair Herring confirmed that until projects were funded through construction, the project should remain on the list and be ranked.
- Vice Chair Eastmond mentioned that in Citrus County, US 19 (SR 55)/US98 from Cardinal Street to W Green Acres Street is complete (four lanes). Mr. Ispass confirmed the priority ranking sheet listed the project activity as widening from two to four lanes versus widening from four to six lanes as reflected on the List of Priority Projects (LOPP).
- Chair Herring relayed that the Hernando County priority ranking sheet should reflect widening US 41 (SR 45) from Spring Hill Drive to Powell Road from four to six lanes versus two to four.
- Mr. Esposito emphasized that county roads are not the state's responsibility; however, the state is more likely to partner with counties that can partially fund projects. Mr. Landon asked if there are guidelines on how much funding counties should provide when seeking assistance from the Florida Department of Transportation (FDOT). Mr. Esposito relayed that counties should plan for fifty percent but projects with no county funds would be difficult to prioritize.
- Chair Herring shared that the Hernando County Board of County Commission will hold the second public hearing to increase impact fees on Tuesday, July 30, 2024.
- Mr. Landon asked the committee members if information was available outlining the differences between mobility fees, concurrency fees, and impact fees that he could share with the Citrus County Board of County Commissions. Ms. Elwin relayed that typical mobility fees are a one-time fee that developers pay to the local municipality to help cover the costs of infrastructure and public services related to growth. The mobility fee is intended to mitigate the impact of new development on a city's transportation system. Impact fees are assessed when permits are issued. Mr. Herring mentioned that the June 13, 2023, Hernando County Board of County Commission agenda packet contained a memo from the Hernando County Attorney outlining the differences between mobility fees versus impact fees (agenda item #12171). Mr. Landon was also encouraged to contact the Center for Urban Transportation Research (CUTR).
- Mr. Herring requested the interchange at Centralia and the Sun Coast Parkway be added to the list and included as a priority project in the 2050 Long-Range Transportation Plan (LRTP). Mr. Herring also emphasized the Hernando County FY2025-FY2034 Transit Development Plan (TDP) should be incorporated into the 2050 LRTP.

ACTION ITEM

Review and Recommendation on the 2025 Meeting Schedule

Mr. Esposito reviewed the schedule noting that Ms. Turner had suggested that the rotation of meetings be reflected as to how they are likely to occur given a review of the past two years of meetings. The proposed schedule was more equitable to all the members for traveling purposes between the counties.

Motion: A motion was made by Vice Chair Eastmond to recommend the MPO Board approve the 2025 Meeting Schedule. The motion was seconded by Ms. Granger and the motion passed 9-0.

CITIZEN COMMENTS

There were no citizen comments.

COMMITTEE MEMBER COMMENTS

Ms. Granger indicated the Citrus County Transit Development Plan (TDP) would be adopted in March 2026 and inquired if updates to the TDP would be included in the 2050 or 2055 Long-Range Transportation Plan (LRTP). Mr. Ispass indicated appendices to the 2050 LRTP could be added within 90

days of adoption without triggering an amendment. Ms. Elwin stated that if the TDP changes are substantial, the 2050 LRTP would be amended.

MPO STAFF UPDATES

Mr. Esposito shared the following updates:

- 2050 Long-Range Transportation Plan (LRTP) Public Workshops on August 5, 2024, at 2:00 p.m. in Brooksville and at 5:00 p.m. in Inverness. The workshops can be attended in person or virtually.

ADJOURNMENT AND NEXT MEETING

The next regular meeting of the Technical Advisory Committee (TAC) is tentatively scheduled for Thursday, August 29, 2024, beginning at 9:00 a.m., in the Lecanto Government Building, 3600 W Sovereign Path, Room 166, Lecanto, Florida.

Motion: A motion was made by Vice Chair Eastmond to adjourn the meeting.

Chair Herring adjourned the meeting at 9:36 a.m.

DRAFT

AGENDA ITEM D

PRESENTATION OF SURVEY RESULTS BY THE CENTER FOR URBAN TRANSPORTATION RESEARCH (CUTR) ON THE HERNANDO COUNTY FY2025-FY2034 TRANSIT DEVELOPMENT PLAN (TDP)

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

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

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

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

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

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

Staff Recommendation: It is recommended the TAC review the presentation and provide comments or input to the MPO Board as desired.

Attachment: Draft Hernando County FY 2025-FY 2034 Transit Development Plan (TDP) presentation



Hernando County FY 2025-34 Transit Development Plan (TDP)

Hernando/Citrus MPO TAC & CAC Meetings

August 29, 2024



ROUTES TO THE FUTURE | HOP ON

Hernando County FY 2025-2035 TDP Project Update Agenda

1. Results of TheBus On-Board Surveys
2. Results of the Phase 1 Public Meetings, Stakeholder Interviews, & Online/Social Media survey of Hernando County Residents
3. Summary of top public transportation needs in Hernando County
4. Next Steps



What is a Transit Development Plan (TDP)?

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



Required Components of a Major TDP

1. Public Involvement Process
2. Relationship Review to Other Plans
3. Metropolitan Transportation Planning Process Coordination Program
4. Demand Estimation
5. Land Use and Corridor Development Assessment
6. Ten-Year Operating & Capital Program

Revised TDP Rule Effective July 9, 2024

As of July 9, 2024, the revised [Rule 14-73.001 F.A.C. pertaining to Transit Development Plans \(TDPs\)](#) for public transit agencies is now in effect. This update impacts the submission timelines and requirements for TDP Major Updates and Annual Progress Reports.



Key Changes:

- **Streamlined TDP Process:** Simplified procedures to make the preparation and submission of TDPs more efficient.
- **Increased Coordination with Metropolitan Planning Organizations (MPOs):** Enhanced collaboration to ensure comprehensive regional transit planning.
- **Focused Prioritized Projects:** Emphasis on identifying and prioritizing key projects that align with strategic goals and funding opportunities
- **New Submission Deadline for TDP Major Updates and Annual Updates:** March 1st (previously September 1st)



Recent Public Outreach Activities

1. Phase 1 Public Outreach:

- On-Board Surveys – **COMPLETED (APRIL-MAY 2024)**
- Online/Social Media Survey – **COMPLETED (JUNE-JULY 2024)**
- Stakeholder/Community interviews – **COMPLETED (JUNE-AUG. 2024)**
- Presentations: Board of County Commissioners, MPO Board/TAC/CAC/TDLCB, Hernando County Chamber of Commerce Advocacy Committee – **COMPLETED (MAY-AUG. 2024)**

2. Community Stakeholders Interviewed:

- Hernando County Chamber of Commerce
- Pasco-Hernando Workforce Development Board
- United Way of Hernando County
- You Thrive Florida (formerly Mid-Florida Community Svcs.)
- Hernando/Citrus MPO
- GOPASCO (neighboring transit agency)
- Citrus County Connection (neighboring transit agency)
- Hernando County Health & Human Service Dept.
- Adventure Coast Visitors Bureau
- Florida Dept. of Transportation - District Seven
- Jericho Road Ministries
- City of Brooksville



Onboard Survey Effort: April-May 2024

1. Bus riders were surveyed in the months of April-May of 2024.
2. All four TheBus routes were surveyed on Weekdays & Saturdays.
3. The survey team collected 120 passenger surveys (25 total were collected in 2019).
4. Riders were asked to fill out the survey while they rode the bus.
5. Surveys were available in English (95% of total returns) and Spanish (5% of total returns).



HERNANDO COUNTY TRANSIT (TheBus) SURVEY v1

DEAR VALUED CUSTOMER: We would like your input to help improve transit service in Hernando County. Your participation marks on the survey. Even if you are unable to complete the entire survey, please return it to a surveyor or leave it in your seat as you exit the bus. If you do not wish to participate, please return the blank form to the surveyor. Thank you for helping TheBus to serve you better!

1. Where did you come FROM before you got on this bus for this trip?

<input type="checkbox"/> 1. Home	<input type="checkbox"/> 4. School/After School Activity
<input type="checkbox"/> 2. Work	<input type="checkbox"/> 5. College/Job Training
<input type="checkbox"/> 3. Doctor/Medical	<input type="checkbox"/> 6. Visiting/Recreation
<input type="checkbox"/> 4. Shopping/Errands	<input type="checkbox"/> 7. Other _____ (please specify)

9. How would you make this trip if TheBus were not available?

<input type="checkbox"/> 1. Drive	<input type="checkbox"/> 5. Taxi/Uber/Lyft Ride
<input type="checkbox"/> 2. Ride from someone	<input type="checkbox"/> 6. Would not make the trip
<input type="checkbox"/> 3. Bicycle/Scooter/E-scooter	<input type="checkbox"/> 7. Other _____ (please specify)
<input type="checkbox"/> 4. Walk/Wheelchair	

10. How long have you been using TheBus services?

<input type="checkbox"/> 1. This is my first day	<input type="checkbox"/> 4. 2 years to 5 years
<input type="checkbox"/> 2. Less than 6 months	<input type="checkbox"/> 5. More than 5 years
<input type="checkbox"/> 3. 6 months to 2 years	<input type="checkbox"/> 6. Other _____ (please specify)

11. Which three TheBus improvements would be most important to you?

<input type="checkbox"/> 1. More frequent service	<input type="checkbox"/> 7. More connecting sidewalks
<input type="checkbox"/> 2. Earlier/later weekday service	<input type="checkbox"/> 8. Need for transfer center
<input type="checkbox"/> 3. Expanded Saturday hours	<input type="checkbox"/> 9. Express service to:
<input type="checkbox"/> 4. Sunday service	<input type="checkbox"/> 10. Other _____ (please specify)
<input type="checkbox"/> 5. Expand service to:	
<input type="checkbox"/> 6. More bus shelters/benches	

12. Do you use a wheelchair or other mobility aid?

<input type="checkbox"/> 1. Yes	<input type="checkbox"/> 2. No
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13. Your gender is...

<input type="checkbox"/> 1. Male	<input type="checkbox"/> 3. Other _____ (please specify)
<input type="checkbox"/> 2. Female	

14. Your age is...

<input type="checkbox"/> 1. 19 or under	<input type="checkbox"/> 5. 50 to 59
<input type="checkbox"/> 2. 20 to 29	<input type="checkbox"/> 6. 60 to 64
<input type="checkbox"/> 3. 30 to 39	<input type="checkbox"/> 7. 65 or older
<input type="checkbox"/> 4. 40 to 49	

15. Your heritage is...(check all that apply)

<input type="checkbox"/> 1. White/Caucasian	<input type="checkbox"/> 5. American Indian/Alaska Native
<input type="checkbox"/> 2. Black/African American	<input type="checkbox"/> 6. Two or more races
<input type="checkbox"/> 3. Hispanic/Latino	<input type="checkbox"/> 7. Other _____ (please specify)
<input type="checkbox"/> 4. Asian/Pacific Islander	

16. What is the range of your total annual household income?

<input type="checkbox"/> 1. Less than \$10,000	<input type="checkbox"/> 5. \$40,000 to \$49,999
<input type="checkbox"/> 2. \$10,000 to \$19,999	<input type="checkbox"/> 6. \$50,000 to \$59,999
<input type="checkbox"/> 3. \$20,000 to \$29,999	<input type="checkbox"/> 7. \$60,000 to \$69,999
<input type="checkbox"/> 4. \$30,000 to \$39,999	<input type="checkbox"/> 8. \$70,000 or over

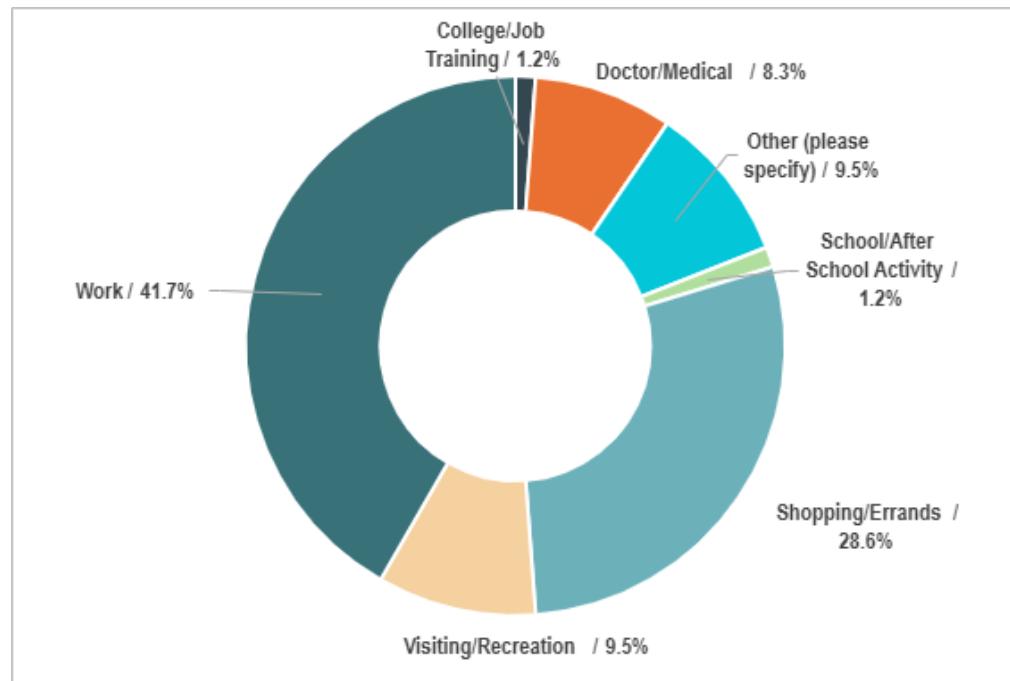
17. Do you have a valid driver's license?

<input type="checkbox"/> 1. Yes	<input type="checkbox"/> 2. No
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SURVEY CONTINUED ON BACK

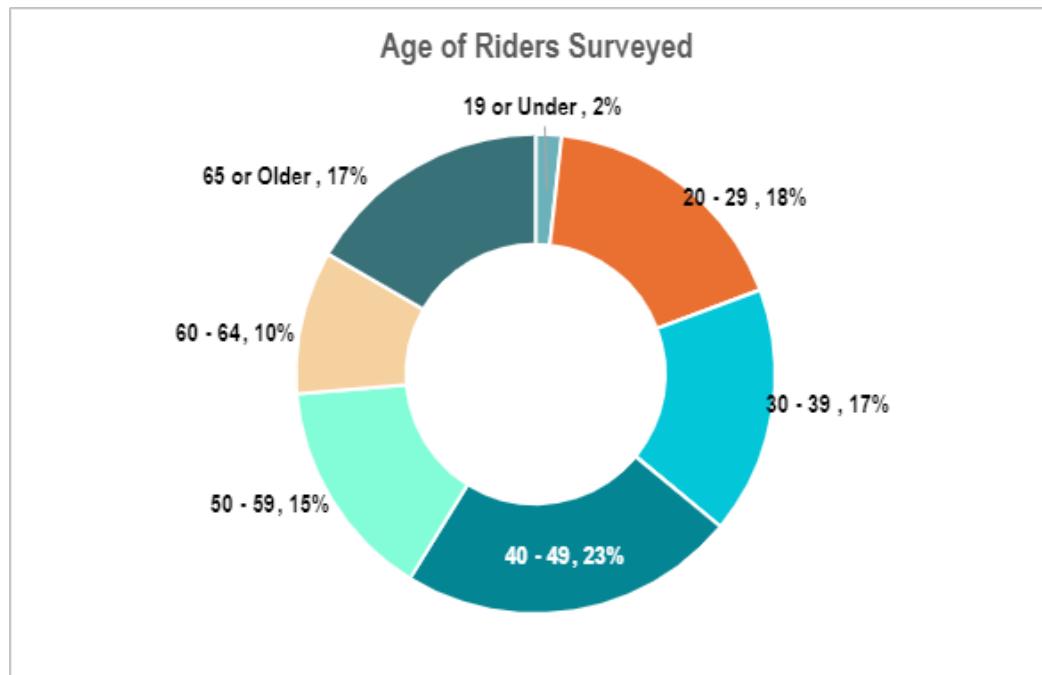
TheBus Riders - Trip Purpose

1. Riders reported the following reason for their trip on TheBus:
 - **Work (41.7%)**
 - **Shopping/Errands (28.6%)**
 - **Visiting/Recreation (9.5%)**
 - **Other (9.5%)**
 - **Doctor/Medical (8.3%)**
 - **College/Job Training (1.2%)**
 - **School/After School Activity (1.2%)**
2. Observation: Higher-than average percentage of work trips observed.



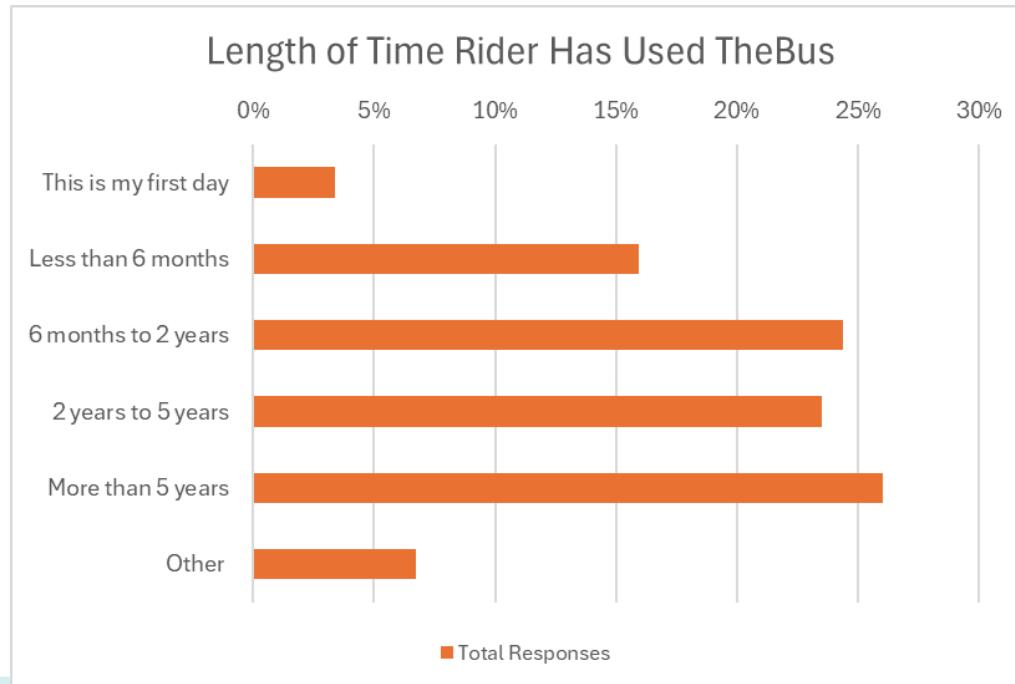
Age of TheBus Riders

1. The age of the riders surveyed indicates that most users are over the age of 19.
2. Observation: TheBus has healthy range/balance of ridership from most age cohorts.



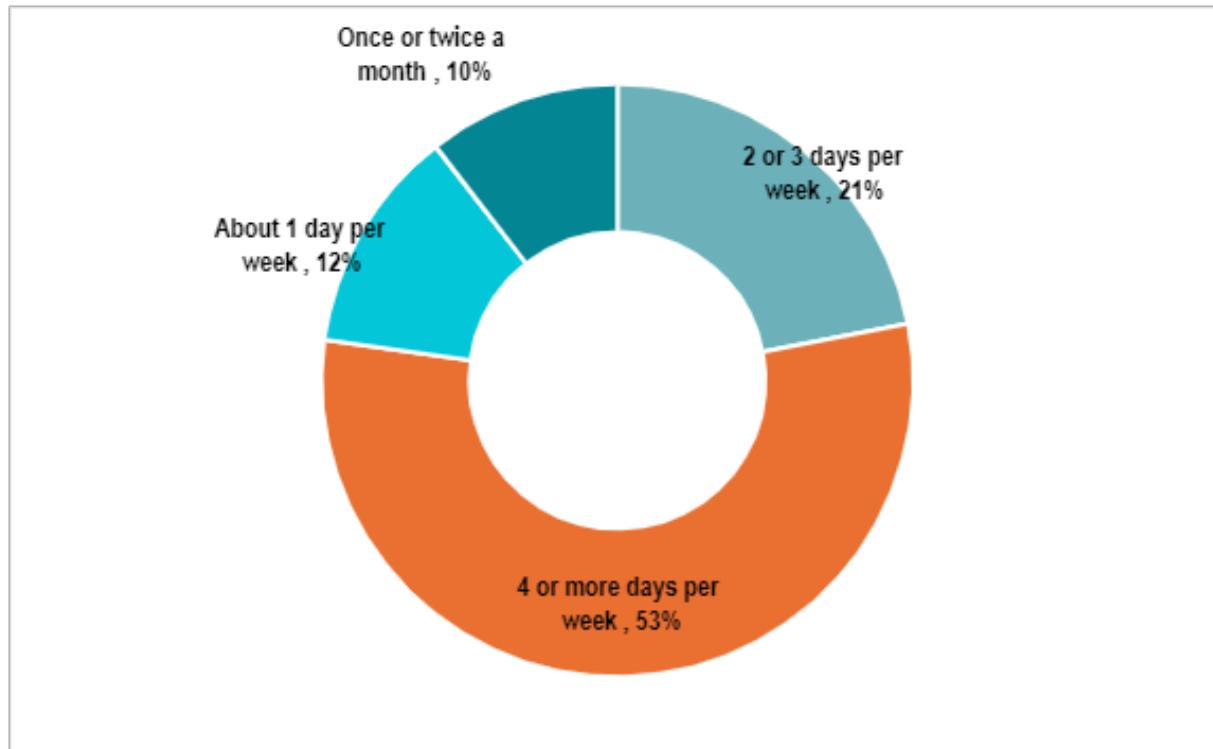
Length of Time Using TheBus

1. 26% of riders surveyed have used the service for more than 5 years.
2. 24% of those surveyed have used the bus at least 2-5 years.
3. Observation: most users seem to have used TheBus system for some time, very few surveyed were new to the system.



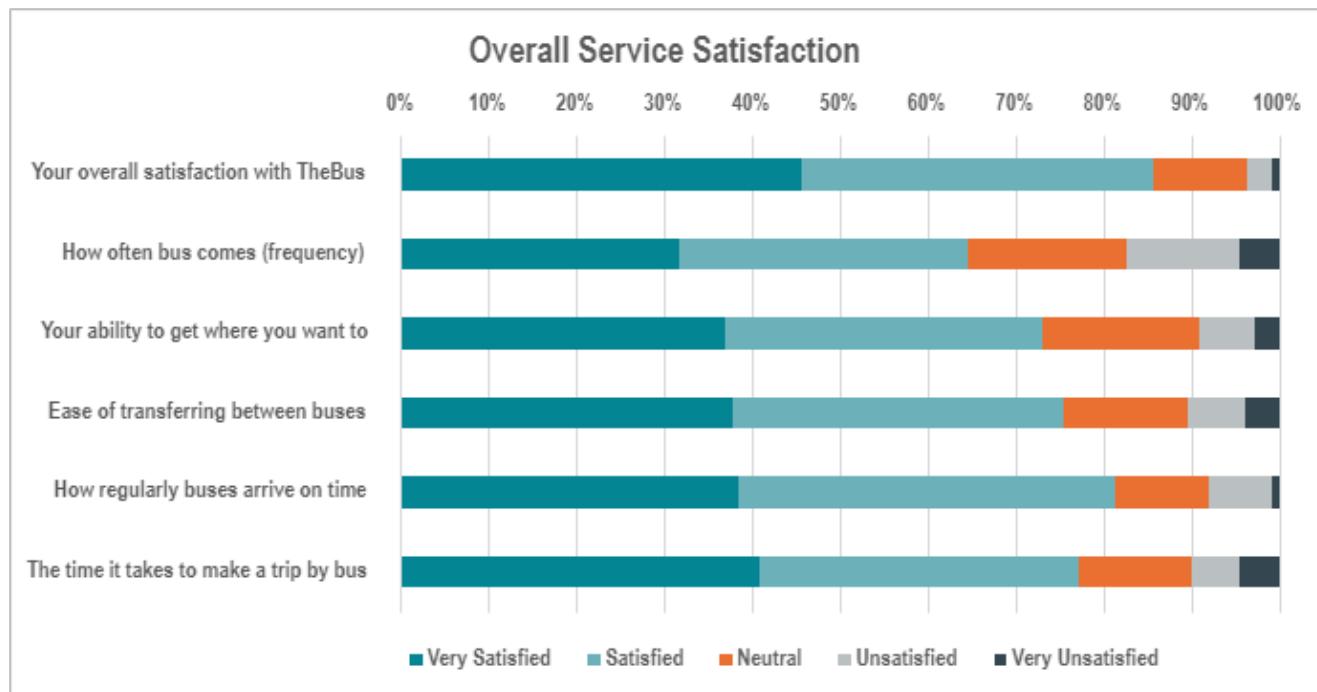
Frequency of Use

1. Over 50% use TheBus 4 or more days per week.
2. An additional 21% use TheBus 2-3 days per week.
3. Observation: typical rider may utilize the system on multiple days of the week.



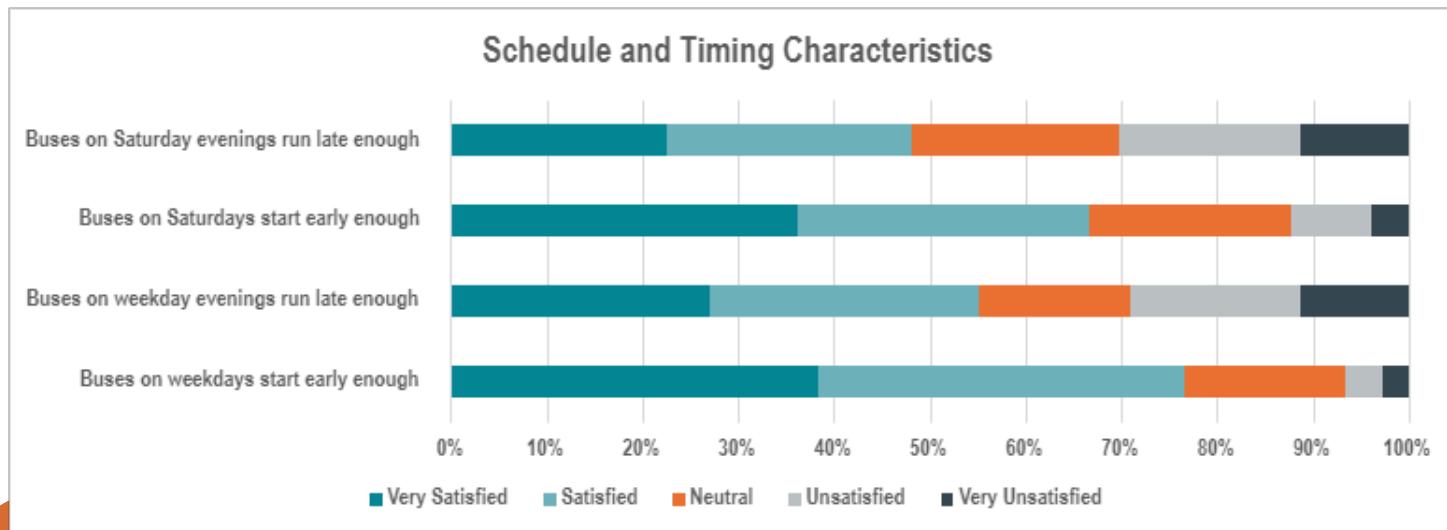
Overall Satisfaction with The Bus

1. Over 80% are Very Satisfied or Satisfied with TheBus service.
2. There is less satisfaction with bus frequencies, where the bus goes to, and ease of transferring to another route.



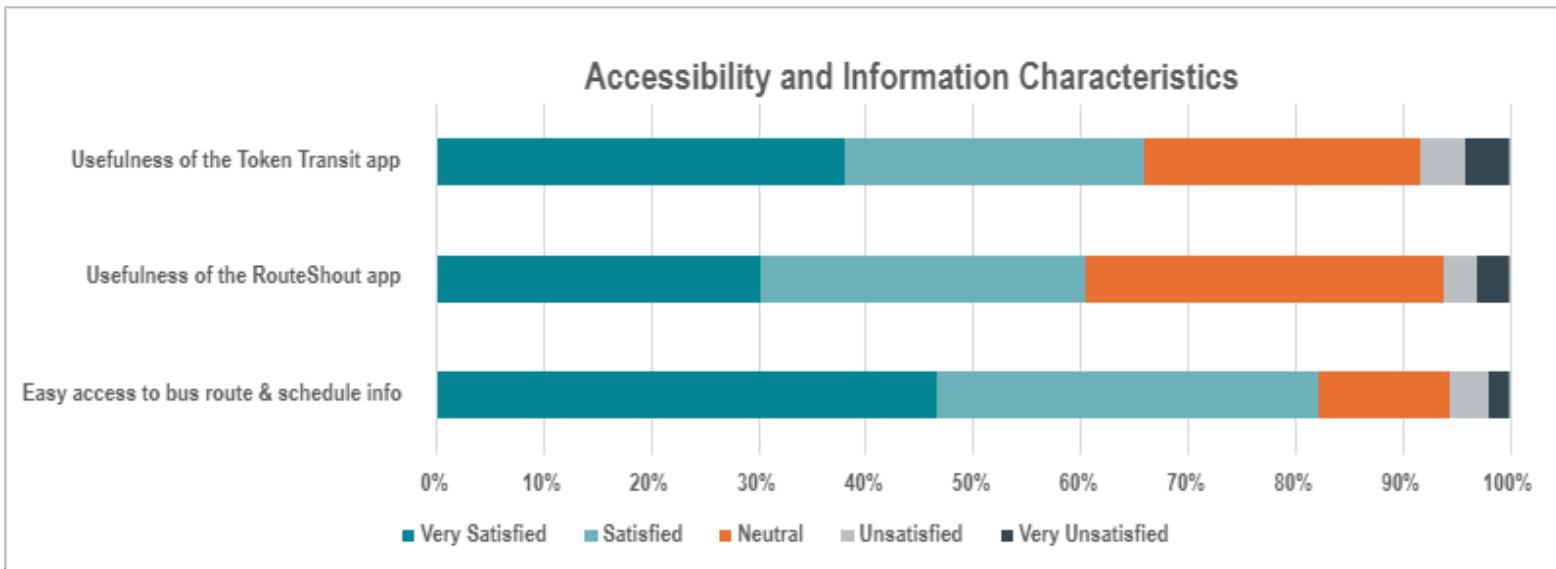
Overall Satisfaction with TheBus Span of Service

1. Service satisfaction varied by day of service:
 - Less satisfaction with how late Weekday service currently runs
 - Less satisfaction with how late Saturday service currently runs.
2. Observation: riders less satisfied with the current evening hours of service on Weekdays and Saturdays, earlier service less of a concern.



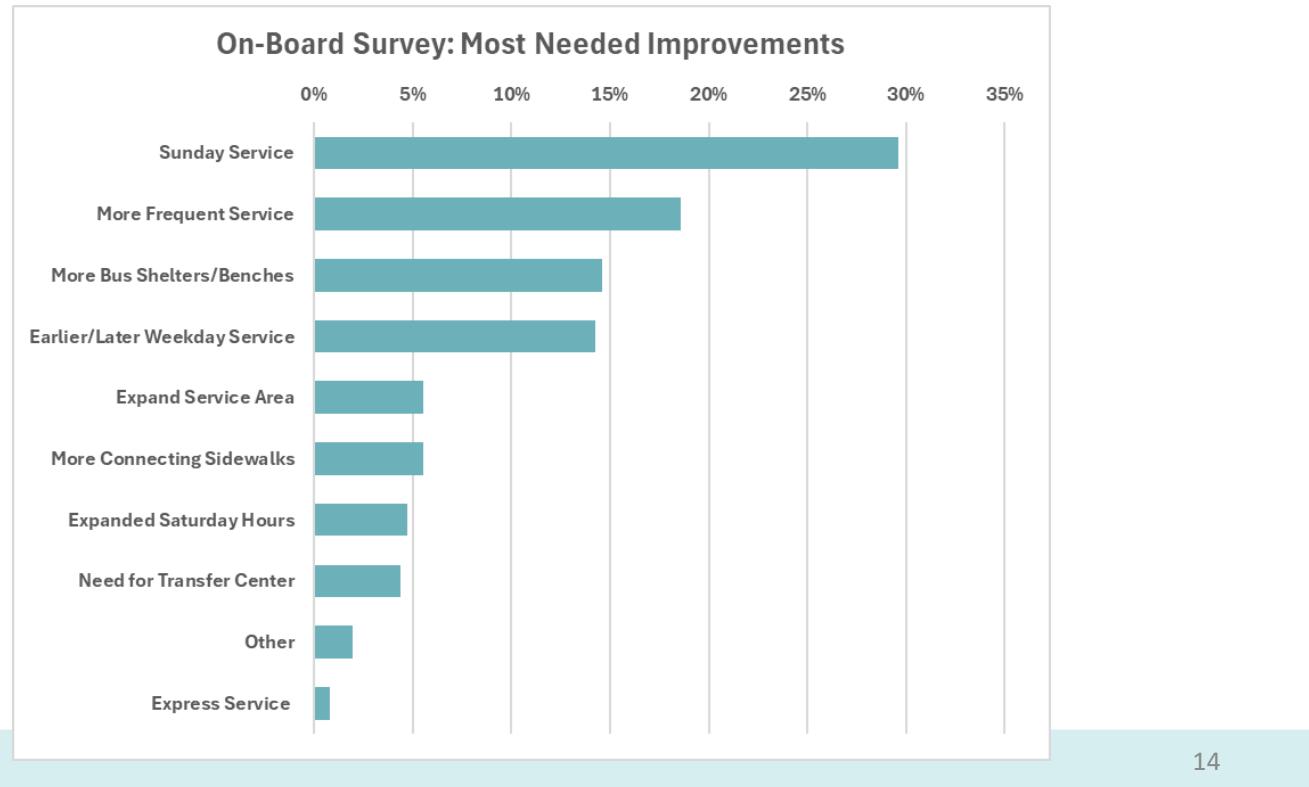
Accessibility and Ease of Use

1. Over 65% of riders find the mobile ticketing app (Token Transit) useful.
2. Over 60% of riders find the real-time bus tracker app (RouteShout) useful.
3. Over 80% of riders are satisfied with the availability of bus route and schedule information.



Top Needs Identified by Riders

1. Highest-ranked needs: addition of Sunday Service, More Frequency, Bus Shelters/Benches, and Earlier/Later Weekday Service.
2. Observation: current users would like to see more service in time periods currently not served and more bus shelters/benches.



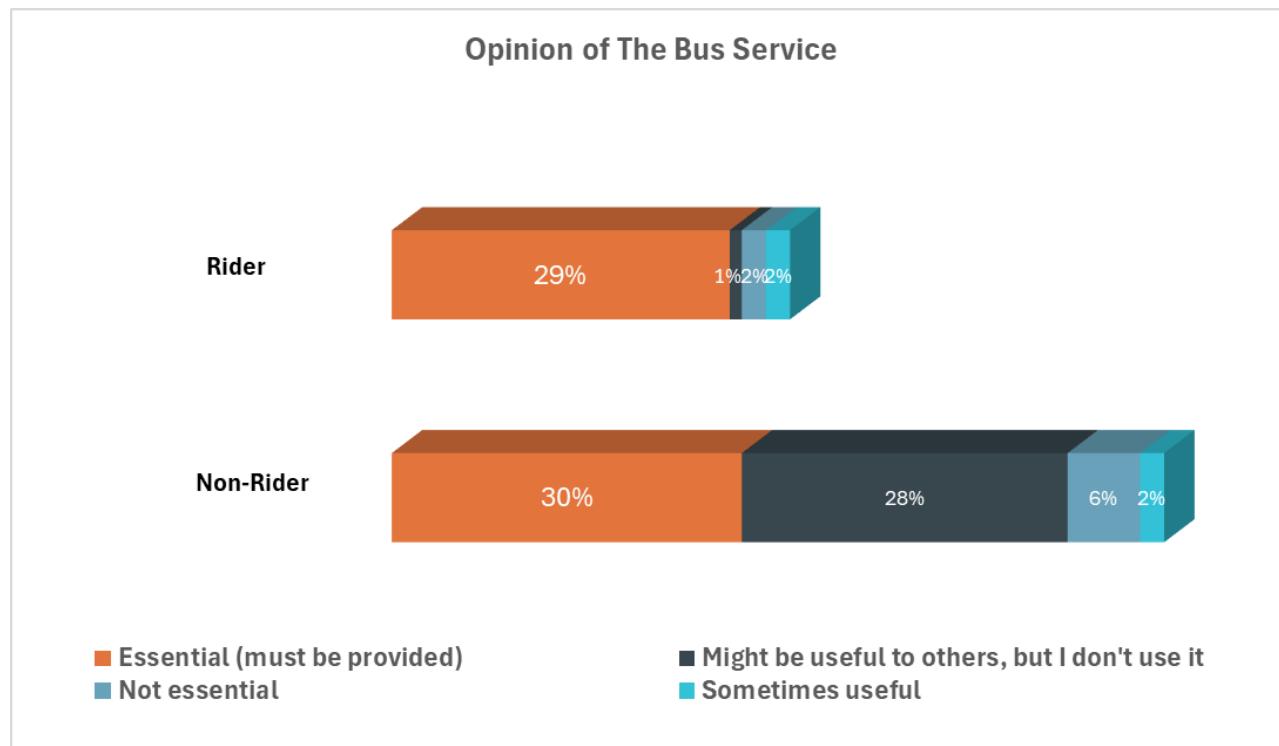
Phase 1 Online/Social Media Survey



1. Phase 1 online surveys were posted online, advertised on Facebook and placed on Hernando County's social media links from June-July of 2024.
2. The online survey effort "reached" over 25,000 accounts, with over 2,300 clicks to the survey page.
3. In total, 190 surveys were completed.
4. A social media/online survey was not conducted in the 2019 TDP effort, so this gives the community a fresh perspective, including from those who do not currently use TheBus services.

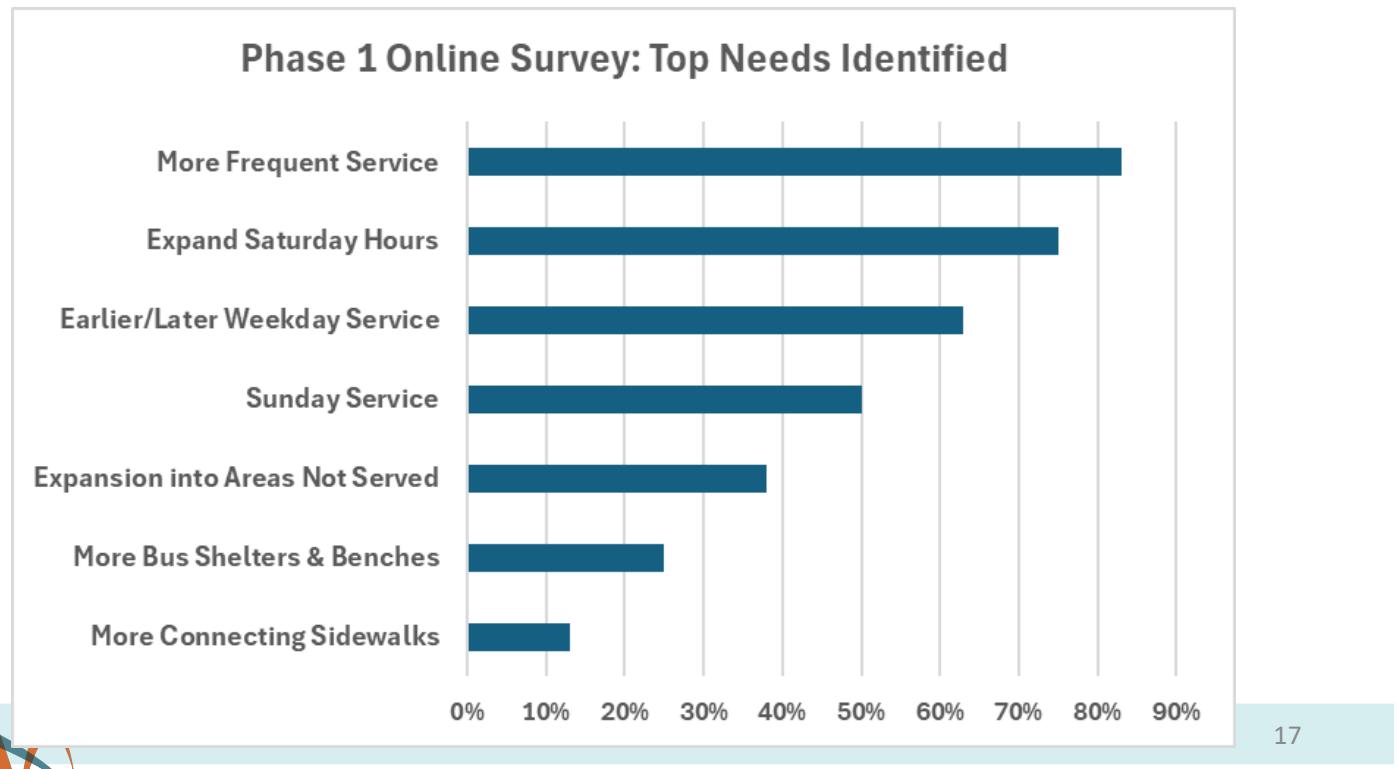
Phase 1 Online/Social Media Survey Highlights

1. Observation: there were favorable opinions regarding TheBus services:
 - **Nearly 60% of Non-Riders responded that the service is Essential or Useful to Others.**



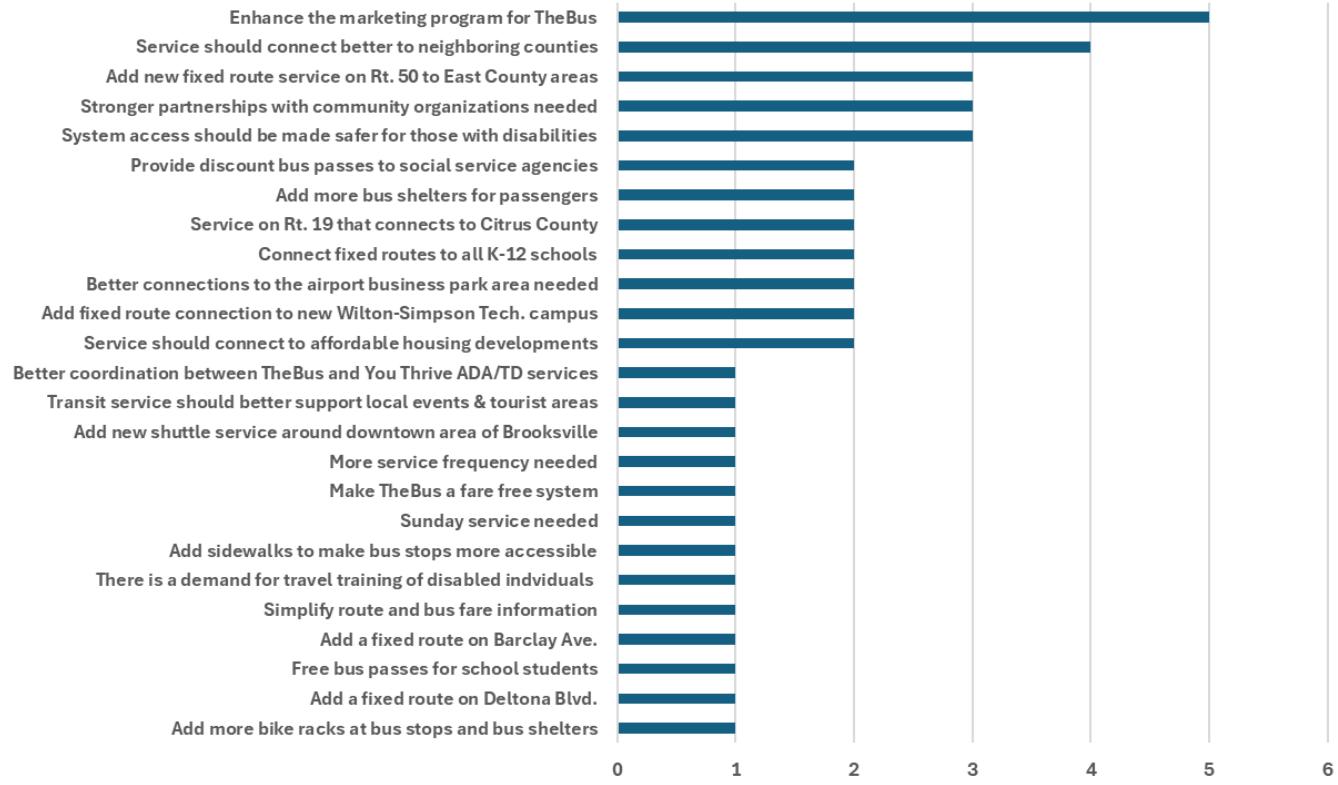
Phase 1 Online/Social Media Survey: Top-Ranked Improvement/Needs Identified by Riders

1. More Frequent Service, Expanded Saturday Svc. Hrs., & Earlier/Later Weekday Svc Hrs. were the top picks.
2. Observation: similar to the on-board survey: more service would be helpful, particularly in times of the day/week that do not have service.



Phase 1 – Comments Received from Public Meetings/Interviews

Phase 1 - Comments Received from Public Meetings/Interviews



Key Takeaways from Recent Surveys, Public Outreach, and Interviews

- **More Service Hours/Frequencies:** Requests for more fixed route service (Weekday/Sat. Evenings, Frequency, & Sunday Svc.) were evident across public outreach types.
- **Accessible/Enhanced Bus Stops:** There is a clear preference for more bus shelters, improved bus stop access and safety, and the addition of connecting sidewalks.
- **Addition of Service to Areas Currently Not Served:** There is interest in transit service being added to those areas of the county that currently do not have a bus route and/or connect to neighboring counties (such as Rt. 50/East County, Rt. 19 to Citrus Co., Barclay/Deltona/Airport Business Park areas/corridors, downtown circulator).
- **Enhancement of Marketing/Community Outreach-Partnerships:** There were many comments that noted that TheBus needs an enhanced and more robust marketing and community partnership program.



Identifying & Prioritizing TheBus System Needs

- 1. Earlier/Later Weekday Service (extend from 4:20 a.m. to 9:10 p.m.)**
- 2. Earlier/Later Saturday Service (extend from 4:20 a.m. to 8:10 p.m.)**
- 3. Addition of Routes in Areas Currently not Served**
 - Rt. 50/East County (connecting to job areas and GOPASCO transit system)
 - Rt. 19 (connecting to Citrus County Connection transit service)
 - Barclay Ave.
 - Deltona Blvd.
 - Airport Business Park area
 - US 41
 - Express Bus Service
- 4. Capital/Facility Improvements (to support existing & expanded service)**
 - New Transfer Facility
 - New Maintenance & Admin. Facility
- 5. More Frequent Service**
- 6. Addition of Sunday Service**
- 7. Safer and More Accessible Bus Stops**
 - More bus shelters
 - More sidewalks and accessibility enhancements
 - Addition of bike racks at busiest stops/transfer points



Next Steps: Phase 2 Public Outreach and Online/Social Media Survey



1. Phase 2 surveys (starting in mid-Sept.) and public outreach will allow the public and stakeholders to weigh in on prioritizing the improvements identified in Phase 1.
2. This prioritization process will provide Hernando County's decision makers with some clarity on what improvements are needed in the short term (1-5 yrs.) and which are longer-term needs (yrs. 6-10).
3. As part of this effort, the CUTR Team will be able to provide decision makers with additional analysis that outline the costs, feasibility, and ridership potential of each service need.

Next Steps

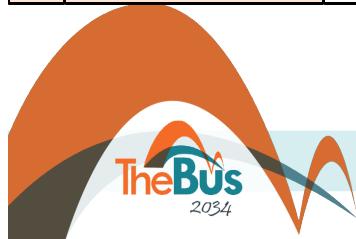
- 1. Phase 2 Public Outreach and Online Survey (August-Sept. 2024):**
 - Rank the public's TheBus improvement priorities from Phase 2 surveys and outreach.
 - Develop final service and project alternatives, including capital and operating costs and implementation schedule.
- 2. Finalize 2025-34 Transit Development Plan (TDP) Components (Oct. 2024):**
 - Goals & Objectives
 - Transit Demand Assessment
 - Needs Development, Evaluation, and Prioritization
 - Final Ten-Year Transit Development Plan (TDP) & Financial Plan
- 3. Present Final 2025-34 TDP for Review and Adoption by the BOCC and Endorsement of the MPO (Oct.-Nov. 2024)**
- 4. Submit Final MPO-Adopted TDP to Florida Department of Transportation (FDOT) for Review and Approval (after BOCC adoption in Nov. 2024)**



Project Schedule

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

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





Hernando County 2025-34 Transit Development Plan Contacts



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Thank You!

ROUTES TO THE FUTURE | HOP ON



AGENDA ITEM E1

REVIEW AND RECOMMENDATION OF RESOLUTION 2024-7 TO REQUEST AN I-75 TRUCK ROUTE STUDY IN CITRUS COUNTY, FLORIDA

Citrus County has presented an issue to the Florida Department of Transportation (FDOT) concerning large heavy trucks utilizing Interstate-75 (I-75). The trucks have been entering and exiting I-75 in Citrus County utilizing County roadways as their means of access to the state roadway system. The large trucks driving through are disruptive to the community (a Historic Overlay District) and the residents are experiencing issues with frequent large tractor-trailer type vehicles coming from and going to I-75 via CR48 (Orange Avenue), a narrow Tree Canopy Protected 2-lane rural roadway in Floral City.

The Florida Department of Transportation (Districts 5 and 7) have discussed and confirmed the concerns of Citrus County (District 7) and those of Sumter County (District 5) and indicated a willingness to assist with a traffic study that would be funded by FDOT. The FDOT is proposing to prepare a traffic study to include possible countermeasures to ameliorate the traffic concerns and has requesting support resolutions by both the Citrus County Board of County Commissioners and the Hernando/Citrus Metropolitan Planning Organization to initiate the study.

On August 6, 2024, the Citrus County Board of County Commissioners adopted Resolution 2024-076 (copy attached) supporting the I-75 Truck Route Study funded by the FDOT to evaluate the issues and provide possible strategies to ameliorate the issues.

Attached is MPO Board Resolution 2024-7 in support of Citrus County's request of the FDOT to conduct and fund an I-75 truck route study to evaluate the traffic coming from and going to I-75, traversing through the downtown area of Floral City on CR48 (Orange Avenue), and providing possible solutions and implementation countermeasures to ameliorate the conditions.

Staff Recommendation: It is recommended the TAC review and recommend approval of Resolution 2024-7 to the MPO Board supporting the I-75 Truck Route Study being conducted and funded by the Florida Department of Transportation for Citrus County, Florida.

Attachment: MPO Board Resolution 2024-7, Citrus County Agenda Memorandum, Citrus County Resolution 2024-076, and CR 48 (Orange Ave) – Truck Route Study email request

RESOLUTION 2024-7

**A RESOLUTION OF THE
HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO)
SUPPORTING THE REQUEST OF THE CITRUS COUNTY BOARD
OF COUNTY COMMISSIONERS TO THE FLORIDA DEPARTMENT OF
TRANSPORTATION (FDOT) TO CONDUCT AN I-75 TRUCK ROUTE STUDY IN
CITRUS COUNTY, FLORIDA; AND FOR FDOT TO DEVELOP AND IMPLEMENT
POSSIBLE COUNTERMEASURES TO ADDRESS AND
REDIRECT TRUCK TRAFFIC FROM USING CR48 (ORANGE AVENUE)
IN FLORAL CITY, A NARROW, TREE CANOPY PROTECTED
ROADWAY AND HISTORIC OVERLAY AREA**

WHEREAS, large heavy trucks are utilizing Interstate-75 (I-75) as part of their delivery route and have been entering and exiting I-75 in Citrus County utilizing County roadways as their means of access to the state roadway system; and,

WHEREAS, the large trucks driving through are disruptive to the community (a Historic Overlay District) and the residents are experiencing issues with frequent large tractor-trailer type vehicles coming from and going to I-75 via CR48 (Orange Avenue), a narrow Tree Canopy Protected 2-lane rural roadway in Floral City; and,

WHEREAS, the Florida Department of Transportation (Districts 5 and 7) have discussed and confirmed the concerns of Citrus County (District 7) and those of Sumter County (District 5) and indicated a willingness to assist with a traffic study that would be funded by FDOT; and,

WHEREAS, the Florida Department of Transportation is willing to fund and prepare a traffic study to include possible countermeasures to ameliorate the traffic concerns; and,

WHEREAS, the Florida Department of Transportation (FDOT) has requested a resolution by both the Citrus County Board of County Commissioners and the Hernando/Citrus Metropolitan Planning Organization to initiate a study; and,

WHEREAS, on August 6, 2024, the Citrus County Board of County Commissioners adopted Resolution 2024-076 (copy attached) supporting the I-75 Truck Route Study funded by the Florida Department of Transportation to evaluate the issues and provide possible strategies to ameliorate the issues.

NOW, THEREFORE, BE IT RESOLVED, that the Hernando/Citrus Metropolitan Planning Organization (MPO) Board duly assembled in regular session this 5th day of September 2024, hereby adopts this resolution in support of Citrus County's request of the Florida Department of Transportation to conduct an I-75 truck route study to evaluate the traffic coming from and going to I-75, traversing through the downtown area of Floral City on CR48 (Orange Avenue), and providing possible solutions and implementation countermeasures to ameliorate the conditions.

ADOPTED in regular session this 5th day of September 2024.

**HERNANDO/CITRUS
METROPOLITAN PLANNING ORGANIZATION**

Attest:

Jerry Campbell, MPO Chair

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

BY Victoria Anderson
MPO Attorney

RESOLUTION NO. 2024 - 076

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF CITRUS COUNTY, FLORIDA, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, AUTHORIZING THE CHAIRMAN TO REQUEST FDOT ASSISTANCE WITH AN I-75 TRUCK ROUTE STUDY AND; DEVELOP AND IMPLEMENT POSSIBLE COUNTER MEASURES TO ADDRESS AND RE-DIRECT THROUGH TRUCK TRAFFIC FROM USING CR48 (ORANGE AVE) IN FLORAL CITY A CANOPY PROTECTED ROADWAY AND HISTORIC OVERLAY AREA.

WHEREAS, the Board of County Commissioners of Citrus County, Florida, a political subdivision of the State of Florida, has concerns about the continuous heavy trucks traversing through the downtown area of Floral City on CR48 (Orange Ave). The large trucks driving though are disruptive to the community (a Historic Overlay District) and the residents are experiencing issues with frequent large tractor trailer type vehicles coming from/going to I-75 via CR48 (Orange Ave), a narrow Tree Canopy Protected 2-lane rural roadway; and

WHEREAS, if there is a solution to address and re-direct truck traffic, we would need to involve the state FDOT Districts 7 and 5. As such, the Board is requesting the state to conduct a truck route study to evaluate the issue and provide/implement possible countermeasures to ameliorate the issue.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Citrus County, Florida, a political subdivision of the State of Florida, in regular session this 10th day of August 2024, as follows:

The Chair of the Board is hereby authorized to sign this Resolution requesting the state to conduct a truck route study to evaluate the heavy trucks coming from/going to I-75; and traversing through the downtown area of Floral City on CR48 (Orange Ave) and provide/implement possible countermeasures to ameliorate the issues.

1. The Clerk of the Board is hereby directed to forward a certified copy of this Resolution to the Department of Public Works, Division of Technical Services to be forwarded to the Florida Department of Transportation.

ATTEST:

(Handwritten signature)
for ANGELA VICK, CLERK



BOARD OF COUNTY COMMISSIONERS
OF CITRUS COUNTY, FLORIDA

BY:

(Handwritten signature)
HOLLY L. DAVIS, CHAIRMAN
BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM FOR THE
RELIANCE OF CITRUS COUNTY ONLY.

APPROVED

(Handwritten signature)
APR. 6 2024

(Handwritten signature)
DENISE A. DYMOND LYN,
COUNTY ATTORNEY

BOARD OF COUNTY
COMMISSIONERS

Joy Turner

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Friday, June 21, 2024 5:31 PM
To: Brown, Michael R.; Hunter, Brian; Ziegler, Suzanne
Cc: Marcello J. Tavernari; Rachel M. Harrolle; Van Gundy, Sarah; Gao, Ming; Boyle, George
Subject: CR 48 (Orange Ave) - Truck Route Study

Good evening Mike – Thank you for the email and recommendations. I have met with our GIS Dir and she will work with the mapping companies to request they modify their routing.

In addition, as noted below, we are submitting a Resolution to the BOCC for approval on 8/6/24, with a request for a companion Resolution from the MPO requesting FDOT assistance.

I'll be in touch as the Resolutions are approved.

Thanks again and have a great weekend.

Walt—
6/21/24

From: Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Sent: Wednesday, June 12, 2024 11:00 AM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>; Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Ziegler, Suzanne <Suzanne.Ziegler@dot.state.fl.us>
Cc: Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Van Gundy, Sarah <Sarah.VanGundy@dot.state.fl.us>; Gao, Ming <Ming.Gao@dot.state.fl.us>; Boyle, George <George.Boyle@dot.state.fl.us>
Subject: [EXTERNAL]RE: CR 48 (Orange Ave) - Truck Route Study

WARNING: This email originated from an external Domain **DO NOT CLICK** unless you recognize the sender and know the content is safe.

Thank you for your recent communication regarding the truck route study on CR48. We understand the concerns of Floral City residents about large trucks passing through low tree canopies on this rural road. Although this is a County road impacting an adjacent county outside our District, we are willing to help. We do request resolutions from both the MPO boards and County commissions to initiate the study.

I have discussed this issue with my District 5 counterpart, Sarah Van Gundy. They have faced similar truck routing issues in residential areas. One successful approach has been working with mapping agencies like Google Maps to adjust GPS routing and avoid residential neighborhoods. You could contact these services to submit a problem report, but please note it may take weeks or months for map providers to verify and update their software. This approach may be worth pursuing.

To reach the most GPS users, its recommended that the same problem be report at each of these websites.

- [How to Report Residential Truck Traffic Due to Improper Route Suggestions](#)
- [HERE Map Creator](#)
- [MapQuest](#)
- [Google Maps](#)
- [Waze](#)
- [Uber](#)
- [TomTom](#)
- [Garmin](#)
- [Apple Maps](#)
- [OpenStreetMap Project](#)

I am available to help. Please contact me with any questions, comments or concerns.

Thanks,

Mike



Mike Brown, MBA, CPM, FCCM
 District 7 – District Freight Coordinator
Phone: 813-975-6643
Email: Michael.Brown@dot.state.fl.us
 11201 N McKinley Drive
 Tampa, Florida 33612

www.tampabayfreight.com
www.freightmovesflorida.com

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Wednesday, June 5, 2024 4:40 PM
To: Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Ziegler, Suzanne <Suzanne.Ziegler@dot.state.fl.us>; Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Cc: Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>
Subject: CR 48 (Orange Ave) - Truck Route Study

Good afternoon Brian – Hope you are well.

I'm just following up on our previous discussion regarding the County's request to DOT for assistance with a Truck Route study. As you may recall, we are experiencing issues with frequent large tractor trailer type vehicles coming from/going to I-75 via CR48 (Orange Ave) a narrow Tree Canopy Protected 2-lane rural roadway thru Floral City, an Historic Overlay District in Citrus (see photos below).

We can certainly have our Board address an Ordinance; however, as this issue starts/ends with I-75; this may also affect Sumter County and either County would need data, a study and recommendations to support an Ordinance along with possible roadway/traffic changes.

Please advise.

Thank you,
 Walt—
 Citrus County

Technical Services
Ph: 352-527-5456
6/5/24





From: Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>
Sent: Wednesday, May 22, 2024 12:35 PM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Cc: Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Subject: RE: [EXTERNAL]Re: CR 48

Hi Walt,

I spoke with Marcello about this meeting earlier and he said to set it up in another couple weeks. Marcello is looking into the FDOT District 7 contact Commissioner Bays recommended.

Let's see about a time further down the road once we have that contact confirmed.

If you would bring this up in your one on one meeting with Marcello that would be great.

Thanks,

Rachel Harrolle
Admin Asst III to Dept Dir/County Engineer
Dept of Public Works Administration
3600 W Sovereign Path; Ste 212
Lecanto, FL 34461
352/527.5478

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Wednesday, May 22, 2024 12:03 PM
To: Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Brown, Michael R. <Michael.Brown@dot.state.fl.us>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Cc: Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: RE: [EXTERNAL]Re: CR 48

Good afternoon Rachel – can you please work on setting up a Teams meeting with Brian, Michael, Marcello and me to discuss truck routing.

Thank you,
Walt—

From: Hunter, Brian <Brian.Hunter@dot.state.fl.us>
Sent: Tuesday, May 21, 2024 4:44 PM
To: Brown, Michael R. <Michael.Brown@dot.state.fl.us>; Walt Eastmond <WALT.EASTMOND@citrusbocc.com>;
Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Marcello J. Tavernari
<Marcello.Tavernari@citrusbocc.com>
Cc: Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: [EXTERNAL]Re: CR 48

WARNING: This email originated from an external Domain **DO NOT CLICK** unless you recognize the sender and know the content is safe.

Walt, I can do tomorrow afternoon as well. I am on vacation starting Friday. If tomorrow doesn't work I don't need to be there though.

Brian Hunter

Florida Department of Transportation District 7
Transportation Planning Manager
Planning and Environmental Management Office
11201 North McKinley Drive
Tampa, FL. 33612
(813) 975-6436
brian.hunter@dot.state.fl.us

From: Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Sent: Tuesday, May 21, 2024 4:27 PM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>; Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Rachel
M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Cc: Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: RE: CR 48

Walt:

I am available tomorrow between 1-3, and open Friday. Next week I am out on vacation.

Thanks,

Mike

Mike Brown, MBA, CPM, FCCM
District Freight & Logistics Coordinator
Florida Department of Transportation District 7
(813) 975-6643 – (813) 240-5047 Cell
Michael.Brown@dot.state.fl.us



www.tampabayfreight.com
www.freightmovesflorida.com

From: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Sent: Tuesday, May 21, 2024 4:24 PM
To: Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Rachel M. Harrolle <Rachel.Harrolle@citrusbocc.com>; Marcello J. Tavernari <Marcello.Tavernari@citrusbocc.com>
Cc: Brown, Michael R. <Michael.Brown@dot.state.fl.us>; Denea A. Jenkins <Denea.Jenkins@citrusbocc.com>
Subject: CR 48

EXTERNAL SENDER: Use caution with links and attachments.

Good afternoon Brian – thank you very much for your assistance and immediate response. After discussing with Marcello, Cty Pub Works Director, he would like to have a Teams meeting to discuss further.

Can you please send us several dates/times when you are available and we will schedule the meeting.

Thank you,
Walt—
5/21/24

From: Hunter, Brian <Brian.Hunter@dot.state.fl.us>
Sent: Monday, May 20, 2024 3:43 PM
To: Walt Eastmond <WALT.EASTMOND@citrusbocc.com>
Cc: Brown, Michael R. <Michael.Brown@dot.state.fl.us>
Subject: [EXTERNAL]CR 48

WARNING: This email originated from an external Domain **DO NOT CLICK** unless you recognize the sender and know the content is safe.

Walt,

I spoke with Mike Brown (D7 Freight Coordinator, copied) and he agreed that the best route would be to look at the truck route ordinance for Citrus County and Sumter County. If you were to prohibit trucks from using CR 48 FDOT would be able to post no thru truck signage on US 41 and I-75 to alert drivers of the prohibition.

Brian Hunter

Florida Department of Transportation District 7
Transportation Planning Manager
Planning & Environmental Management Office
11201 North McKinley Drive, M.S. 7-501
Tampa, Florida 33612-6456
Brian.Hunter@dot.state.fl.us
Phone: (813) 975-6436
Fax: (813) 975-6443

REVIEW OF THE DRAFT 2050 LONG-RANGE TRANSPORTATION PLAN (LRTP) ADOPTION PACKAGE

The 2050 LRTP serves as the primary guidance for developing the future of the transportation systems throughout Citrus and Hernando Counties.

The proposed draft of the 2050 Long-Range Transportation Plan (LRTP) is the culmination of many public meetings, workshops, discussions, and activities both on a local level as well as on a regional basis. Pursuant to the MPO's adopted Public Participation Plan, adoption of the LRTP can occur after two public hearings are conducted by the MPO Board, a 30-day public comment period occurs, and the MPO Board's committees have reviewed the document. The September 5, 2024, MPO Board meeting will be the first of the two required hearings by the MPO Board. The final adoption hearing is scheduled for October 5, 2024. The public comment period will begin on September 1, 2024.

The 2050 LRTP serves to reflect the growth that is occurring by addressing six goals vitally important to the transportation process including:

- **Economy** (activities that proactively support economic development and tourism),
- **Safety** (addressing priorities that seek to increase safety in the transportation system for all modes and users),
- **Mobility** (addressing mobility needs of the communities),
- **Intermodal** (roadways, transit systems, and bicycle/pedestrian systems),
- **Livability** (the need to enhance and preserve where possible the physical, and natural environments unique to Citrus and Hernando counties)
- **Preservation** (accountability to maintain and preserve a resilient transportation infrastructure in a cost-effective manner).

Staff Recommendation: It is recommended the TAC review the draft 2050 Long-Range Transportation Plan (LRTP) Adoption Package and provide comments or input to the MPO Board for their consideration at the first public hearing scheduled on September 5, 2024.

Attachment: Draft 2050 Long-Range Transportation Plan (LRTP) Adoption Package



2050

Hernando/Citrus MPO

LONG-RANGE TRANSPORTATION PLAN

DRAFT ADOPTION REPORT - OCTOBER 3, 2024



DRAFT AUGUST 26, 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 are required. The first public hearing is scheduled for September 5, 2024. The final public hearing is scheduled for the October 3, 2024 MPO Board meeting, at which the Plan is anticipated 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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Appendix D. Hernando-Citrus FY2024-2029 Transportation Improvement Program (TIP)

DRAFT AUGUST 26, 2024

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Introduction and Background

The 2050 Hernando/Citrus Long Range Transportation Plan (LRTP) was produced as a plan that addresses the multimodal transportation needs for the next twenty years. It serves as the primary guidance for developing the future of the transportation system throughout Hernando County and Citrus County.

In the past, transportation plans have largely focused on implementing performance measures that evaluate only aspects of the roadway network that serve automobiles. Efforts and funding were traditionally spent towards identifying roadway capacity needs that concentrated improvements towards those that benefit auto travel with little regard for other travel modes.

The evolution of long range transportation planning has led to the 2050 Hernando/Citrus LRTP to broaden the scope of focus and develop a plan that, in addition to traditional large capacity improvement projects for automobiles, also includes improvements and enhancements for other modes (bicycle, pedestrian, and transit) and for smaller scale projects or programs.

This plan states how the transportation network and systems of Hernando and Citrus Counties will be maintained, enhanced, and grown. Elements of the plan may be incorporated into a future Transportation Improvement Plan (TIP), which is a five-year financially feasible program of improvements projects updated annually.

In compliance with federal and state regulations, the Hernando/Citrus MPO 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 currently and for the future.

The components of the 2050 LRTP were driven by seven Goals, which influence the assessments and significant steps established in the plan, Objectives for each Goal, and Performance Measures for quantifiable evaluation. The Hernando/Citrus MPO Goals, Objectives, and Performance Measures were developed based on federal, state, and local guidance.

Goals, Objectives, & Performance Targets



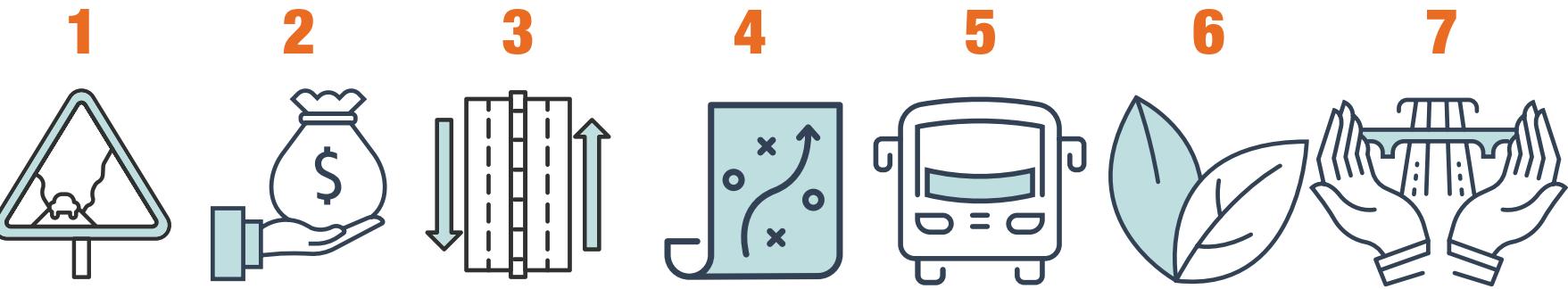
Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act. The FAST Act is the first federal law in several decades to provide long-term funding to infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

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.

Figure 1 shows an overview of the Hernando/Citrus MPO 2050 LRTP Goals.

Goals

Figure 1. Hernando/Citrus MPO 2050 LRTP Goals



Safety	Economy	Mobility	Implementation	Intermodal	Livability	Preservation
Improving safety for all users, including drivers, pedestrians, and bicyclists was a priority of the plan.	The plan includes projects that proactively support economic development and tourism throughout Hernando and Citrus Counties.	The plan establishes a blueprint to provide for mobility needs of the entire community and visitors alike.	Ensure effective execution of improvements and maintenance.	Maintaining the existing transportation system, including roadway, transit, and active transportation modes (biking, walking, etc.) is a priority, seeking to enhance the existing network rather than add or replace facilities.	The environments throughout the MPO area are sensitive, and steps were taken to preserve, and where possible, enhance social, cultural, physical and natural environmental values.	There is a responsibility to preserve and maintain a resilient transportation infrastructure and transit assets for the future in a cost-effective manner.

Goals, Objectives, & Performance Targets

Performance Measures

The Florida Department of Transportation (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. While the Hernando/Citrus MPO supports the FDOT's Vision Zero initiative with an aspiration of zero fatalities, it was determined in past years that a 5% reduction on the average was appropriate and measurable for the MPO's Planning Area. On February 1, 2024, the MPO adopted Resolution 2024-01 to reestablish Safety Performance Measures supporting the FDOT Performance Targets as follows:

Safety Performance Targets 1 (PM1)

The MPO supports a 5% reduction based on a five-year rolling average for the safety performance measures listed as the following safety targets:

- Number of Fatalities;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 Million VMT; and
- Number of Nonmotorized Fatalities and Serious Injuries;

The PM 1 targets are listed in **Table 1**.

Table 1. Hernando/Citrus MPO Safety Performance Measures and Targets

Performance Measure	Hernando/Citrus MPO Baseline Performance	Annual Target	4-year
	Five-Year Rolling Average (2018-2022)	Hernando/Citrus MPO Target (Jan 1, 2024 to Dec 31, 2024)	Hernando/Citrus MPO Target (Jan 1, 2024 to Dec 31, 2027)
Number of Fatalities	68	59.9	51.4
Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT)	1.79	1.6	1.4
Number of Serious Injuries	528	497.4	426.5
Rate of Serious Injuries per 100 MVMT	13.92	13.4	11.5
Nonmotorized Fatalities and Serious Injuries Per Year	49	44.5	38.2

Bridge and Pavement Condition Performance Targets (System Preservation) (PM2)

The Hernando/Citrus MPO agreed to support FDOT's pavement and bridge condition performance targets. Due to the adoption of the latest federal performance measures, data on system performance for each measure has only recently been established. Accordingly, the first Hernando/Citrus MPO LRTP System Performance Report highlights performance for the 2022 baseline period. The baseline performance for each PM2 measure for the State and MPO planning area, and FDOT established two-year and four-year targets as presented in **Table 2**.

Table 2. Hernando/Citrus MPO Bridge and Pavement Condition Performance Measures and Targets

Performance Measure	Statewide Baseline Performance	Statewide 2-year Target	Statewide 4-year Target	Hernando/Citrus MPO 2-year Target
	(2022)	(2023)	(2025)	(2023)
Percent of Interstate pavements in good condition	73.4%	Not required	≥ 60%	Not required
Percent of Interstate pavements in poor condition	0.2%	Not required	≤ 5%	Not required
Percent of non-Interstate NHS pavements in good condition	48.8%	40%	≥ 40%	≥ 40%
Percent of non-Interstate NHS pavements in poor condition	0.6%	5%	≤ 5%	≤ 5%
Percent of NHS bridges by deck area in good condition	58.2%	50%	≥ 50%	≥ 50%
Percent of NHS bridges by deck area in poor condition	0.6%	10%	≤ 5%	≤ 5%

System Performance Target (Travel Time Reliability) (PM3)

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. LOTTR is the percent of person-miles on the Interstate system that are reliable. It is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile) over all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The Hernando/Citrus MPO agreed to support FDOT's PM3 targets. The measurement of these performance measures is summarized in **Table 3**, defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends.

Goals, Objectives, & Performance Targets

Table 3. Hernando/Citrus MPO System Performance Measures and Targets (PM3)

Performance Measure	Statewide Performance	Statewide 2-year Target	Statewide 4-year Target	Hernando/Citrus MPO 4-year Target	Hernando/Citrus MPO Performance
	(2022 Baseline)	(2023)	(2025)	(2025)	(2022 Baseline)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	85.7%	≥ 75%	≥ 70%	≥ 70%	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	92.1%	≥ 50%	≥ 50%	≥ 50%	97%
Truck travel time reliability (TTTR)	1.46	≥ 1.75	≥ 2.00	≥ 2.00	1.06

Transit Asset Management Targets

The transit asset management performance targets and measures for all of the Hernando/Citrus MPO are listed in **Tables 4-6**.

Table 4. Performance Targets & Measures (All Hernando/Citrus MPO Transit)

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

Local Transit Agencies must also adopt performance targets in their Transit Asset Management Plan (TAMP) and the MPO must consider including the TAM targets in the LRTP and Transportation Improvement Plan (TIP) updates.

Table 5. Transit Asset Management Targets for Citrus County

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 6. Transit Asset Management Targets for Hernando County

Hernando County Asset Category – Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	Fair	15%
	Cutaway Bus	Fair	20%
	Minivan	Fair	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Generator	Good	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	Good	0%



Public Involvement

Public input was collected throughout the development of the plan. Key themes included addressing existing congestion and other problems, improving the network of 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.

The MPO offered a variety of public involvement opportunities for members of the community, local and agency representatives, and other stakeholders to provide perspective, input, and feedback.

Table 7 shows a timeline of these activities.

Table 7. 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 (Hernando)
June 12, 2024	Environmental Justice Workshop	Inverness (Citrus)
June 12, 2024	Consensus Building Workshop	Inverness (Citrus)
August 22, 2024	Cost Feasible Plan Workshop	Brooksville (Hernando) Virtual (GoTo Webinar)
August 22, 2024	Cost Feasible Plan Workshop	Inverness (Citrus) Virtual (GoTo Webinar)
Ongoing throughout	TAC/CAC/BPAC Committee Meetings	
Ongoing throughout	MPO Board Meetings	





Population and Employment Growth by Planning Area

Significant growth is expected in both Hernando and Citrus counties between the baseline forecast year of 2019 and future year of 2050. This is based on analyzing national and local trends, population data, and employment data. Future transportation needs of an area are largely based on the type and amount of growth that is anticipated. Hernando County and Citrus County have areas with similar socioeconomic makeups, including areas with significant seasonal populations and visiting tourists.

The Hernando/Citrus MPO developed the 2050 population and employment forecast to support and direct the efforts in shaping the LRTP. The Comprehensive Plans from local governments were used to guide the areas in which land may be developed and what uses it would support. This information was used in conjunction with geographic data and statewide forecasts.

Demographic Growth

The population of both Hernando and Citrus includes a higher-than-average percent of adults age 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 the overall population comprised of children under 18 years than that observed statewide. US Census Quick Facts estimates that 14.7% of Citrus County households and 18.5% of Hernando County households have children, whereas statewide, 19.4% of households have children. These two measures are significant as they impact the employment of an area.

Growth Projection

Table 8 and **Table 9** summarize the counties' population and employment growth by Planning Area. **Figure 2** and **Figure 3** illustrate where these areas are geographically located.

Figures 4 – 7 show where the population and employment growth are occurring by Transportation Analysis Zone (TAZ), which are commonly used geography units used for transportation planning processes.



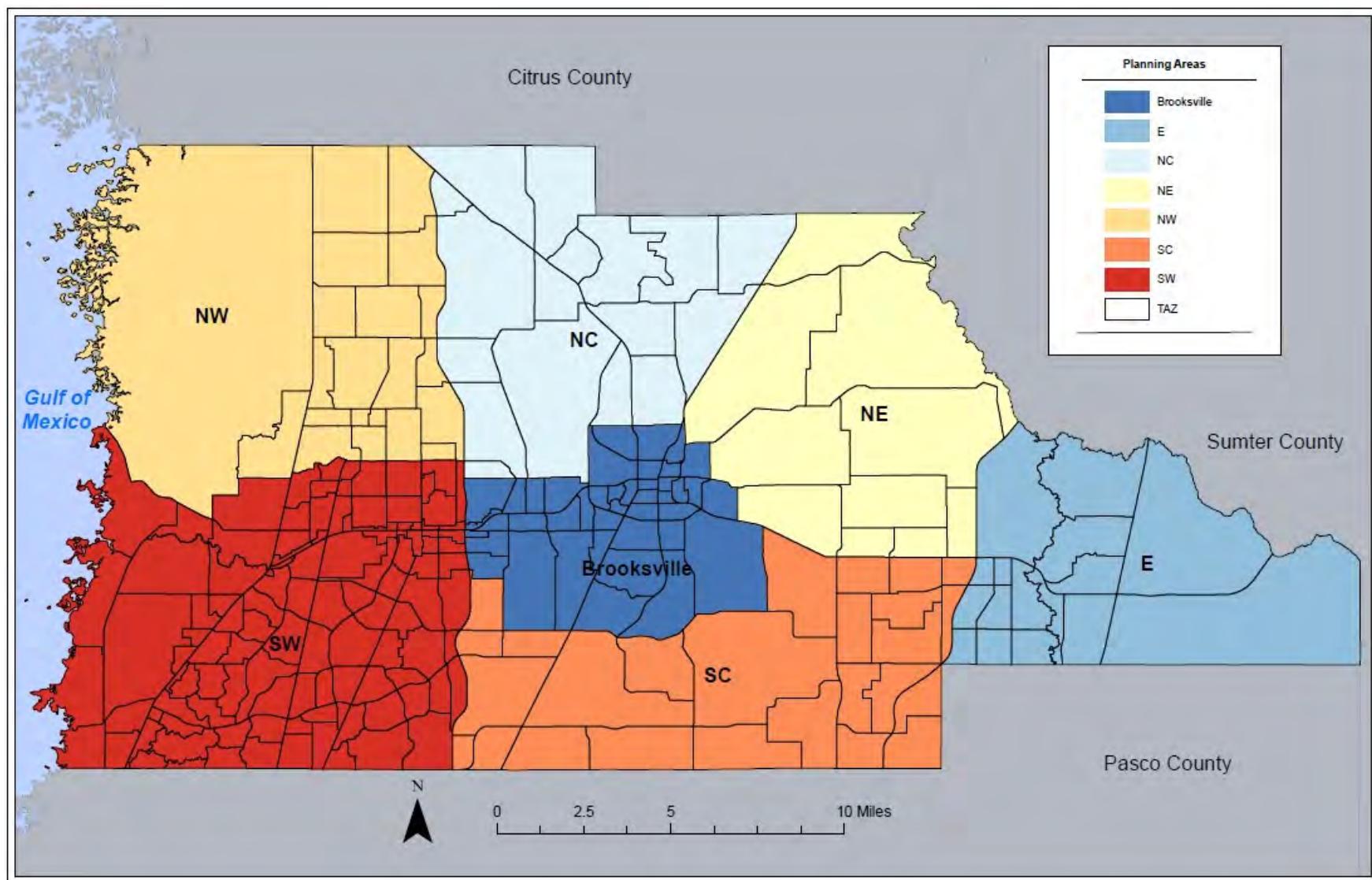
Brooksville City Hall

Population and Employment Growth by Planning Area

Table 8. 2050 Socioeconomic Data Forecast - Hernando County

County	Plan Area	Household Population				Employment			
		2019	2050	2019 - 2050	% Change	2019	2050	2019 - 2050	% Change
Hernando	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%

Figure 2. Hernando County Planning Area Map

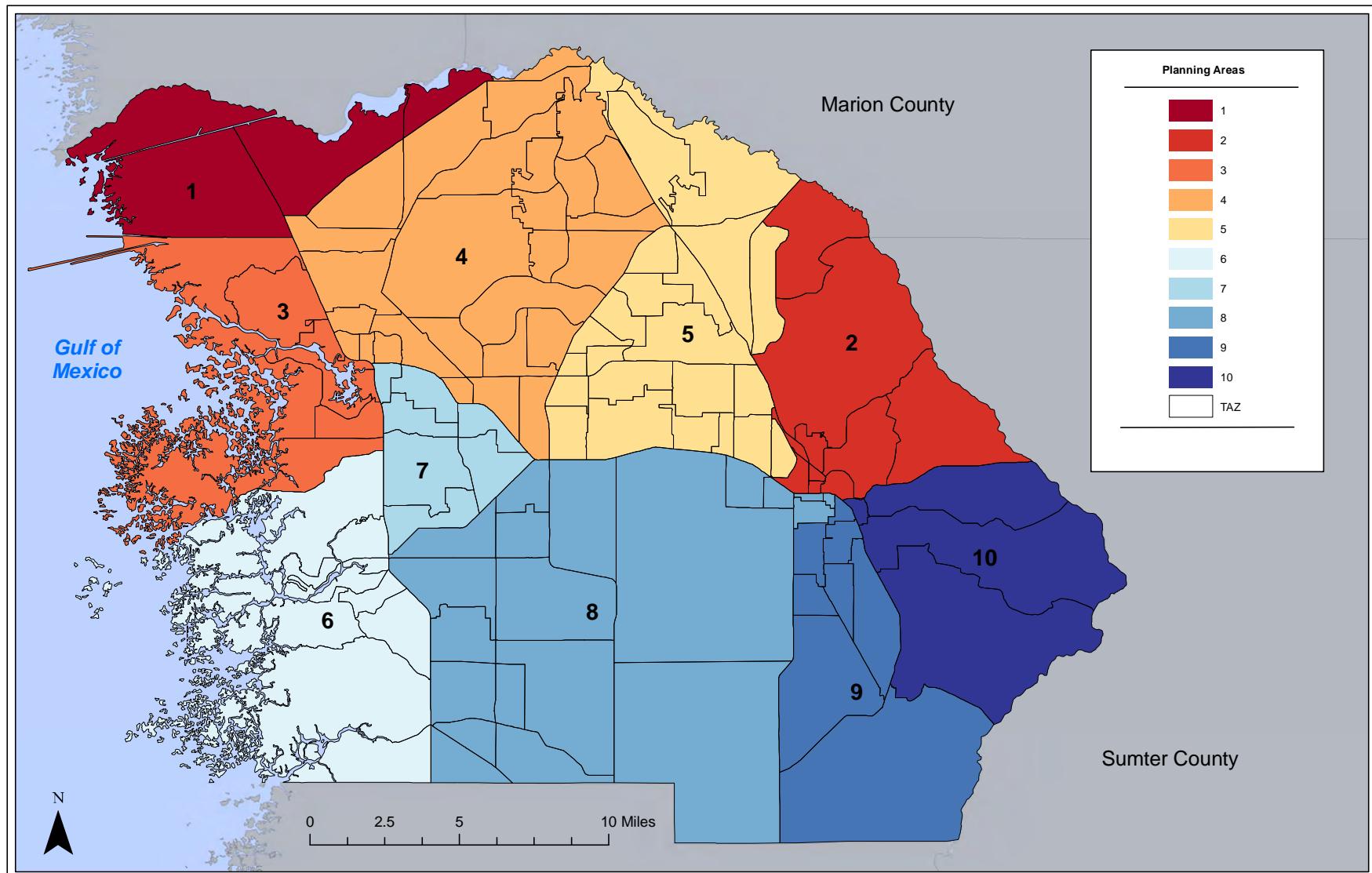


Population and Employment Growth by Planning Area

Table 9. 2050 Socioeconomic Data Forecast - Citrus County

County	Plan Area	Household Population				Employment			
		2019	2050	2019 - 2050	% Change	2019	2050	2019 - 2050	% Change
Citrus	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%

Figure 3. Citrus County Planning Area Map



Population and Employment Growth by Planning Area

Figure 4. Hernando County Population Growth Maps

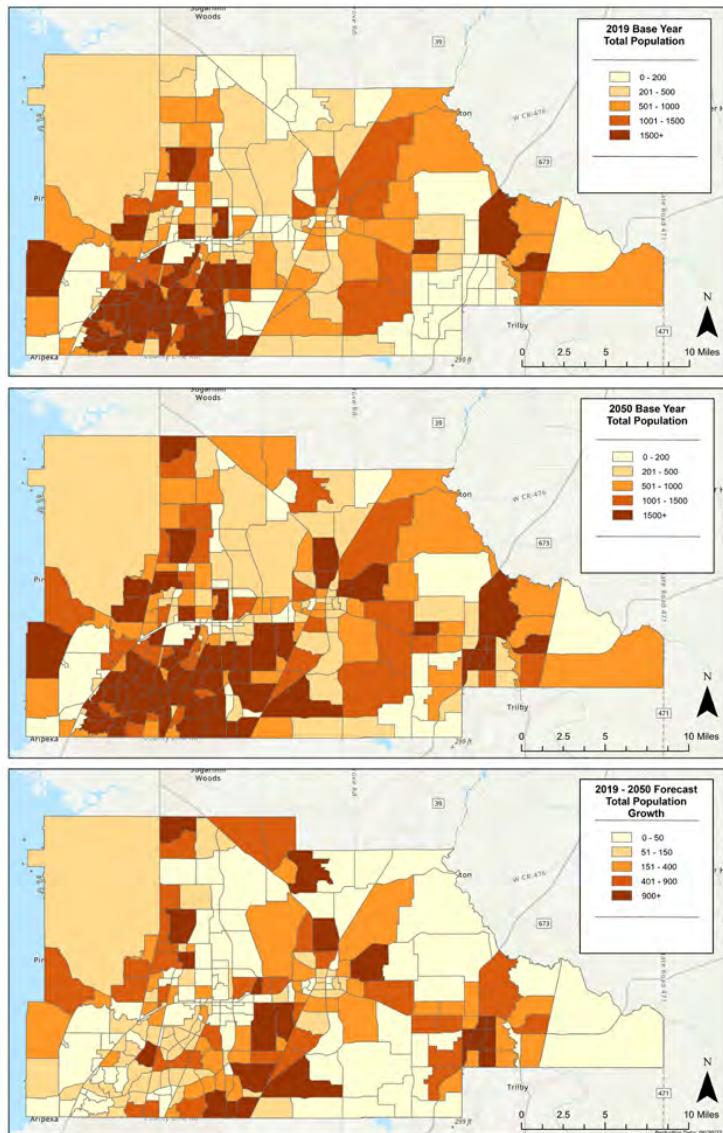


Figure 5. Hernando County Employment Growth Maps

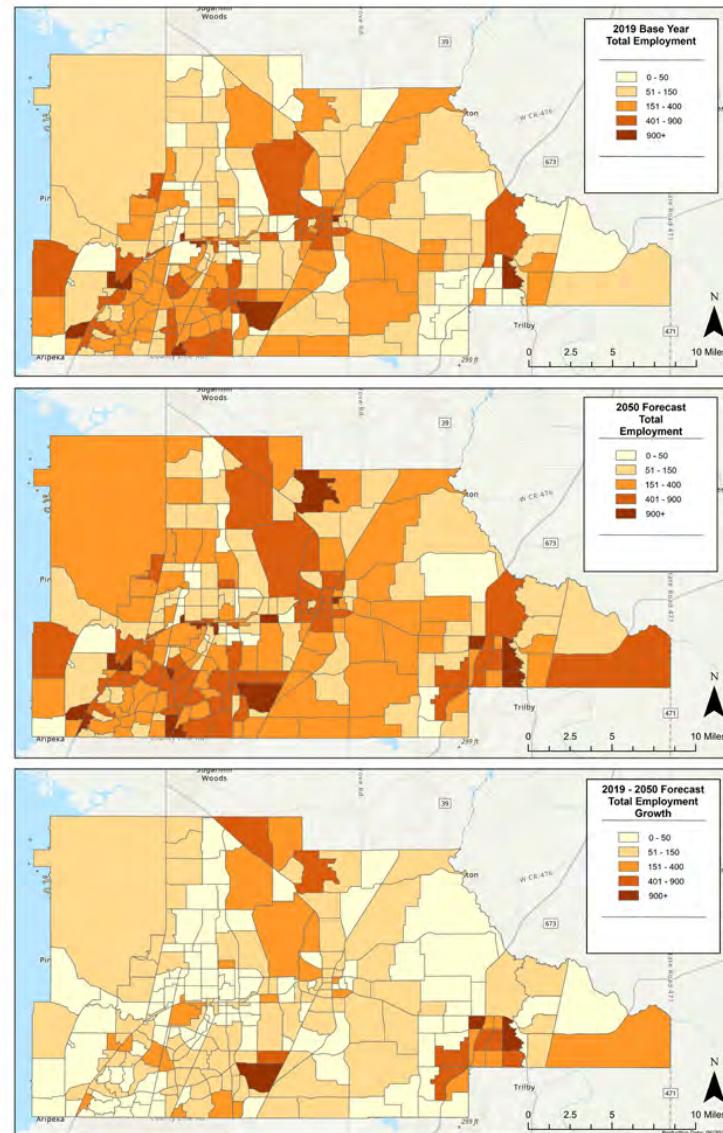


Figure 6. Citrus County Population Growth Maps

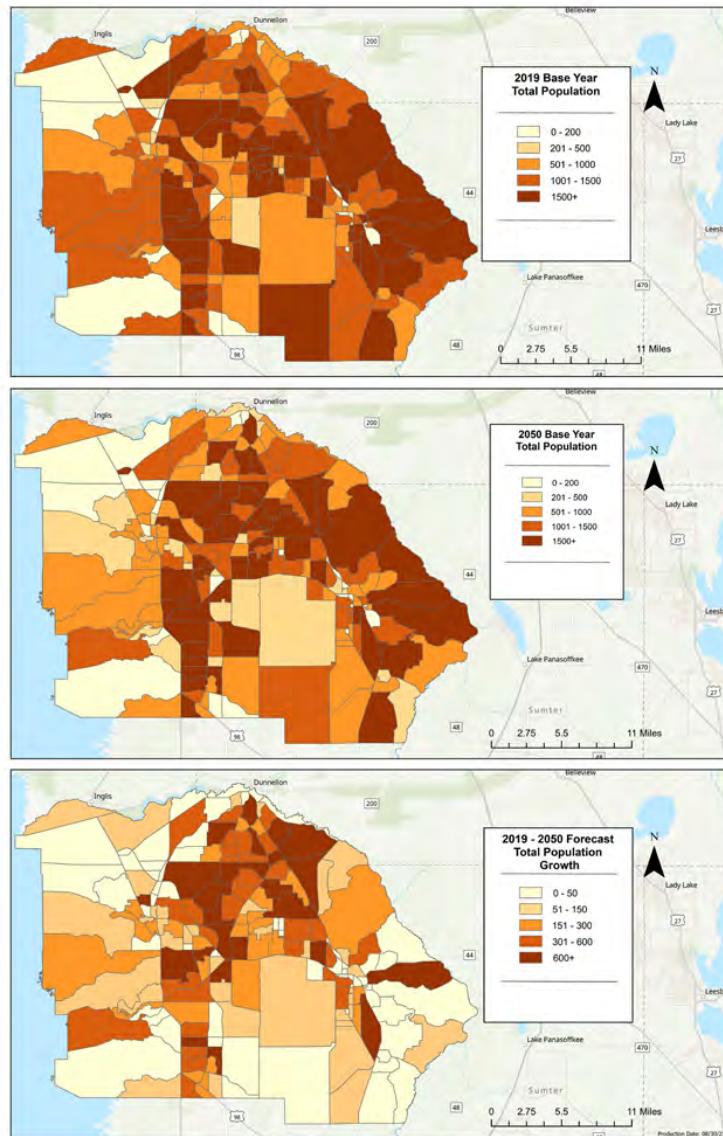
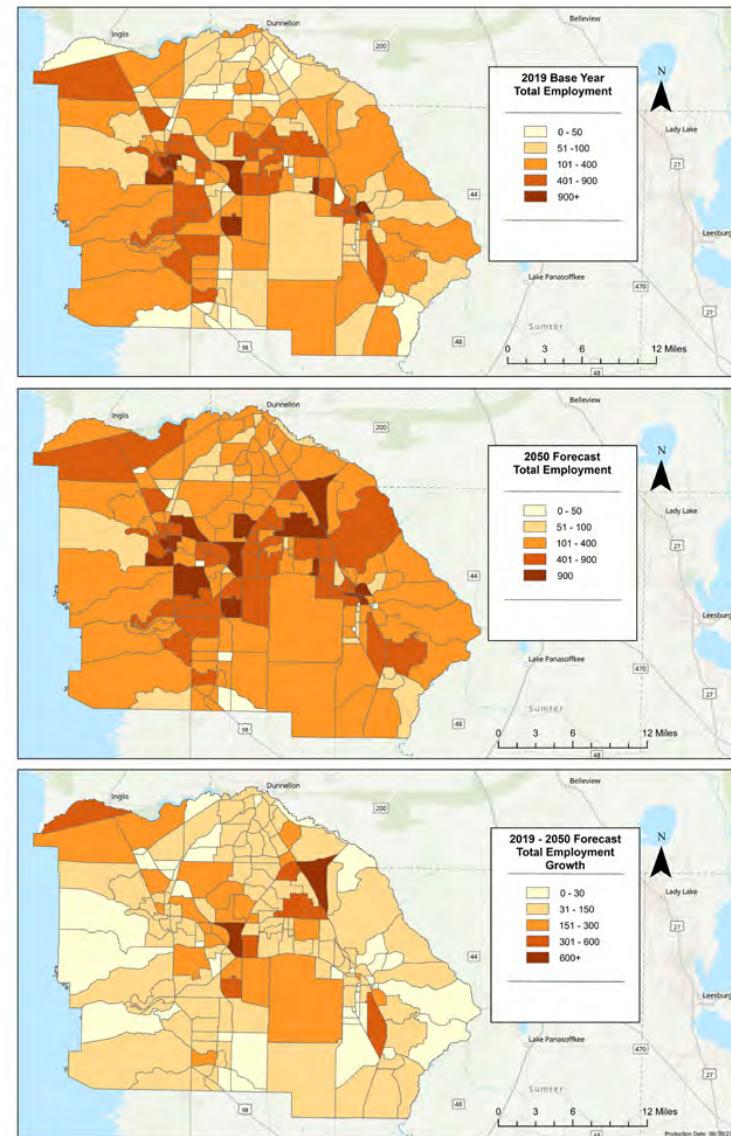


Figure 7. Citrus County Employment Growth Maps





May Stringer House

Cost Feasible Plan Funding

Table 10 and **Table 11** provide a summary of the roadway revenue totals by revenue source available for capital projects by timeframe. The costs and revenues are provided in Year of Expenditure (YOE) dollars and Present-Day Value (PDV). YOE is the estimated cost at the time of spending in the future, which considers inflation. PDV is the value in today's dollars.

State Funding

Improvements on I-75 in Hernando County and SR 589 (Suncoast Parkway) in Citrus County are funded in the Florida Statewide Strategic Intermodal System (SIS) Cost Feasible Plan. This represents over \$622 million of funding in the plan for 2026-2030. 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 capacity funding includes revenue from the Surface Transportation Block Grant (STBG), funding for regional projects (Transportation Regional Incentive Program (TRIP)), and a portion designated for improvements on Non-SIS, Non-SHS roadways. The TRIP funds through 2050 are projected to total \$17.1 million. Non-SIS funds designated for State Highway System projects total approximately \$128.4 million, and Non-SIS, Non-SHS funds total approximately \$48.3 million. Other STBG sources generate an apportionment of approximately \$299.7 million through the year 2050.

Other State Funding

Transportation Alternative Funds: Florida Department of Transportation (FDOT) has provided estimates of funds for Transportation Alternatives to assist Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO) in developing their plans. They can be utilized to fund pedestrian and bicycle improvements. The transportation alternatives funding is forecasted for use by the Hernando/Citrus MPO totals approximately \$71 million over the duration of the 2050 LRTP. The portion available to the Hernando/Citrus MPO is estimated based on the percentage of total FDOT District 7 population.

There is additional state funding that is projected to be available for projects in the 2050 Hernando/Citrus totaling \$516.4 million.

Local Funding

Local County funds for capital transportation projects are comprised primarily of impact fees and a portion of collected gas taxes.

The funds projected to be available from Hernando County total nearly \$228 million, and those projected to be available from Citrus County sources total about \$261.1 million.



Historic Hernando County Courthouse

Cost Feasible Plan Funding

Table 10. Total Revenue Year of Expenditure (YOE) for Roadway Capital Projects (2025-2050)

	Revenue	Year of Expenditure (YOE) Costs					Total
		2025	2026 - 2030	2031 - 2035	2036 - 2040	2041 - 2050	
Hernando County	SIS	\$127,000	\$43,457,000	\$-	\$-	\$-	\$43,584,000
	Non-SIS/Non-TMA	\$-	\$17,549,176	\$13,115,818	\$13,545,753	\$27,482,356	\$71,693,102
	TRIP	\$237,860	\$1,759,943	\$1,808,520	\$1,890,598	\$3,856,575	\$9,553,497
	SA	\$4,066,518	\$10,220,734	\$9,110,719	\$9,110,719	\$18,221,438	\$50,730,128
	SL	\$6,293,000	\$18,032,000	\$18,165,000	\$18,165,000	\$36,330,000	\$96,985,000
	Other Arterial & Construction	\$6,147,516	\$5,170,390	\$3,768,913	\$3,925,253	\$7,990,096	\$27,002,168
	Road Impact Fees	\$-	\$32,200,000	\$38,670,000	\$39,440,000	\$97,050,000	\$207,360,000
	Fuel Taxes	\$-	\$22,605,960	\$16,478,427	\$17,161,976	\$-	\$56,246,363
Citrus County	SIS	\$-	\$578,740,000	\$-	\$-	\$-	\$578,740,000
	Non-SIS/Non-TMA	\$-	\$13,880,824	\$10,374,182	\$10,714,247	\$21,737,644	\$56,706,898
	TRIP	\$188,140	\$1,392,057	\$1,430,480	\$1,495,402	\$3,050,425	\$7,556,503
	SA	\$3,216,482	\$8,084,266	\$7,206,281	\$7,206,281	\$14,412,562	\$40,125,872
	SN	\$6,930,000	\$20,000,000	\$20,140,000	\$20,140,000	\$40,270,000	\$107,480,000
	SM	\$550,000	\$770,000	\$770,000	\$770,000	\$1,550,000	\$4,410,000
	Other Arterial & Construction	\$4,862,484	\$4,089,610	\$2,981,087	\$3,104,747	\$6,319,904	\$21,357,832
	Road Impact Fees	\$-	\$19,980,000	\$22,840,000	\$23,240,000	\$49,980,000	\$116,040,000
	Fuel Tax	\$-	\$12,973,000	\$9,456,560	\$9,848,833	\$-	\$32,278,393
Total Federal and State		\$32,619,000	\$144,406,000	\$93,471,000	\$98,268,000	\$240,230,000	\$608,994,000
Total County		\$-	\$87,758,960	\$87,444,987	\$89,690,809	\$147,030,000	\$411,924,756

Table 11. Total Revenue Present Day Value (PDV 2024\$) for Roadway Capital Projects (2025-2050)

	Revenue	Year of Expenditure (YOE) Costs					Total
		2025	2026 - 2030	2031 - 2035	2036 - 2040	2041 - 2050	
Hernando County	SIS	\$127,000	\$39,506,364	\$	\$	\$	\$39,633,364
	Non-SIS/Non-TMA	\$-	\$15,953,796	\$10,167,300	\$8,683,175	\$14,166,163	\$48,970,434
	TRIP	\$237,860	\$1,599,948	\$1,401,953	\$1,211,922	\$1,987,925	\$6,439,609
	SA	\$4,066,518	\$9,291,576	\$7,062,573	\$5,840,205	\$9,392,494	\$35,653,366
	SL	\$6,293,000	\$16,392,727	\$14,081,395	\$11,644,231	\$18,726,804	\$67,138,158
	Other Arterial & Construction	\$6,147,516	\$4,700,355	\$2,921,638	\$2,516,188	\$4,118,606	\$20,404,303
	Road Impact Fees		\$32,200,000	\$38,670,000	\$39,440,000	\$97,050,000	\$207,360,000
	Fuel Taxes		\$20,550,873	\$12,773,974	\$11,001,267	\$-	\$44,326,114
Citrus County	SIS	\$-	\$482,283,333	\$-	\$-	\$-	\$578,740,000
	Non-SIS/Non-TMA	\$-	\$12,618,931	\$8,042,002	\$6,868,107	\$11,204,971	\$38,734,011
	TRIP	\$188,140	\$1,265,507	\$1,108,899	\$958,591	\$1,572,384	\$5,093,520
	SA	\$3,216,482	\$7,349,333	\$5,586,264	\$4,619,411	\$7,429,155	\$28,200,646
	SN	\$6,930,000	\$18,181,818	\$15,612,403	\$12,910,256	\$20,757,732	\$74,392,210
	SM	\$550,000	\$700,000	\$596,899	\$493,590	\$798,969	\$3,139,458
	Other Arterial & Construction	\$4,862,484	\$3,717,827	\$2,310,920	\$1,990,222	\$3,257,683	\$16,139,136
	Road Impact Fees		\$18,163,636	\$17,705,426	\$14,897,436	\$25,762,887	\$76,529,385
	Fuel Tax		\$11,793,636	\$7,330,667	\$6,313,354	\$-	\$25,437,658
	Total Federal and State	\$32,619,000	\$131,278,182	\$72,458,140	\$62,992,308	\$123,829,897	\$423,177,526
	Total County	\$-	\$82,708,145	\$76,480,067	\$71,652,057	\$122,812,887	\$353,653,156



Roadway Plan

Project Phasing

At the beginning of the development of the LRTP, an initial Needs Assessment was performed. From here, 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 **Table 12**.

- Tier 1 includes projects that are committed improvements to be built in the next 5 years. (See Appendix D for more information on committed roadway capacity improvements.)
- 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 projects that are partially funded, high priority projects, or Illustrative Projects that are not currently cost feasible, but could be added to the plan if additional funding becomes available.
- Tier 5 includes projects that are considered unfunded needs.



Prioritization Considerations

Table 12. Funding Status and Priority by Tier

	Tier 1	Tier 2	Tier 3	Tier 4	Tier 4
	Existing and Committed (E+C) (Before 2030)	Cost Feasible Interim Projects (2031-2040)	Cost Feasible Projects (2041-2050)	Partially-Funded/Other Priority 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 on the following **Figure 8**.

Figure 8. 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 totals nearly \$4.8 billion (YOE) of roadway costs. Unfunded Needs account for over half of that total, valuing about \$2.85 billion (YOE). The tables included in **Appendices A** and **B** ensure that the proposed projects included in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

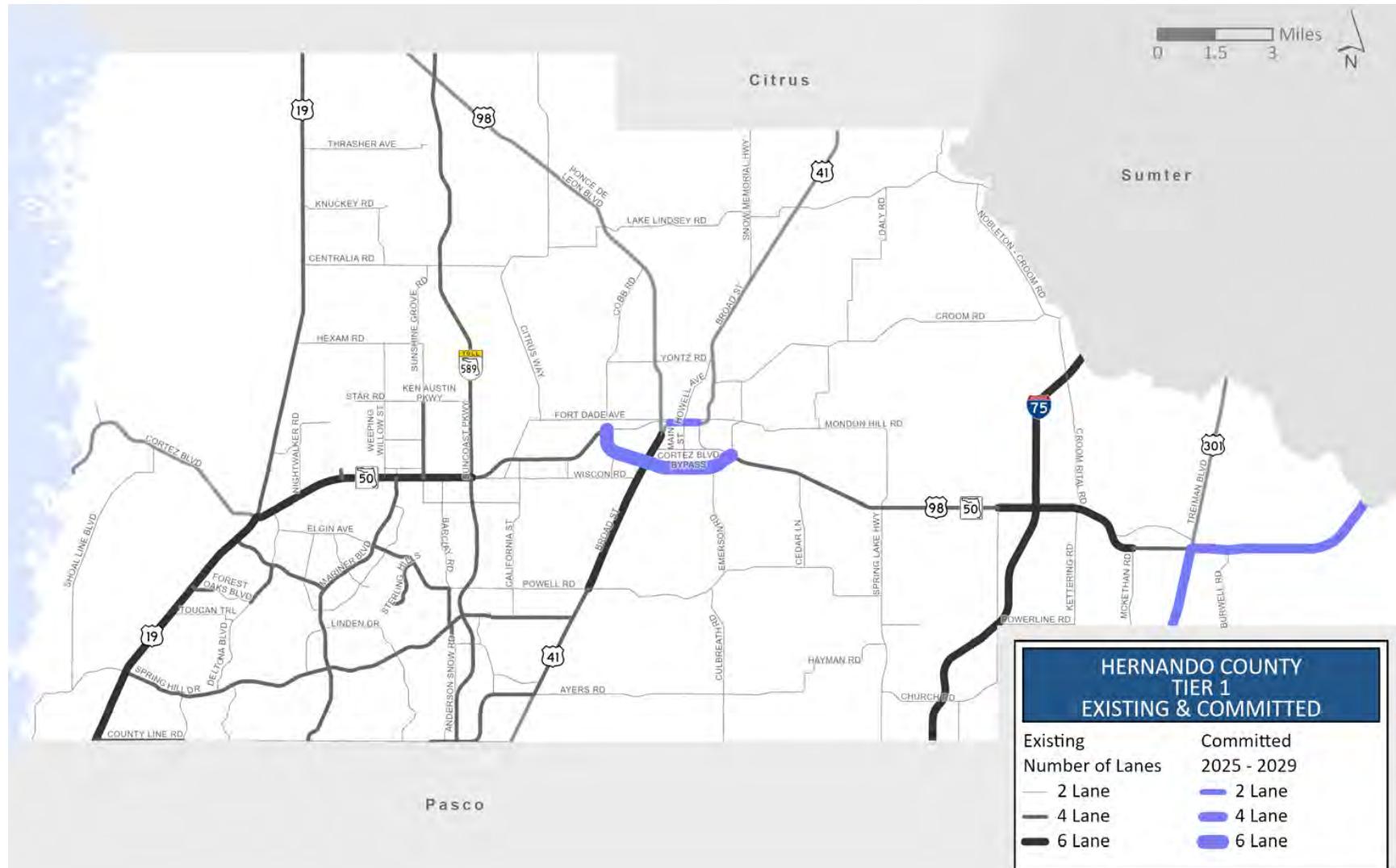
The maps in **Figures 9** through **16** illustrate the projects included in the plan as part of the needs assessment. The maps identify the Existing and Committed (E+C) roadway network in **Figures 9** and **10**, the Cost Feasible Interim Projects in **Figures 11** and **12**, other Cost Feasible Projects in **Figures 13** and **14**, and Unfunded Needs in **Figures 15** and **16**.



Brooksville City Hall

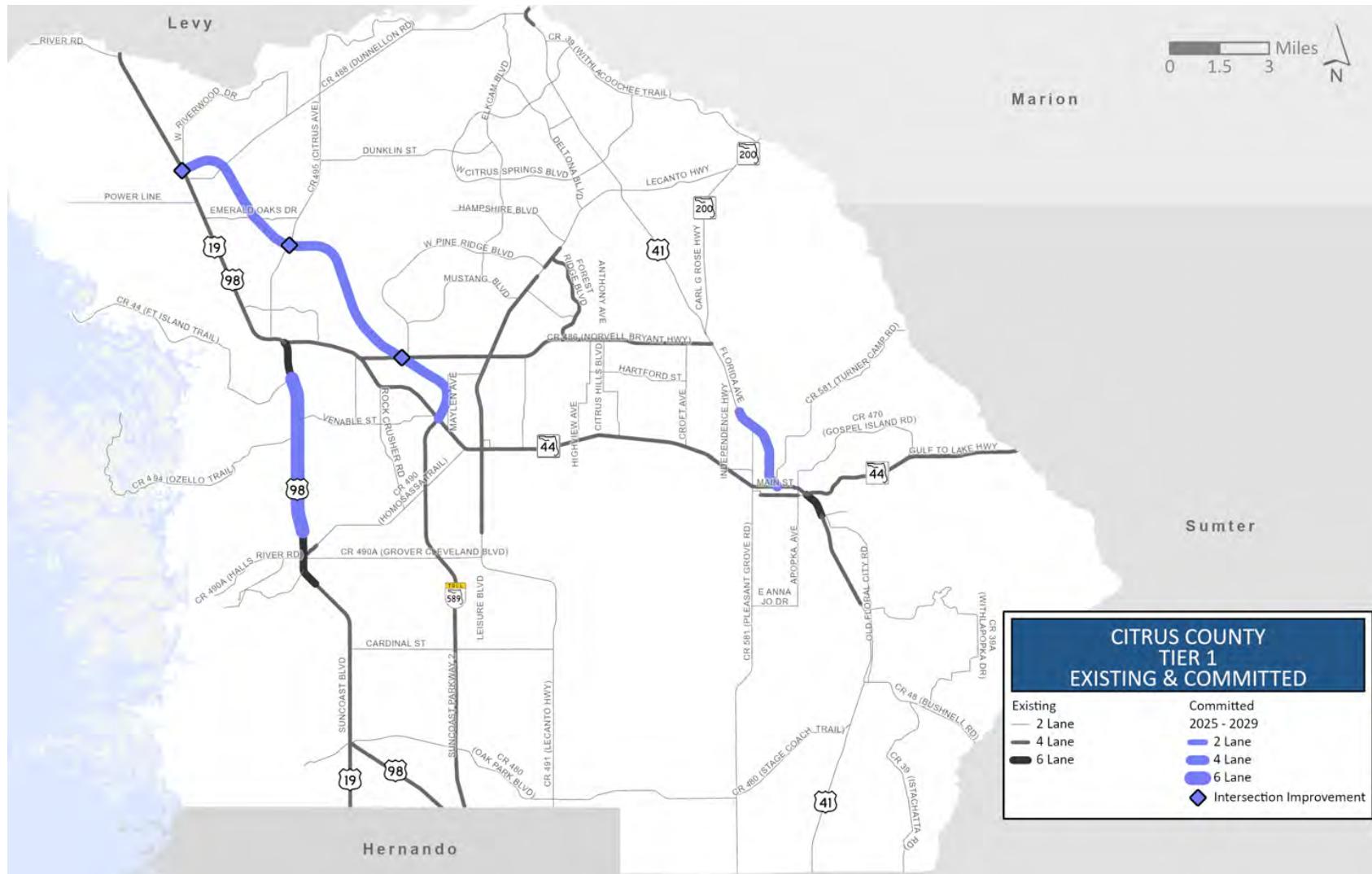
Roadway Plan

Figure 9. Hernando County Roadway Network Existing + Committed – Tier 1



Note: Includes projects funded for construction by 2030

Figure 10. Citrus County Roadway Network Existing + Committed – Tier 1



Note: Includes projects funded for construction by 2030

Roadway Plan

Figure 11. Hernando County Cost Feasible Network – Tiers 2 & 3

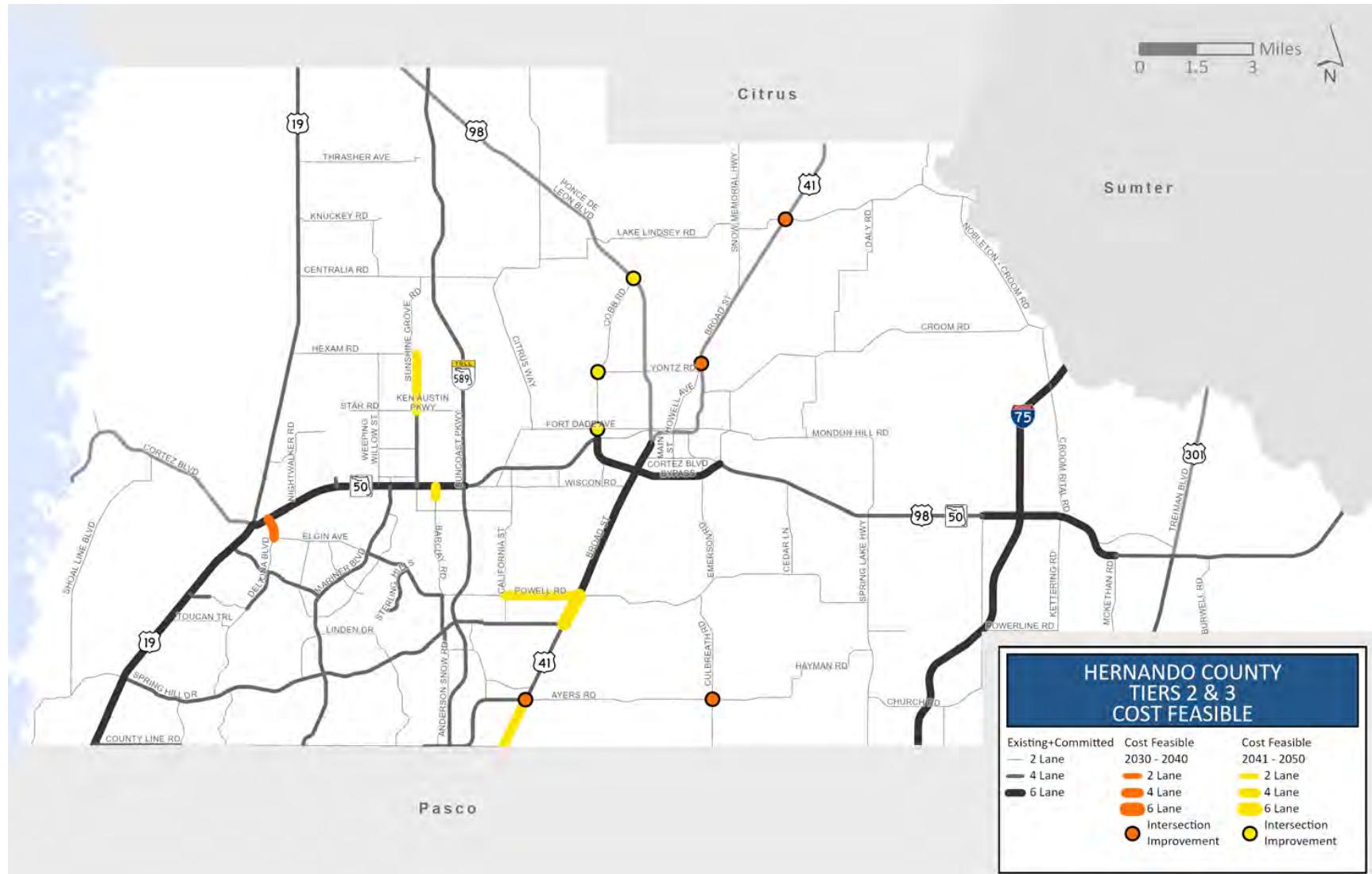
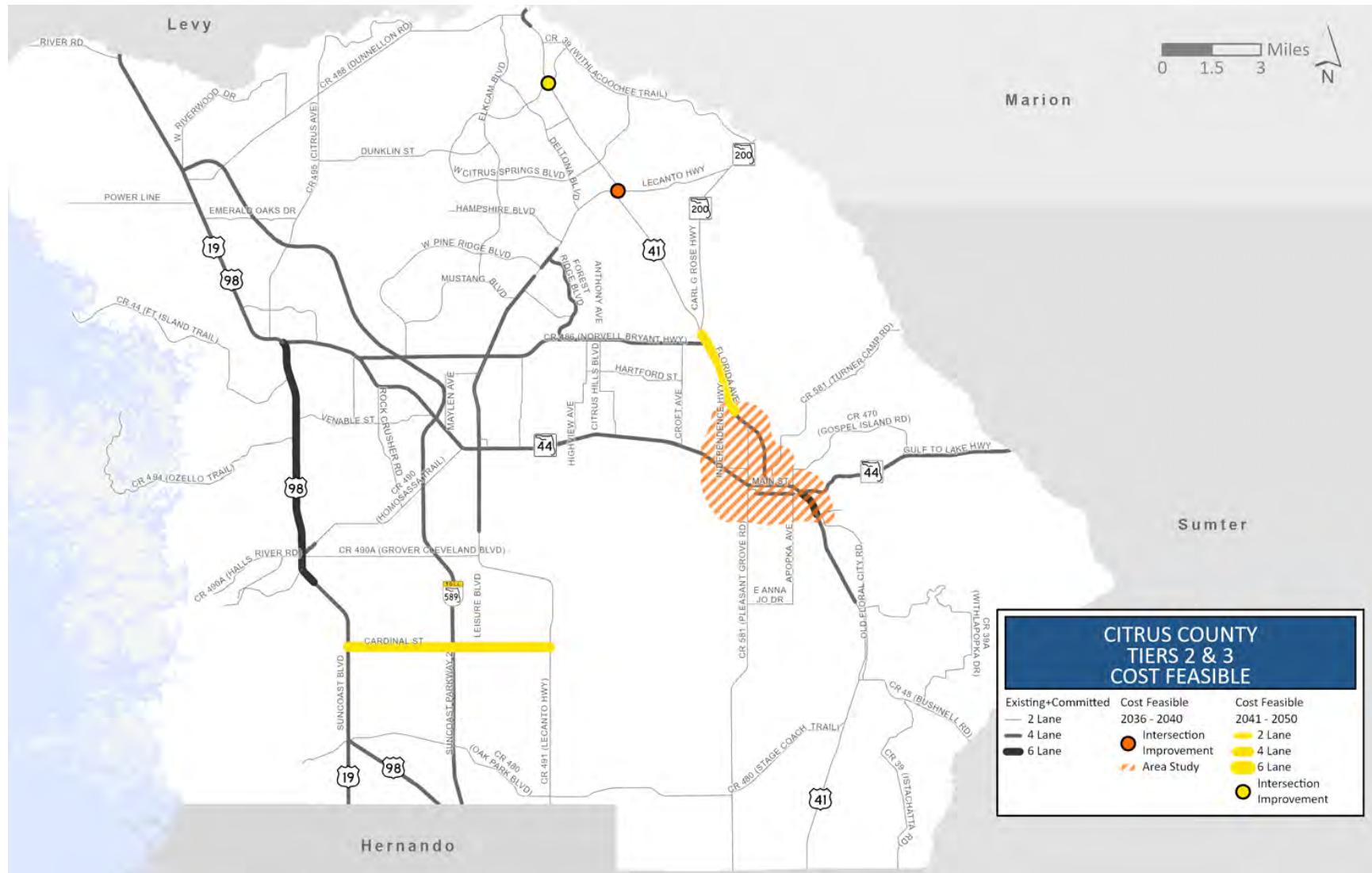


Figure 12. Citrus County Cost Feasible Network – Tiers 2 & 3



Roadway Plan

Figure 13. Hernando County Partially Funded and Illustrative Projects – Tier 4

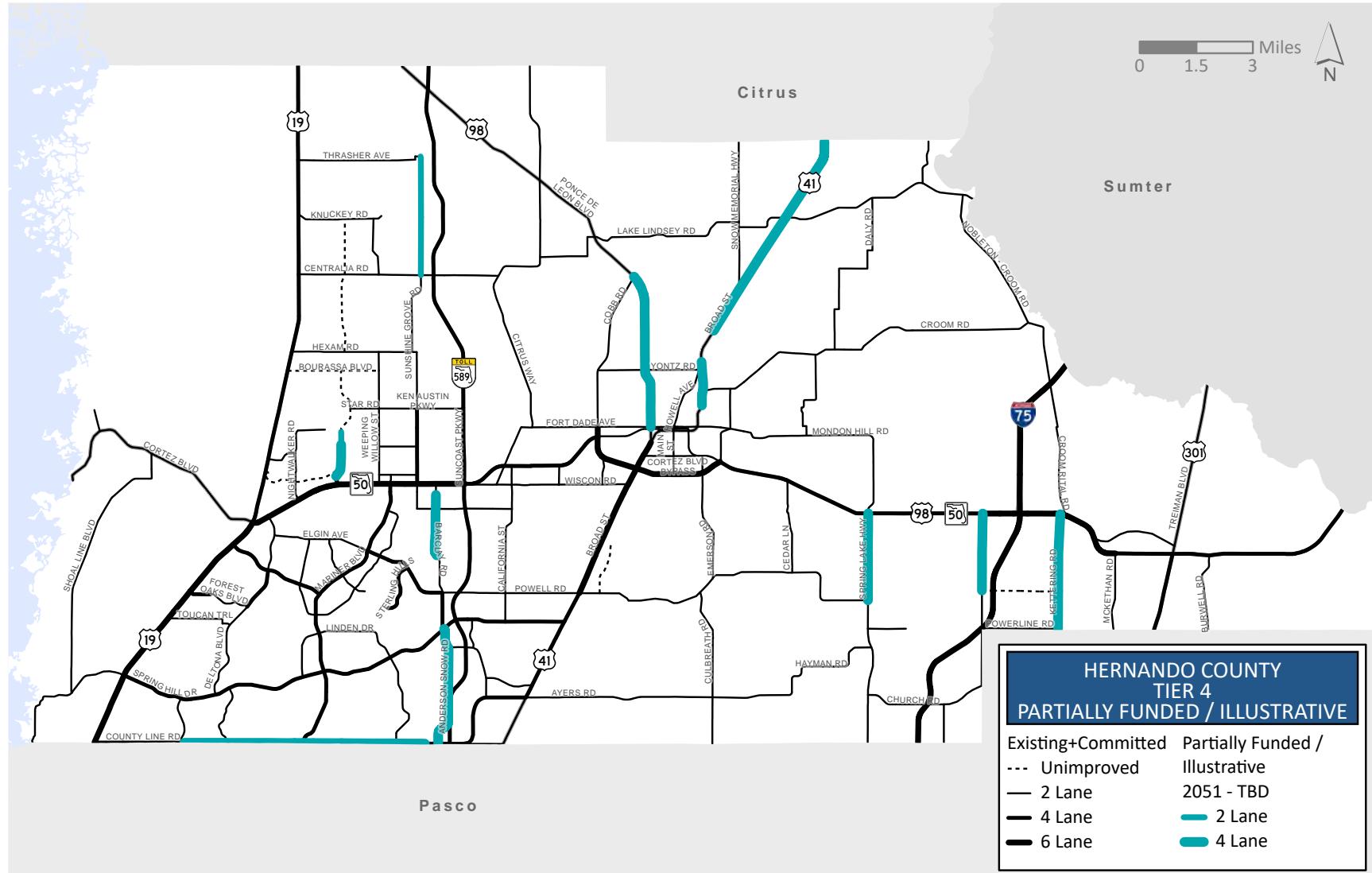
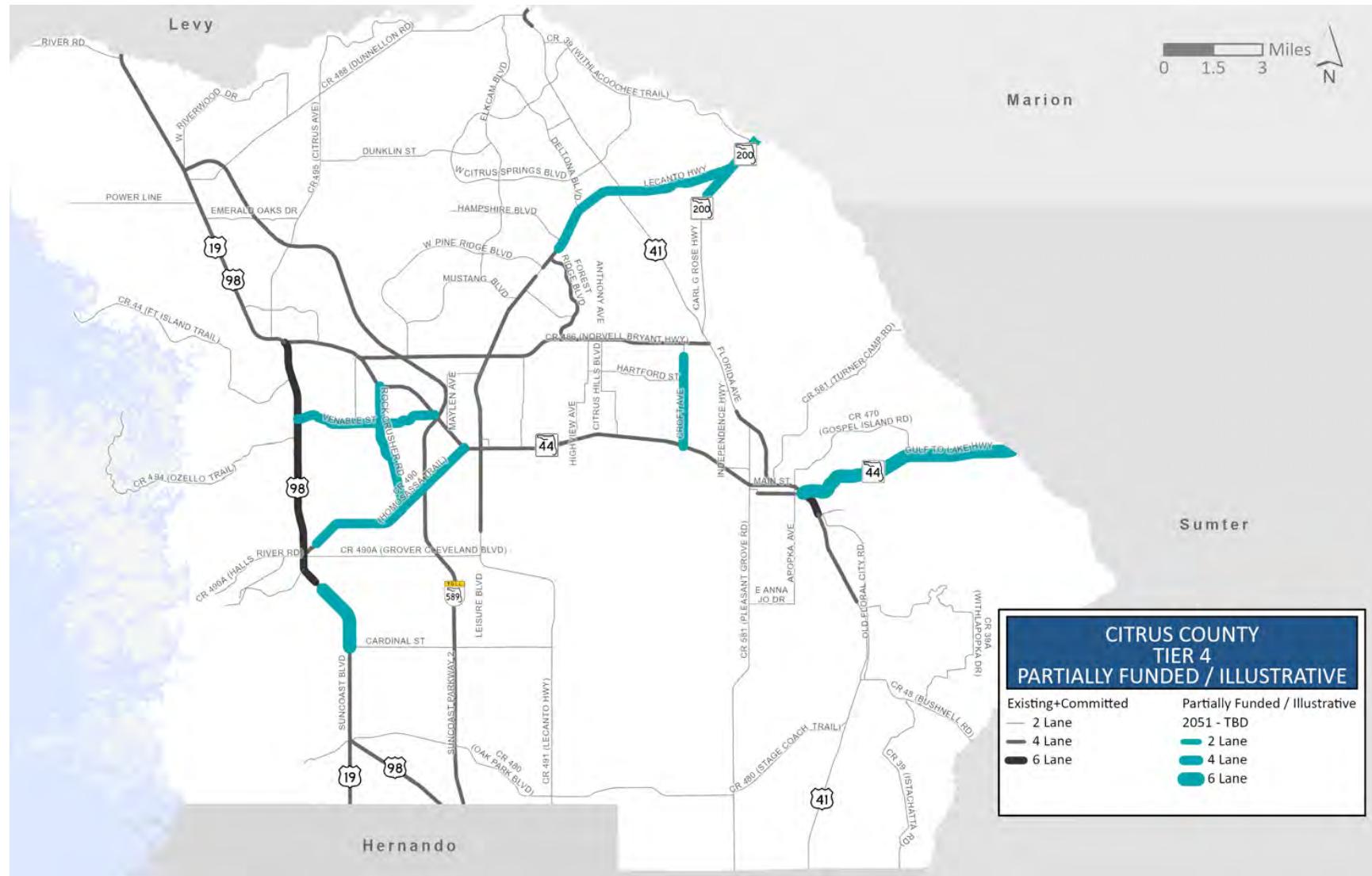


Figure 14. Citrus County Partially Funded and Illustrative Projects – Tier 4



Roadway Plan

Figure 15. Hernando County Unfunded Needs – Tier 5

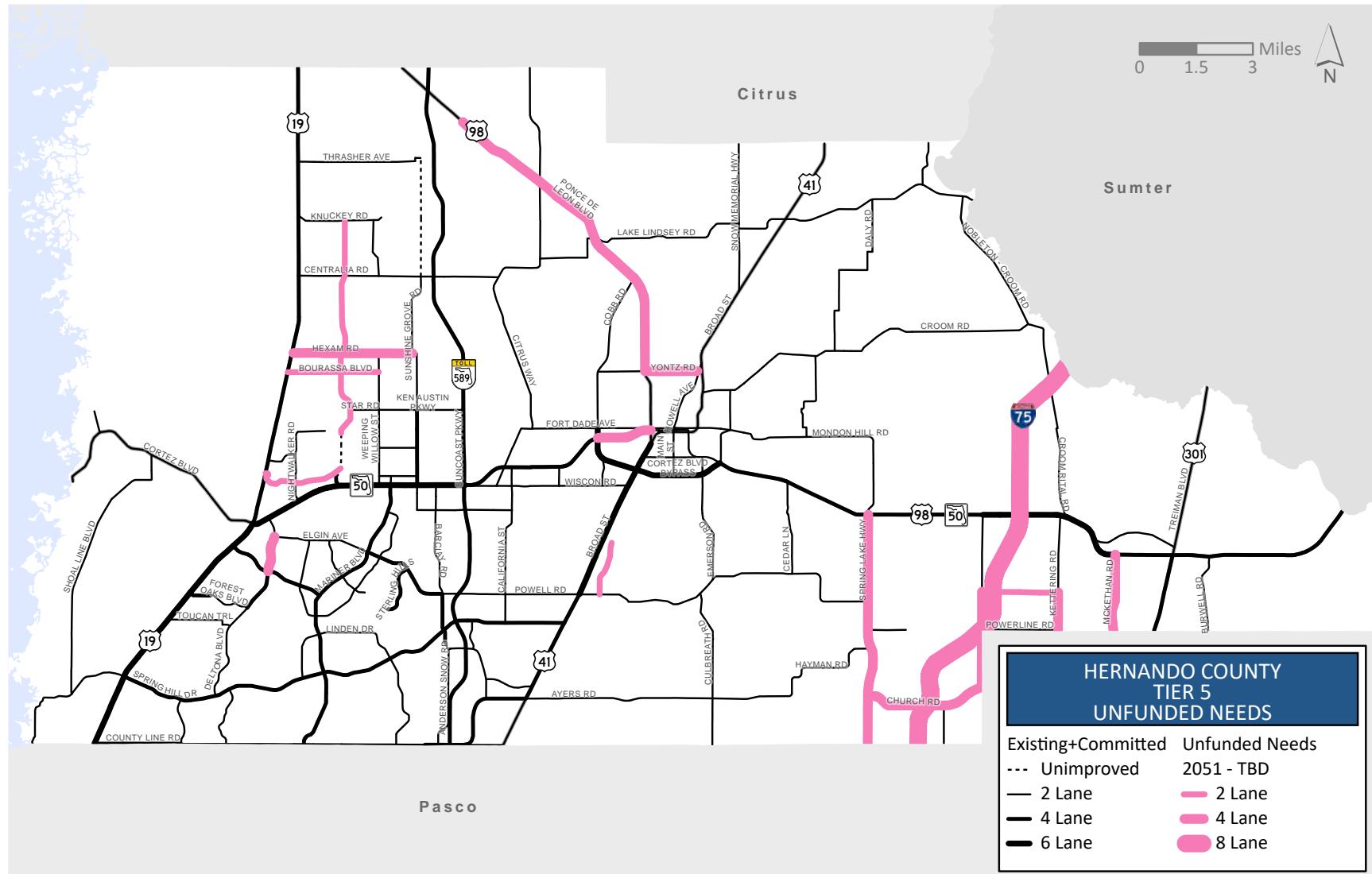
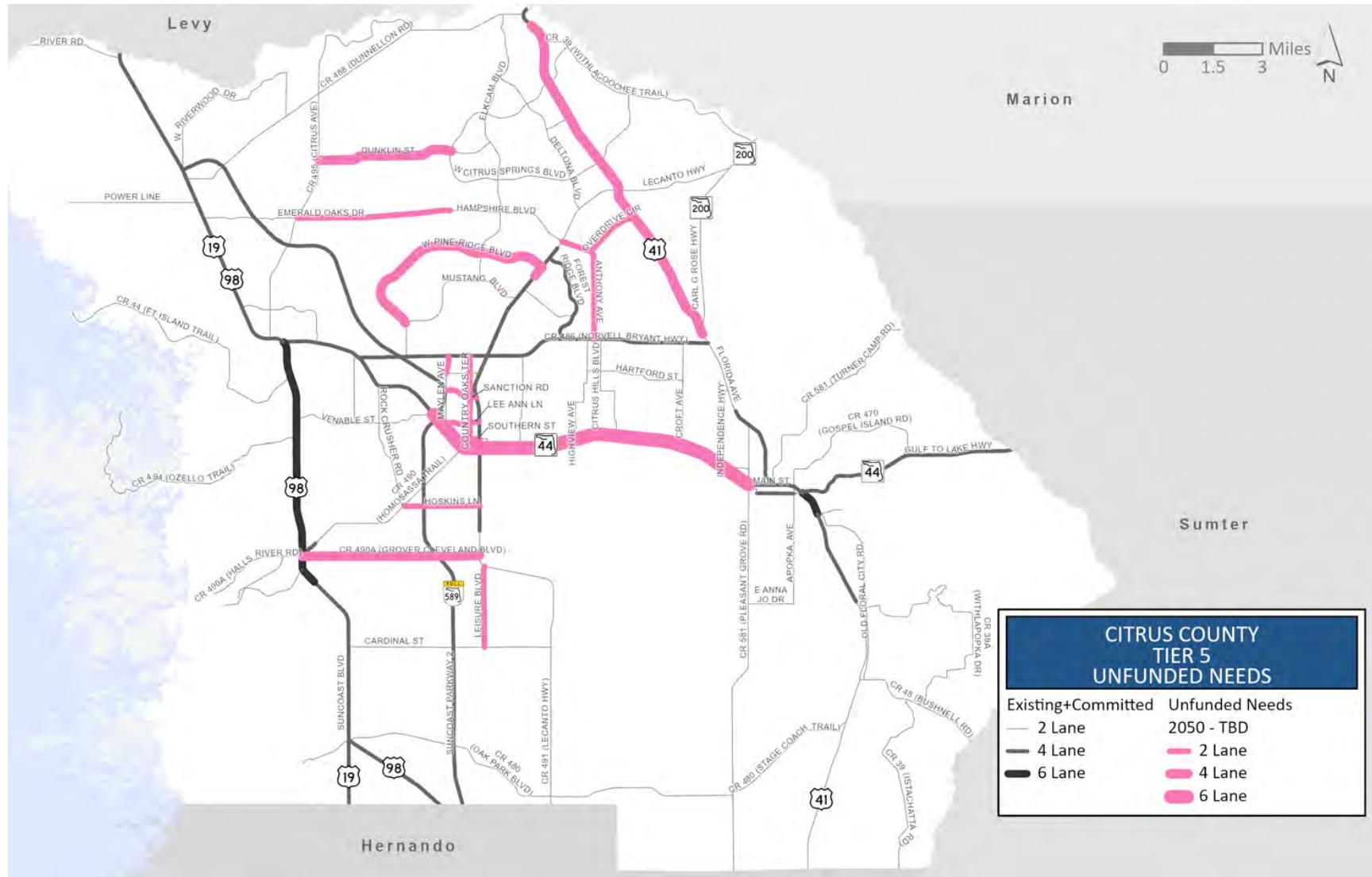


Figure 16. Citrus County Unfunded Needs – Tier 5



Roadway Plan

Cost Feasible Plan (Tiers 2-3)

The Cost Feasible roadway projects (Tier 2 and Tier 3) are listed by phase in **Table 13** and **Table 14**.

Table 13. 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		Intersection Improvements	2036-2040
US41/SR45 (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 BLVD (US98/SR700)		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 (US41/SR45)	2U-4D	2041-2050

Table 14. 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	2U-4D	2041-2050
US 41 (FLORIDA AVE)	CR 486, W	SR 200, N	2U-4D	2041-2050
CARDINAL ST	US 19, S	GROSS AVE, S	2U-4D	2041-2050
CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	2U-4D	2041-2050
CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	2U-4D	2041-2050
US 41 (FLORIDA AVE)	AT NORTH CITRUS SPRINGS BLVD	Intersection Improvements		2041-2050

Roadway Plan

Partially-Funded and Illustrative Projects (Tier 4)

Partially Funded and Illustrative Project roadway projects (Tier 4) are listed by phase in **Table 15** and **Table 16**.

Table 15. Hernando County Partially Funded and Illustrative Roadway Projects - Tier 4

On Street	From Street	To Street	Improvement Type	Phases Funded
JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	2U-4D	PE/DES/ROW
LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	2U-4D	PE/DES/ROW
COUNTY LINE RD	E OF EAST RD	SPRINGTIME ST	2U-4D	PE/DES
COUNTY LINE RD	E OF MARINER BLVD	W OF SUNCOAST PKWY	2U-4D	PE/DES
BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	2U-4D	PE/DES/ROW
SUNSHINE GROVE RD EXT	HEXAM RD	CENTRALIA RD	NEW 2U	PE
SUNSHINE GROVE RD EXT	CENTRALIA RD	QUIGLEY AVE	NEW 2U	PE
SUNSHINE GROVE RD EXT	QUIGLEY AVE	VELVET SCOOTER AVE	NEW 2U	PE/DES/ROW
CORTEZ OAKS BLVD	CORTEZ BLVD (SR50)	FLOCK AVE	NEW 2U	PE/DES/ROW
CORTEZ OAKS BLVD	FLOCK AVE	FURLEY AVE	NEW 2U	PE/DES/ROW
ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	2U-4D	PE/DES/ROW

(Table 15 Continued) Hernando County Partially Funded and Illustrative Roadway Projects - Tier 4

On Street	From Street	To Street	Improvement Type	Phases Funded
ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	2U-4D	PE/DES/ROW
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	2U-4D	PE/DES/ROW
LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	2U-4D	PE/DES/ROW
KETTERING RD	POWERLINE RD	CORTEZ BLVD (SR 50)	2U-4D	PE/DES/ROW
JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	2U-4D	PE/DES/ROW
RESTER DR	N SUNCOAST PKWY (SR589)	FORT DADE AVE	NEW 2U	PE/DES/ROW
BROAD ST (US41/SR45)	N OF OAK ST	HOWELL AVE	2U-4D	PE/DES/ROW
US41/SR45	URBAN BOUNDARY	CITRUS COUNTY LINE	2U-4D	PE/DES
EMERSON RD	JEFFERSON ST (SR50)	MONDON HILL RD	NEW 2U	PE/DES
EMERSON RD	MONDON HILL RD	BROAD ST	NEW 2U	PE/DES

Roadway Plan

Table 16. Citrus County Partially Funded and Illustrative Roadway Projects - Tier 4

On Street	From Street	To Street	Improvement Type	Phases Funded
SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	2U-4D	PE/DES
SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	2U-4D	PE/DES
SR 200 (CARL G ROSE HWY)	CR 491, N	MARION COUNTY LINE	2U-4D	PE/DES
CR 491 (LECANTO HWY)	PINE RIDGE BLVD, W	FOREST RIDGE BLVD, N	2U-4D	PE/DES
CR 491 (LECANTO HWY)	FOREST RIDGE BLVD, N	DELTONA BLVD, N	2U-4D	PE/DES
CR 491 (LECANTO HWY)	DELTONA BLVD, N	US 41, N	2U-4D	PE/DES
CR 491 (LECANTO HWY)	US 41, N	TRAM RD, N	2U-4D	PE/DES
CR 491 (LECANTO HWY)	TRAM RD, N	SR 200, N	2U-4D	PE/DES
US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	GREEN ACRES ST, W	4D-6D	PE/DES/ROW
CR 490 (HOMOSASSA TRAIL)	US 19, S	ROCK CRUSHER RD, S	2U-4D	PE/DES/ROW
CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	PE/DES/ROW

(Table 16 Continued) Citrus County Partially Funded and Illustrative Roadway Projects - Tier 4

On Street	From Street	To Street	Improvement Type	Phases Funded
CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44, W	2U-4D	PE/DES/ROW
CROFT AVE	SR 44, E	HAYES RD	2U-4D	PE/DES/ROW
CROFT AVE	STEVENS ST, E	HAYES RD	2U-4D	PE/DES/ROW
VENABLE ST	US 19, S	ROCK CRUSHER RD, S	2U-4D	PE/DES/ROW
ROCK CRUSHER RD	CR 490, W	SR 44, W	2U-4D	PE/DES/ROW
CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	PE
CRYSTAL OAKS DR	URBAN BOUNDARY	SR 44, W	2U-4D	PE
SR 44 (GULF TO LAKE HWY)	US 41	SUMTER COUNTY LINE	4D-6D	PE/DES

Roadway Plan

Unfunded Needs (Tier 5)

The Unfunded Needs roadway projects (Tier 5) are listed by phase in **Table 17** and **Table 18**.

Table 17. Hernando County Unfunded Needs Roadway Projects - Tier 5

On Street	From Street	To Street	Improvement Type
BOURASSA BLVD	US19 (SR55)	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	00-2D
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 (SR93)	DASHBACH RD	2U-4D
MYERS RD	CHURCH RD	LOCKHART RD	2U-4D
SPRING LAKE HWY	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	2U-4D
YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	HOWELL AV	2U-4D
MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	2U-4D
PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	2U-4D
PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	2U-4D
PONCE DE LEON BLVD (US98/SR700)	LAKE LINDSEY RD	LANDFILL RD	2U-4D

Table 18. Citrus County Unfunded Needs Roadway Projects - Tier 5

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



Congestion Management

In 2022, the Hernando/Citrus MPO adopted and updated their Congestion Management Process (CMP). 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 as listed below:

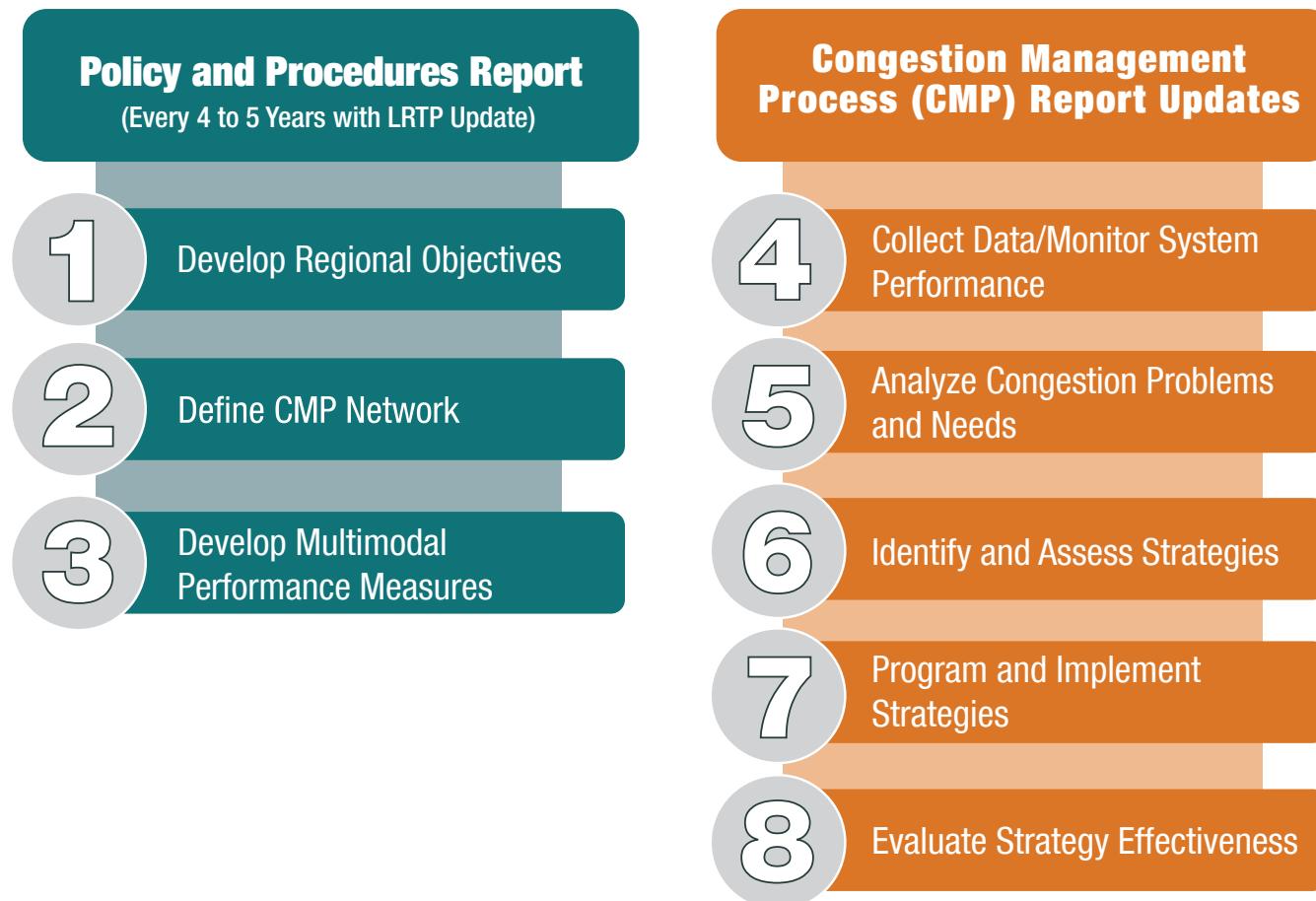
- Many roadway corridors cannot be widened based on maximum number of lanes or environmental constraints.
- Limited funding does not allow many new large-scale projects to be constructed or even planned.
- Congestion management is considered in enhancing overall transportation safety for all road users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

- 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 Program (CIP).
- Public meetings by the MPO's Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC)

Figure 17 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.

Figure 17. Hernando/Citrus MPO's Approach to the Federal Eight-Step Process



Transit

Existing System

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

Hernando County

Hernando County Transit, branded as TheBus, operates fixed-route service, and complementary Americans with Disabilities Act (ADA) paratransit service to eligible riders. TheBus operates four fixed-route services Monday through Friday on 60-minute headways. ADA-compliant paratransit service is provided to eligible riders with origins and/or destinations within $\frac{3}{4}$ -mile of a fixed-route, with the ADA service transferring the rider to/from the fixed-route service. TheBus currently connects south to Pasco County Public Transportation (PCPT) and does not connect with Citrus County. Additionally, Mid Florida Community Services, Inc. operates Trans-Hernando, which provides demand response paratransit services for transportation disadvantaged citizens of Hernando County.

The Purple and Green routes have the highest ridership with 50,280 and 34,894 rides per year, respectively. The Purple Route serves as a connection from the City of Brooksville into Pasco County. The Green Route connects Pasco-Hernando State College (PHSC) to the City of Brooksville.

Citrus County

Citrus County Transit (CCT) operates deviated fixed-route and paratransit services in Citrus County. The Citrus County Orange Line Bus includes four routes: Beverly Hills Route, Crystal River Route, Homosassa Line Route, and Inverness Route. CCT also provides demand response paratransit services for transportation disadvantaged citizens of Citrus County.



Transit Needs Assessment

The list of potential transit projects for the 2050 Cost Feasible Transit Plan (**Appendix C**) was generated by reviewing the findings and recommendations from current and previous plans, including the Fiscal Year 2024/2025 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.



*Withlacoochee State Trail
Inverness Trailhead*

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 the MPO Board.

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

- 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 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 plans to invest in the replacement of fixed-route buses and ADA vehicles, along with investment in administrative and preventative maintenance costs.
- 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 maintains services, fleets, and facilities established or maintained in Timeframe 1.
- Citrus County maintains its existing transit service and fleets in this timeframe.

Timeframe 4 (2041-2050)

- Hernando County maintains services, fleets, and facilities established or maintained in Timeframe 1.
- Citrus County maintains its existing transit service and fleets in this timeframe.

Figure 18 shows the Transit Needs for Hernando County, and **Figure 19** shows the Transit Needs for Citrus County.



Transit

Figure 18. Hernando County 2050 Transit Needs

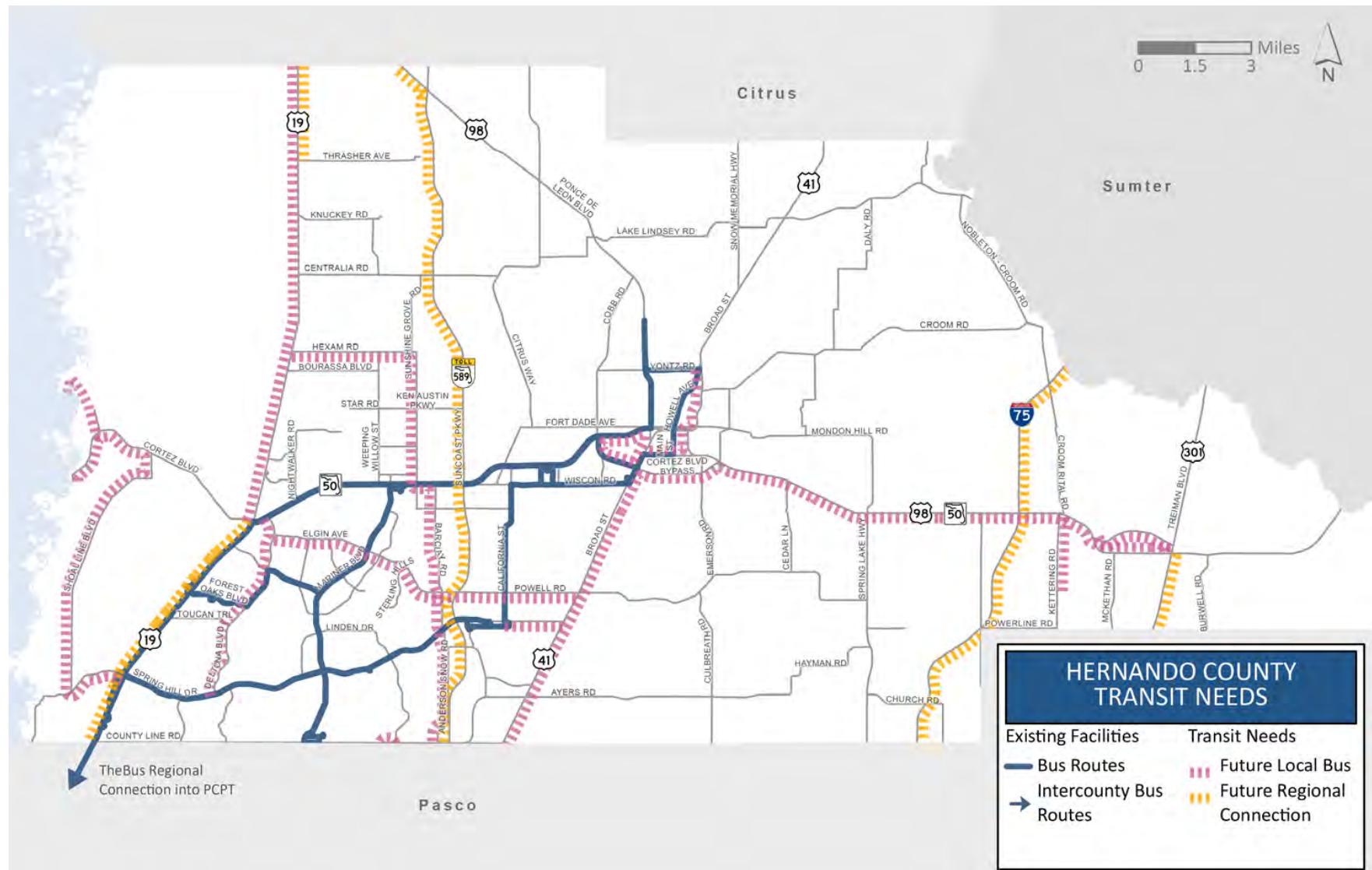
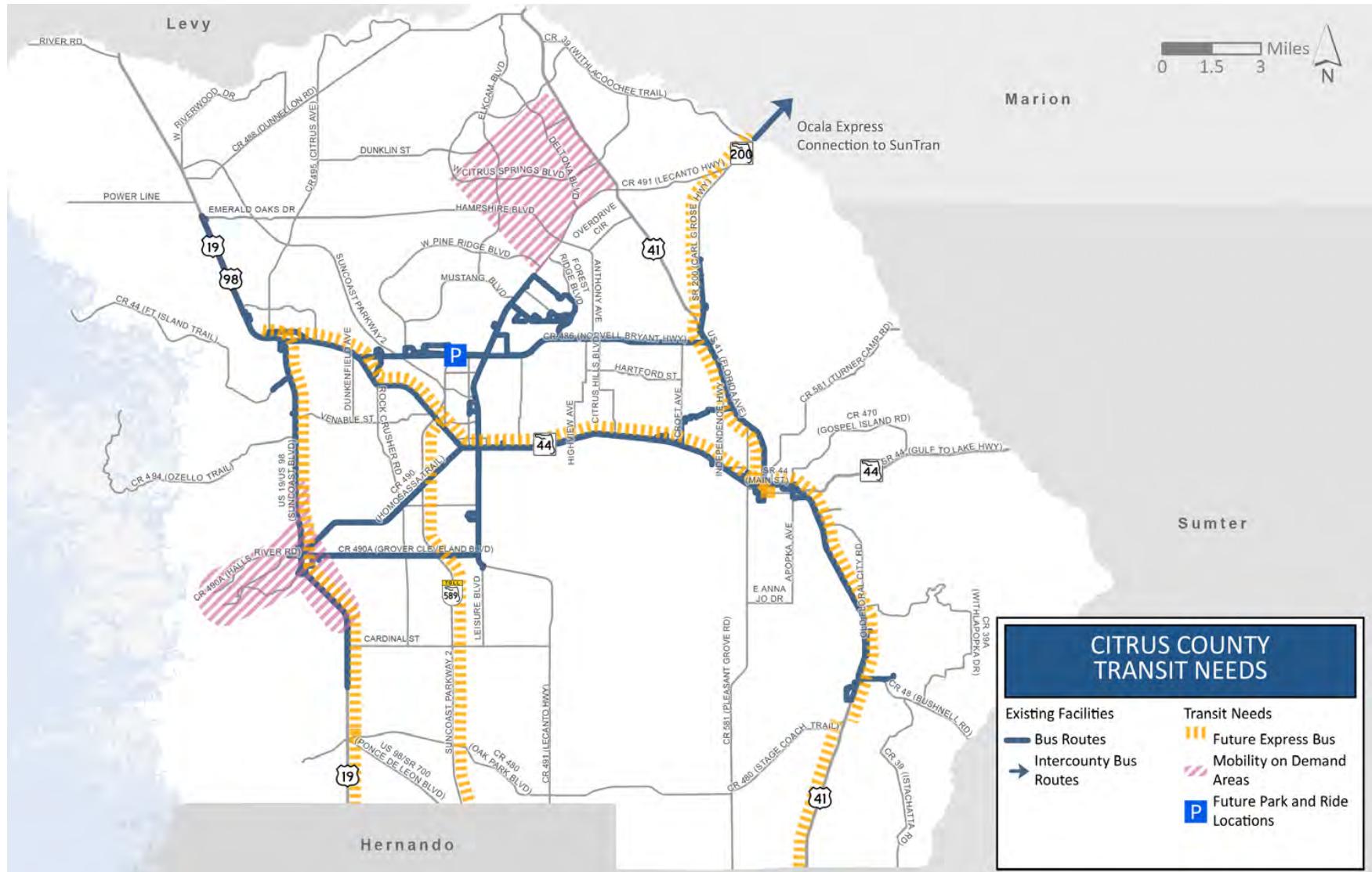


Figure 19. Citrus County 2050 Transit Needs





Bicycle and Pedestrian Plan Overview

Hernando/Citrus MPO Bikeways and Trails Master Plan

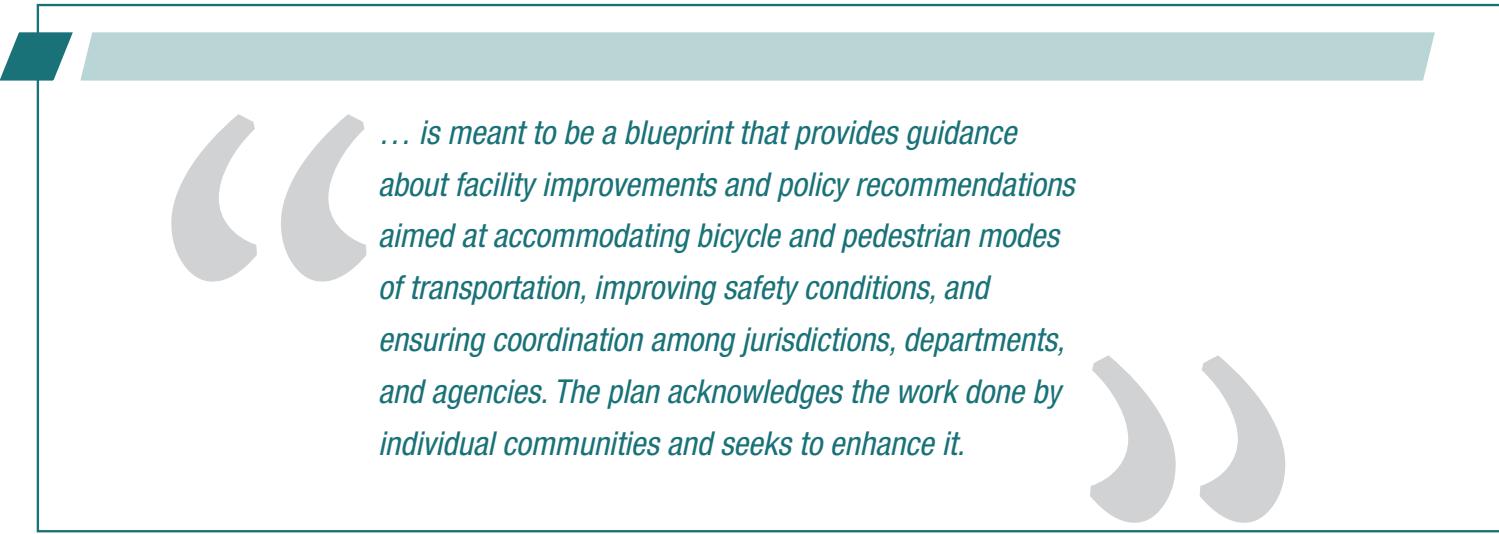
The Hernando/Citrus MPO Bikeways and Trails Master Plan (BTMP) was adopted in June 2018 and offers a comprehensive evaluation and future assessment of the bicycle and pedestrian needs for Hernando/Citrus MPO. The goals of the BTMP fit within those of the LRTP as described below:

- **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 20 and 21 represent the existing and committed Bikeways and Trails facilities in Hernando and Citrus Counties as well as long-term vision for future major 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) contains projects that are considered of highest priority for improvement by the MPO and its advisory committees.

Table 19 shows the bicycle and pedestrian List of Priority Projects (LOPP) for the Hernando/Citrus MPO.

Bicycle and Pedestrian Plan Overview

Figure 20. Hernando County 2050 Major Bike/Ped/Trail Needs

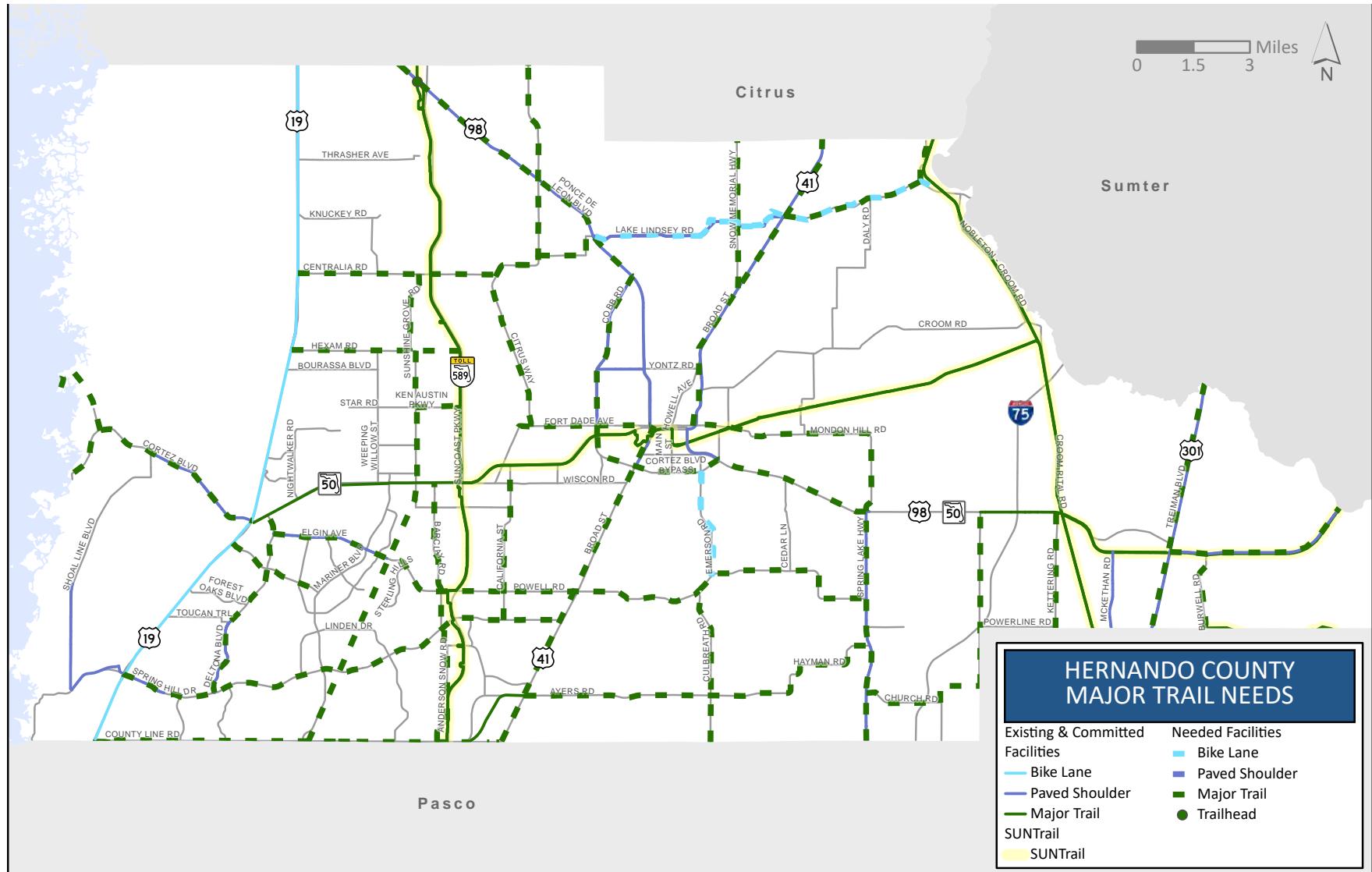
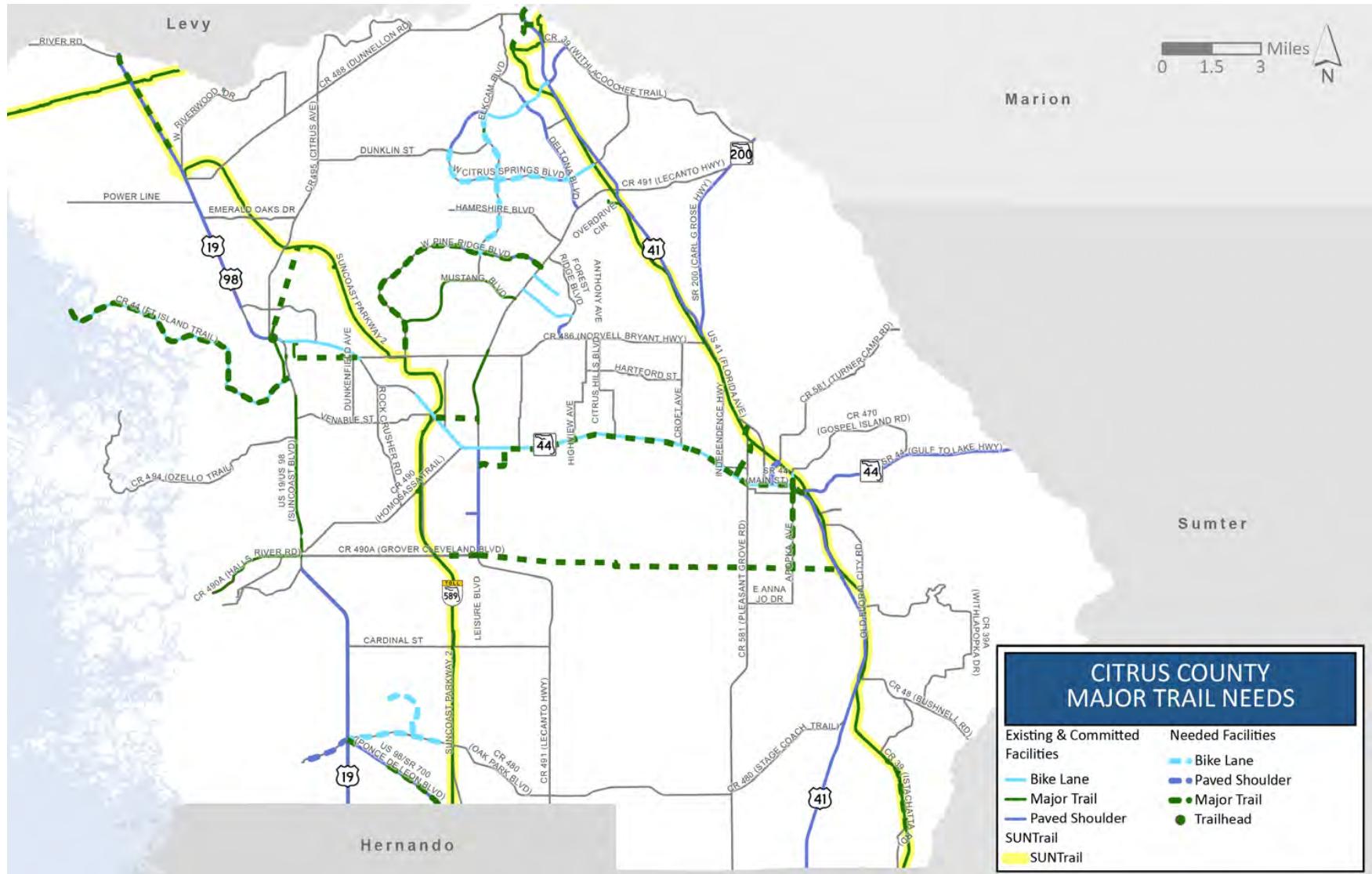


Figure 21. Citrus County 2050 Major Bike/Ped/Trail Needs



Bicycle and Pedestrian Plan Overview

Table 19. Bicycle and Pedestrian List of Priority Projects 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 19 Continued) Bicycle and Pedestrian List of Priority Projects 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

Bicycle and Pedestrian Plan Overview

(Table 19 Continued) Bicycle and Pedestrian List of Priority Projects 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 CAMPGROUNDS	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 19 Continued) Bicycle and Pedestrian List of Priority Projects 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

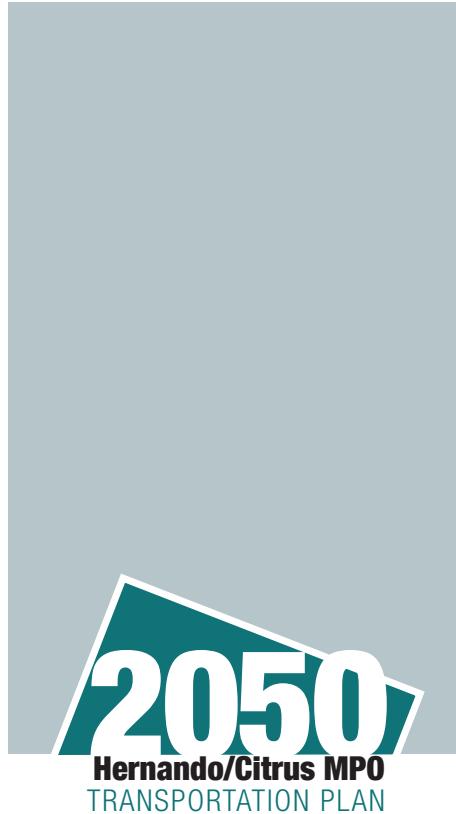


Transportation Trends

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 just starting to normalize across Hernando and Citrus Counties.

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.



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To review Appendices A through D for the Draft 2050 Long-Range Transportation Plan, please visit the Hernando/Citrus MPO website at www.HernandoCitrusMPO.us

Or click the link below:

<https://www.hernandocounty.us/home/showdocument?id=9310&isPublished=False&t=638604434586054728>

Documents will also be available to public review in the MPO office, or upon request.