



Hernando/Citrus MPO

LONG RANGE TRANSPORTATION PLAN

Final Report - March 4, 2020





Hernando/Citrus MPO 2045 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 October 30, 2019. At this meeting they initiated a public comment period to obtain comments on the *Hernando/Citrus MPO 2045 Long Range Transportation Plan* prior to the Board's adoption of the Plan. Pursuant to the MPO's adopted Public Participation Process (PPP), a public hearing and public comment period continued until the November 20, 2019 MPO Board meeting. Following that meeting, the Plan was adopted at the regularly scheduled December 4, 2019 MPO Board meeting.

Resolution 2019-8

A RESOLUTION OF THE HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE 2045 COST FEASIBLE LONG RANGE TRANSPORTATION PLAN AND CERTIFYING IT AS THE OFFICIAL LONG RANGE TRANSPORTATION PLAN FOR CITRUS AND HERNANDO COUNTIES, FLORIDA.

WHEREAS, The Hernando/Citrus Metropolitan Planning Organization (MPO) is the responsible entity for conducting a continuing, cooperative and comprehensive transportation planning program for Citrus and Hernando Counties, Florida, including the Spring Hill Urbanized Area in Hernando County and the Homosassa Springs – Beverly Hills-Citrus Springs Urbanized Area in Citrus County; and,

WHEREAS, the Hernando/Citrus MPO must develop a Long Range Transportation Plan (LRTP) which addresses no less than a 20 year planning horizon; and WHEREAS, the LRTP is required by Federal and State Laws and regulations to encourage and promote the safe and efficient management, operation, and development of a cost-feasible intermodal transportation; and,

WHEREAS, under Federal and State regulations, the Hernando/Citrus MPO has, as one of its primary duties, the responsibility of developing and adopting an updated 2045 Long Range Transportation Plan conforming to the requirements of the Fixing America's Surface Transportation (FAST) Act and previous Moving Ahead for Progress in the 21st Century Act (MAP-21) rule making by establishing measurable performance targets; and,

WHEREAS, 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 driven planning; and,

WHEREAS, the Hernando/Citrus MPO has conducted a public involvement program throughout the 2045 LRTP development process that is consistent with the Hernando/Citrus MPO Public Participation Plan, including advertised public workshops, hearings and meetings with concerned community groups and distribution of materials throughout the communities; and,

WHEREAS, the Hernando/Citrus MPO has considered the principles of Environmental Justice by conducting environmental justice workshops that targeted the community's underserved populations to avoid any disproportionate impact; and

WHEREAS, the Hernando/Citrus MPO has coordinated the 2045 LRTP development with involved state, regional, and local agencies, including consideration of locally adopted comprehensive plans and the Florida Transportation Plan; and,

WHEREAS, the 2045 LRTP has considered multi-modal and intermodal opportunities to serve the goods movement needs of the population in Hernando and Citrus Counties; and,

WHEREAS, the 2045 LRTP identifies short range strategies for alleviating congestion, improving safety and promoting increased system efficiency through systems management techniques and coordination with land use planning and development activity; and,

WHEREAS, the 2045 LRTP identifies project costs and reasonably available revenues to fund projects demonstrate the cost feasibility the 2045 LRTP's Cost Affordable Plan; and,

WHEREAS, the Hernando/Citrus MPO has held two public hearings, providing a minimum of 30 day comment period consistent with the Hernando/Citrus MPO Public Participation Plan prior to taking final action on the 2045 LRTP.

NOW, THEREFORE, BE IT RESOLVED BY THE HERNANDO/CITRUS MPO:

1. Certifies that the 2045 Long Range Transportation Plan, as well as associated policies, is the adopted Transportation Plan for Citrus and Hernando Counties including the Spring Hill Urbanized Area in Hernando County, and the Homosassa Springs-Beverly Hills-Citrus Springs Urbanized Area in Citrus County.
2. The 2045 Long Range Transportation Plan, including all maps, inventories and other related materials shall be a basis for future plans, programs, and policies of the Hernando/Citrus MPO.

ADOPTED in regular session this 4th day of December 2019

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Chapter

1

INTRODUCTION



Chapter 1

Introduction

What is the Hernando/Citrus MPO?

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

What is the LRTP?

The Long Range Transportation Plan (LRTP) is a short- and long-term plan addressing multimodal transportation needs within the MPO planning area, required to be updated every five years, with a horizon year of at least 20 years. The 2045 LRTP was prepared by the Hernando/Citrus MPO and serves as primary guidance in the development of transportation improvements in both Hernando and Citrus counties over the next 25 years.

The plan must be reviewed and updated every five years and incorporate fiscal constraints, meaning the MPO cannot plan to spend more money than it can reasonably anticipate receiving for project implementation through the year 2045. Notably, the eligibility of these transportation projects to receive federal funding is dependent on their inclusion in the Cost Feasible Plan.

The plan was created to be consistent with adopted Comprehensive Plans for each county in addition to the incorporated cities and meets federally-established standards for metropolitan transportation planning.

The LRTP incorporates transportation needs of people and freight alike and plans for roadway, public transit, and bicycle and pedestrian facilities. The conclusions of the plan are largely dependent on input from the community, and includes involvement from stakeholders and the at-large public throughout its development.

This plan:

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

Federal Legislation and Guidance

The previously adopted Hernando/Citrus MPO 2040 LRTP was governed by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into Federal law in 2012. The goals of MAP-21 include strengthening America's highways, establishing a performance-based program, creating jobs and supporting economic growth, supporting the United States Department of Transportation's aggressive safety agenda, streamlining Federal Highway Administration (FHWA) transportation programs, and accelerating project delivery and promoting innovation.

This document, the 2045 LRTP, is guided by the 2015 legislation, Fixing Americas' Surface Transportation Act (FAST Act). Through FAST Act, new federal requirements were incorporated in the process as follows:

- Two new Federal Planning Factors were established:
 - Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
 - Enhance travel and tourism.
- Multimodality of the transportation system was emphasized - The FAST Act adds to the MAP-21-required considerations additional facilities such as intercity buses and commuter van pools that support intermodal transportation, [23 USC 134(c) (2) & (i)(2)].
- Participation by Interested Parties in the Planning Process - It is a requirement that stakeholders and the public are involved, and they must be given reasonable opportunity to provide their input. Under the FAST Act, public ports and additional private transportation service providers were added to the list of interested parties.
- Consultation with other Planning Officials - MAP-21 required the coordination of MPOs with other officials that are responsible for various planning activities throughout the region. FAST Act requires that officials responsible for tourism activities, as well as those responsible for reducing potential risks of natural disasters be added to the coordinating agencies responsible for various planning agencies through the region.

The Plan at a Glance

The LRTP was developed by analyzing the existing conditions throughout the two-county area and with consideration of the 2040 LRTP guidance. Having established a baseline of needs, revisions and additions were made to better accommodate and reflect the future conditions and needs of the community.

The 2045 LRTP is organized as follows:

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

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Chapter 2

GOALS, OBJECTIVES, & PERFORMANCE TARGETS



Chapter 2

Goals, Objectives, & Performance Targets

Introduction

This chapter describes the policies guiding the transportation network and systems of Hernando and Citrus Counties. 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 Hernando/Citrus MPO established these goals, objectives, and performance measures consistent with the guidance and requirements of the FAST-Act, current federal transportation planning requirements, and the Florida Transportation Plan.

This Chapter is divided into the following sections:

- Hernando/Citrus MPO 2045 LRTP Goals and Objectives
- Federal Goals and Planning Factors
- State and Local Goals
- Federal, State, and Hernando/Citrus MPO Performance Targets

Hernando/Citrus MPO Transportation Goals, Objectives, and Performance Measures

Goals and objectives reflecting the counties' vision were developed early in the planning process. The goals are shown below and in **Figure 1**.



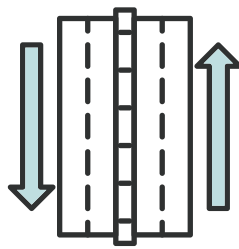
Safety

Improving safety for all users, including drivers, pedestrians, and bicyclists was a priority of the plan.



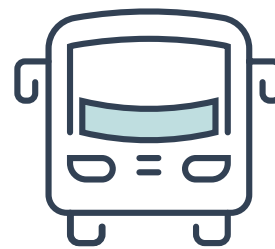
Economy

The plan includes projects that proactively support economic development and tourism throughout Hernando and Citrus Counties.



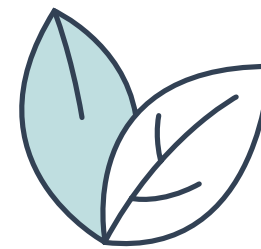
Mobility

The plan establishes a blueprint to provide for mobility needs of the entire community and visitors alike.



Intermodal

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.



Livability

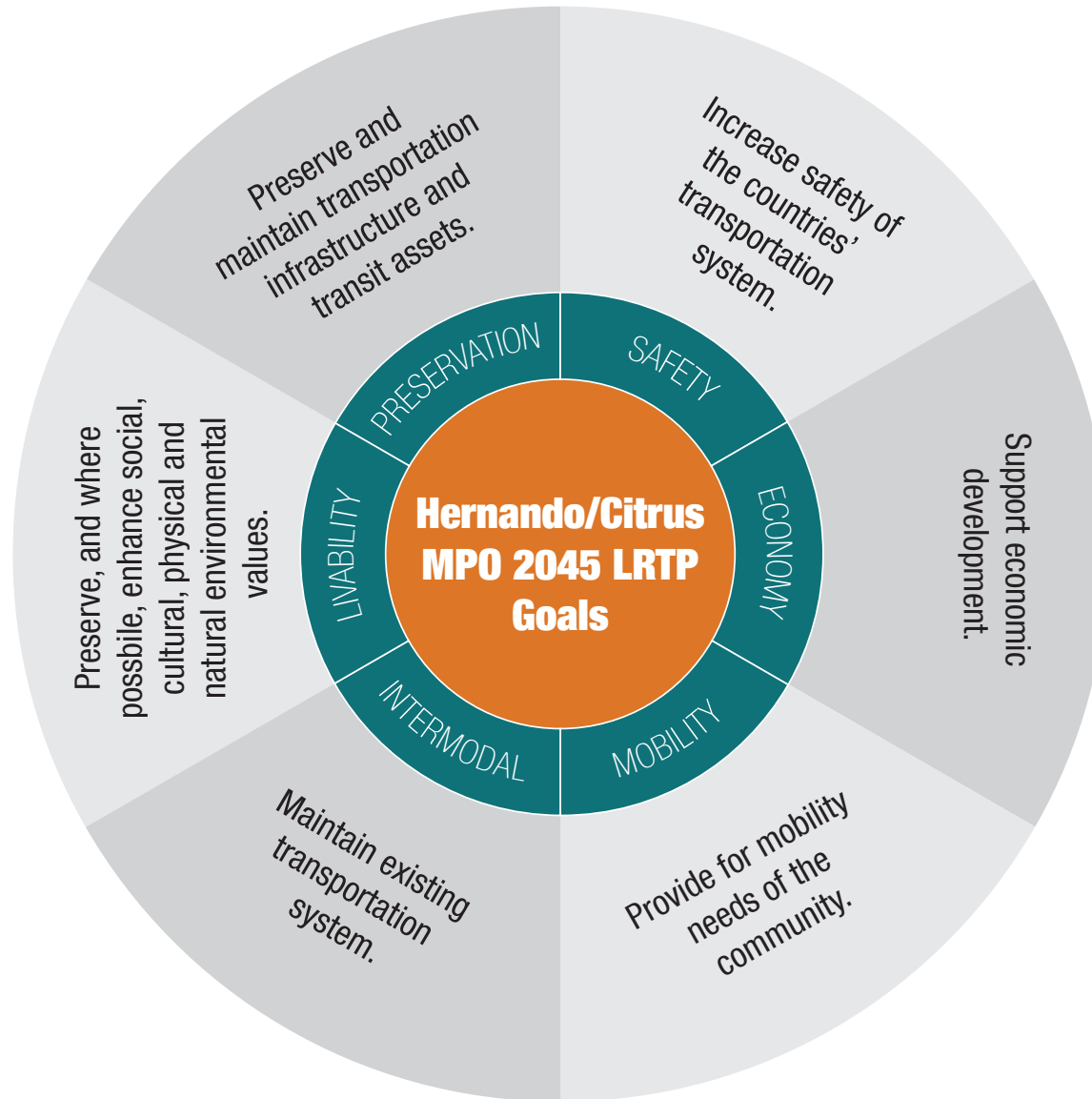
The environments throughout the MPO area are sensitive, and steps were taken to preserve, enhance social, cultural, physical, and natural environmental values.



Preservation

There is a responsibility to preserve and maintain a resilient transportation infrastructure and transit assets for the future in a cost-effective manner.

Figure 1. Hernando/Citrus MPO 2045 LRTP Goals



Development of the Goals, Objectives, and Performance Measures

The Hernando/Citrus MPO Goals, Objectives, and Performance Measures were developed based on Federal, state, and local guidance. The requirements and guidance used to develop the Goals, Objectives, and Performance for the 2045 Long Range Transportation Plan are described ahead.

Fixing America's Surface Transportation (FAST) Act

Signed into law on December 4, 2015, the Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), provides support and enhancement to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is the first federal law 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 FAST Act supports MAP-21 by continuing to create 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. 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 2045 LRTP has been developed to ensure compliance with the requirements of the FAST Act and includes a performance-based approach to the transportation decision-making process.

FAST ACT GOALS

The FAST Act has carried over the national goals established with MAP-21 legislation. These goals are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

FAST ACT PLANNING FACTORS

The FAST Act has established specific planning factors that call for the recognition of and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2045 LRTP and include:

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

The FAST Act prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. The FAST Act directly impacts the Hernando/Citrus MPO and the planning activities of the agency. As such, the MPO is required to coordinate with state and public transportation providers to establish targets to continue to develop and assess a focused, performance-based multimodal transportation system. In the development and assessment, Hernando/Citrus MPO must:

- Describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the Long Range Transportation Plan (LRTP); and,
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements.

A matrix showing consistency between the LRTP Goals and the ten planning factors from the FAST Act is shown in **Table 1**.

Table 1. Hernando/Citrus 2045 LRTP Goals and FAST Act Planning Factors Comparison

LRTP Goals	FAST Act Planning Factors									
	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration / Connectivity	System Management & Operation	System Preservation	Resiliency	Tourism
Safety Increase safety of the counties' transportation system	✓	✓	✓	✓	✓		✓		✓	✓
Economy Support economic development and tourism	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mobility Provide for mobility needs of the community	✓	✓	✓	✓	✓	✓	✓			
Intermodal Maintain existing transportation system	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Livability Preserve/enhance social, cultural, physical and natural environmental values	✓	✓	✓	✓	✓	✓	✓		✓	✓
System Preservation Preserve and maintain a resilient transportation infrastructure and transit assets	✓	✓	✓	✓	✓	✓	✓	✓	✓	

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. The plan was created by, and provides direction to, FDOT and all organizations involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. This includes the Hernando/Citrus MPO. The FTP Policy Element is Florida's long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change. **Technical Appendix A** contains the FTP used as guidance for this LRTP.

MPOs are required to address the goals included in the FTP. These goals include the following:

- **Safety and security** for residents, visitors, and businesses
- Agile, **resilient**, and quality infrastructure
- **Efficient and reliable** mobility for people and freight
- More **transportation choices** for people and freight
- Transportation solutions that support Florida's global **economic competitiveness**
- Transportation solutions that support **quality places** to live, learn, work, and play
- Transportation solutions that enhance Florida's **environment and conserve energy**

MPOs must also incorporate any performance targets which may be included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans.

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

Table 2. Hernando/Citrus 2045 LRTP Goals and Florida Transportation Plan Goals Comparison

LRTP Goals	Florida Transportation Plan Goals						
	Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Safety Increase safety of the counties' transportation system	✓	✓	✓	✓	✓	✓	
Economy Support economic development and tourism	✓	✓	✓	✓	✓	✓	✓
Mobility Provide for mobility needs of the community	✓		✓	✓	✓	✓	
Intermodal Maintain existing transportation system	✓	✓	✓	✓		✓	✓
Livability Preserve/enhance social, cultural, physical and natural environmental values	✓		✓	✓	✓	✓	✓
System Preservation Preserve and maintain a resilient transportation infrastructure and transit assets	✓	✓	✓	✓	✓	✓	✓

Local Plans

Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. This LRTP report is consistent with the following documents where applicable:

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

PERFORMANCE-BASED PLANNING

The FAST Act established performance-based activities requirement for the MPO planning process. This included the identification of specific performance measures that all states and each MPO must evaluate. The process required the FDOT develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. This also requires MPOs in the State of Florida to either accept and support FDOT's performance targets or establish, formally adopt, and monitor their own performance targets. FDOT will provide performance data to MPOs if they adopt the state targets. MPOs who adopt other targets will be responsible for the associated performance evaluation for those targets.

Federal Guidance

Federal Performance Management Measures were developed to support the FAST Act Goals. The initial performance requirements enacted under MAP-21 are enhanced by the FAST Act, which established compliance requirements for State Departments of Transportation (DOTs) and MPOs.

The Federal Performance Management Measures specifically require the following:

- **Performance Measure 1 (PM1) – Safety**
 - Number of fatalities
 - Rate of fatalities per 100 million vehicle miles traveled (VMT)
 - Number of serious injuries
 - Rate of serious injuries per 100 million vehicle miles traveled (VMT)
 - Number of non-motorized fatalities and non-motorized serious injuries
- **Performance Measure 2 (PM2) – Pavement & Bridge**
 - Percent of Interstate pavements in good condition
 - Percent of Interstate pavements in poor condition
 - Percent of non-Interstate National Highway System (NHS) pavements in good condition;
 - Percent of non-Interstate NHS pavements in poor condition
 - Percent of NHS bridges (by deck area) classified as in good condition
 - Percent of NHS bridges (by deck area) classified as in poor condition
- **Performance Measure 3 (PM3) – System & Freight**
 - Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)
 - Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)
 - Truck travel time reliability (TTTR)

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

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

FDOT Guidance

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

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

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

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

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

Hernando/Citrus MPO Performance Targets

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

Safety Performance Targets (PM1)

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

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million vehicle miles traveled (VMT)
5. Number of non-motorized fatalities and non-motorized serious injuries

The FDOT publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. As of the development of this LRTP, safety targets address calendar year 2018 and are based on a five-year rolling average (2011-2015). For the 2018 HSIP annual report, FDOT established statewide HSIP interim safety performance measures and FDOT's 2019 safety targets, which set the target at "0" for each of the performance measures to reflect the Department's vision of zero deaths.

On February 19, 2019, the MPO adopted Resolution 2019-01 to reestablish the Safety Performance Measures adopted in Resolution 2018-01, a 5% reduction based on a five-year rolling average for the safety performance measures listed as its 2019 safety targets.

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

Table 3. Highway Safety (PM1) Targets

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

The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. The MPO acknowledges FDOT statewide HSIP safety performance measures and FDOT's 2019 safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. However, the MPO is setting its safety performance targets based upon data collected within the MPO planning area for previous years related to safety performance measures.

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

Statewide system conditions for each safety performance measure are included in **Table 4**, along with system conditions in the Hernando/Citrus MPO metropolitan planning area. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2013-2017). The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent system performance report to track performance over time in relation to baseline conditions and established targets.

Table 4. Highway Safety (PM1) Conditions and Performance

Performance Measure	Florida Statewide Baseline Performance Five-Year Rolling Average (2012-2016)	Hernando/Citrus MPO Baseline Performance Five-Year Rolling Average (2013-2017)	2-year Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2020)	4-year Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2022)
Number of Fatalities	2,533	54	46	42
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.29	1.54	1.32	1.19
Number of Serious Injuries	20,552	482	414	373
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	10.45	13.79	11.83	10.68
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,173	43	37	33

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The Highway Safety Performance Targets and data in Table 4 is reflective of the latest available data as of the development of this LRTP and will be adopted as such. The Hernando/Citrus MPO adopted its updated Safety Performance Measures from Resolution 2020-01 at the February 13, 2020 MPO Board Meeting. It should be noted that the Hernando/Citrus MP 2045 LRTP Adoption Report was adopted in December 2019 and included safety data released earlier. This information is included in **Table 5**.

Table 5. 2045 LRTP Adoption Report MPO Safety Performance Measures and Targets

Performance Measure	Florida Statewide Baseline Performance Five-Year Rolling Average (2012-2016)	Hernando/Citrus MPO Baseline Performance Five-Year Rolling Average (2013-2017)	2-year Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2020)	4-year Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2022)
Number of Fatalities	2,533	54	51	46
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.29	1.54	1.46	1.32
Number of Serious Injuries	20,552	482	458	414
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	10.45	13.79	13.10	11.82
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,173	43	41	37

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

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Bridge and Pavement Condition Performance Targets. System preservation “Bridge and Pavement Condition” targets to assess the condition of the pavements and bridges on the National Highway System (NHS) became effective at the state level May 20, 2018. These performance measures and targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The current and future Bridge and Pavement Condition Targets are in **Table 6**.

PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES AND TARGETS OVERVIEW

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

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

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

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

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

PAVEMENT AND BRIDGE CONDITION BASELINE PERFORMANCE AND ESTABLISHED TARGETS

Table 6 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 6. Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measure	Statewide Performance (2017 Baseline)	Statewide 2-Year Target (2019)	Statewide 4-Year Target (2021)	Hernando/Citrus MPO 2-Year Target (2021)
Percent of Interstate pavements in good condition	66%	n/a	≥ 60%	Not required*
Percent of Interstate pavements in poor condition	0.1%	n/a	≤ 5%	Not required*
Percent of non-Interstate NHS pavements in good condition	76.4%	≥ 40%	≥ 40%	≥ 40%
Percent of non-Interstate NHS pavements in poor condition	3.6%	≤ 5%	≤ 5%	≤ 5%
Percent of NHS bridges (by deck area) in good condition	67.7%	≥ 50%	≥ 50%	≥ 50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	≤ 10%	≤ 10%	≤ 10%

* - 2 Year Targets for Interstate Pavement Conditions are not required for MPOs that adopt the FDOT's targets.

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated in June 2019 reflect MAP-21 requirements in 2018 and is included in **Technical Appendix B**.

Further, the federal pavement condition measures require a new methodology that defers from the methods previously used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are historically used by the FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Hernando/Citrus MPO agreed to support FDOT's pavement and bridge condition performance targets on September 18, 2018. By adopting FDOT's targets, the Hernando/Citrus MPO agrees to plan and program projects that help FDOT achieve these targets.

SYSTEM PERFORMANCE TARGET (TRAVEL TIME RELIABILITY) (PM3)

The Hernando/Citrus MPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Two of the Hernando/Citrus MPO 2045 LRTP goals established directly address system preservation.

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

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Performance Targets. These performance measures and targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The PM3 requirements also included rules to address the Congestion Mitigation and Air Quality Improvement Program (CMAQ). These CMAQ rules do not apply to the Hernando/Citrus MPO since the planning area is not designated as nonattainment or a maintenance area for air quality.

Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures. The measurement of these performance measures is summarized in **Table 7**.

LOTTR MEASURES

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

TTTR MEASURE

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

Table 7. Hernando/Citrus MPO System Performance (Travel Time Reliability) Targets

Performance Measure	Statewide Performance (2017 Baseline)	Statewide 2-Year Target (2019)	Statewide 4-Year Target (2021)	Hernando/Citrus MPO Performance (2017 Baseline)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	82.2%	≥ 75%	≥ 70%	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	Not Required	≥ 50%	96%
Truck travel time reliability (TTTR)	1.43%	≥ 1.75	≥ 2.00	1.88%

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Hernando/Citrus MPO agreed to support FDOT’s PM3 targets on September 18, 2018. By adopting FDOT’s targets, the Hernando/Citrus MPO agrees to plan and program projects that help FDOT achieve these targets.

Chapter 2

Goals, Objectives, & Performance Targets

The Hernando/Citrus MPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. These System Performance Measures (PM3) are supported by each of the 2045 LRTP's six goals.

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

Performance Measure Updates

The Hernando/Citrus MPO regularly updates Performance Targets, and updates them in the annual Transportation Improvement Program. The Hernando/Citrus MPO adopted updated Safety Performance Measures at the February 13, 2020 MPO Board Meeting, and these data are included in this LRTP. Other Performance Measures will be updated throughout the year, adopted at MPO Board meetings and will be included in the next iteration of the TIP.

Other Goals and Objectives

Florida Department of Transportation: Initial Transportation Asset Management Plan

The Florida Department of Transportation (FDOT) published the Initial Transportation Asset Management Plan (TAMP) on April 30, 2018. This plan summarizes the current state of asset management planning process, goals and objectives, performance measures, and FDOT performance targets. The FDOT Transportation Asset Management Plan updated June 28, 2019 addresses the FHWA performance measures and targets.

At the time of preparing this section of the Hernando/Citrus MPO 2045 LRTP, the FDOT Initial TAMP is the latest version. As such, the Hernando/Citrus MPO supports the FDOT asset management process and adopts by reference this plan into the 2045 Long Range Transportation Plan. The MPO will continue to monitor the development of the update of the Transportation Asset Management Plan and will work with the FDOT to set performance targets for the following asset management performance measures only:

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

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

Florida Department of Transportation: Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum

The Florida Department of Transportation (FDOT) published the Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum in January 2018. This plan summarizes the current state of the Freight Mobility planning process, goals and objectives, and performance measures.

The Hernando/Citrus MPO supports the FDOT freight planning process and adopts by reference the FDOT Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum published January 2018 into the 2045 Long Range Transportation Plan. The MPO will continue to monitor the development of the Florida Freight Mobility and Trade Plan and will work with the FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck travel time reliability ratio (TTR) on the Interstate system).

Transit Asset Management Targets (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2018. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements:

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

MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT. **Table 8** identifies performance measures outlined in the final rule for transit asset management.

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

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

Table 8. FTA TAM Performance Measures

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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency and is not the same as an asset's useful life.

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

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. Subsequent MPO targets must be established when the MPO updates the TIP or LRTP.

The MPO can support the transit provider targets or establish its own transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO may coordinate to establish a single target for the MPO planning area or support a set of targets for the MPO planning area that differs for each transit provider.

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Goals, Objectives, & Performance Targets

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

The TAM rule defines two tiers of public transportation providers based on size parameters. Hernando/Citrus MPO has only Tier II providers operating within its jurisdiction. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier II provider has the option to establish its own targets or to participate in a group plan with other. The paratransit provider in Hernando County is operated by Mid-Florida Community service, which is a participant in the FDOT Group TAM Plan.

Hernando County – TheBus

TheBus is a TAM Tier II transit agency operated by the Hernando County Board of County Commissioners in Hernando County, Florida. The Hernando County transit system consists of four (4) fixed-routes with ADA complementary service. One of the four routes connect with Pasco County to the south for a regional corridor connection to the Pasco-Hernando State College. The MPO adopted the performance targets and measures identified in TheBus Asset Management Plan for the MPO's planning process (Resolution 2018-10, September 18, 2018).

Citrus County – Citrus County Transit

Citrus County Transit is a TAM Tier II transit agency, which operates two different lines of transit with 30 vehicles traveling an average of nearly 7,000 miles per month. Orange Line Bus generally operates as a fixed-route bus service, offering off-route pick-ups with prior rider-requested coordination. Transit Bus operates as a by-request door-to-door transportation service, available to all riders. The MPO adopted the performance targets and measures identified in the Citrus County Asset Management Plan for Citrus Transit for the MPO's planning process (Resolution 2018-10, September 18, 2018).

Summary of Adopted Transit Asset Management Targets

The transit asset management performance targets and measures for all of the Hernando Citrus MPO are listed in **Table 9**.

Table 9. Performance Targets & Measures (MPO Total)

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

Hernando/Citrus MPO Transit Asset Management Targets

On September 18, 2018, the MPO agreed to support transit asset management targets set by TheBus in Hernando County Transit Asset Management Plan and Citrus Transit in the Citrus County Asset Management Plan, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

TheBus established the transit asset targets identified in **Table 10** on August 28, 2018.

Citrus Transit established the transit asset targets identified in **Table 11** on September 24, 2018.

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

Table 10. Percentage of Revenue Vehicles in Hernando County, Florida that have met or exceeded their ULB, by Revenue Vehicle Type and Target Year, 2019 to 2023

Revenue Vehicle Type	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
BU – Bus	10%	10%	10%	10%	N/A
CY – Cutaway Bus	10%	20%	20%	10%	10%
MV – Mini-van	N/A	100%	N/A	N/A	N/A

Table 11. Percentage of Revenue Vehicles in Citrus County, Florida that have met or exceeded their ULB, by Revenue Vehicle Type and Target Year, 2019 to 2023

Revenue Vehicle Type	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
BU – Bus	N/A	N/A	N/A	N/A	N/A
CY – Cutaway Bus	20%	20%	20%	20%	20%
MV – Mini-van	100%	N/A	N/A	N/A	N/A



Chapter 3

PLANNING ASSUMPTIONS



Chapter 3

Planning Assumptions

Introduction

The purpose of the Hernando/Citrus MPO 2045 LRTP is to assess transportation needs and establish a Cost Feasible Plan for funding the highest priority improvements. One of the first steps in the LRTP process is to develop a forecast of the geographic distribution of each county's population and employment over the LRTP planning horizon. These "socioeconomic" data document anticipated population and employment concentrations at a traffic analysis zone (TAZ) level and are used to forecast future travel patterns. **Figure 2** and **Figure 3** illustrate the TAZ geographic structures for Hernando County and Citrus County, respectively, that were used for this forecast effort. The forecast data represents a cooperative effort among the Hernando/Citrus MPO, FDOT District Seven, and the local government jurisdictions in Hernando and Citrus Counties.

The local government Comprehensive Plans guide public policy in terms of land use through the Future Land Use (FLU) Element. In addition to considering these policy documents in the forecast process, the study team attempted to maintain an appropriate degree of consistency between the 2045 forecasts and the 2040 forecasts.

Figure 2. Hernando County Traffic Analysis Zones

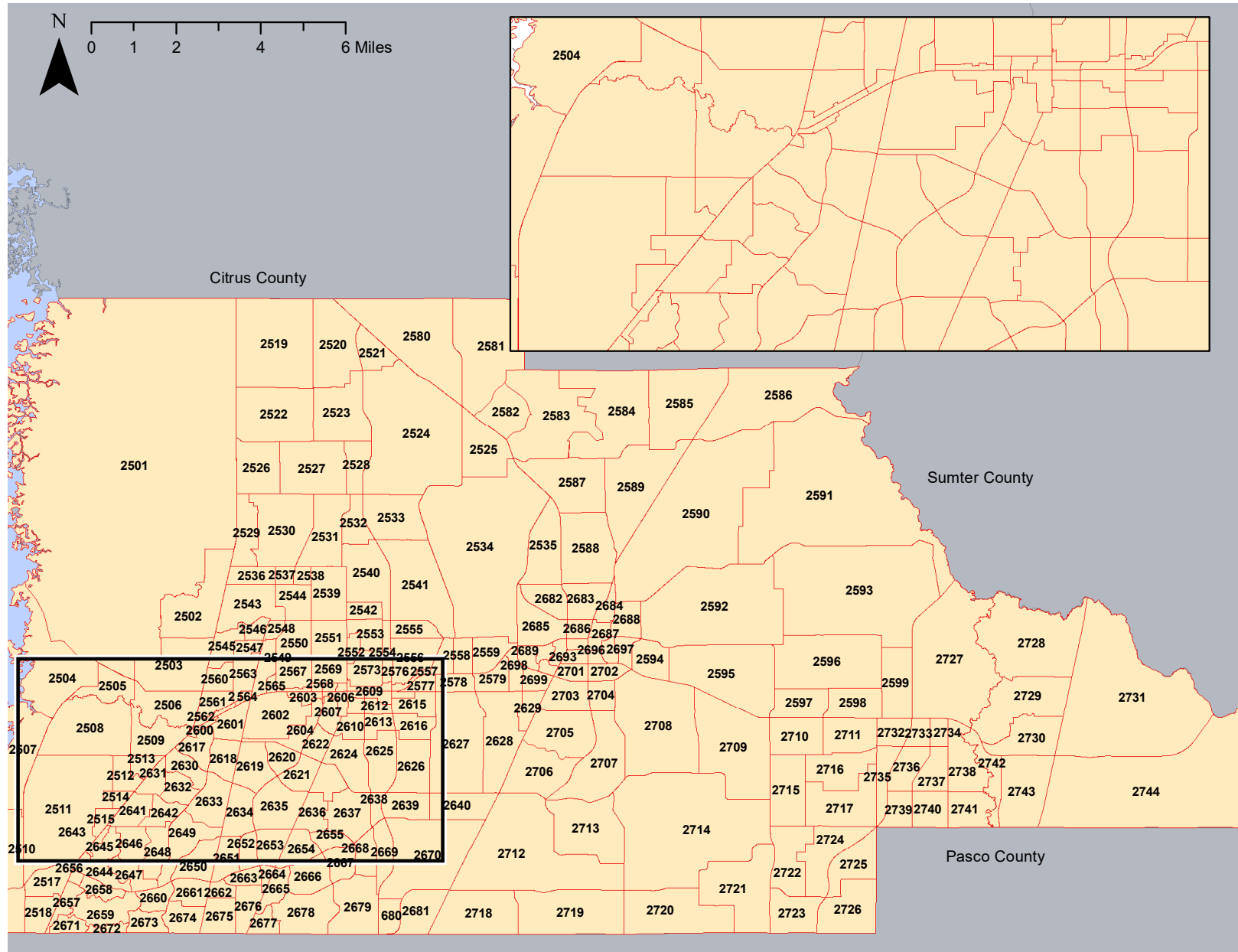
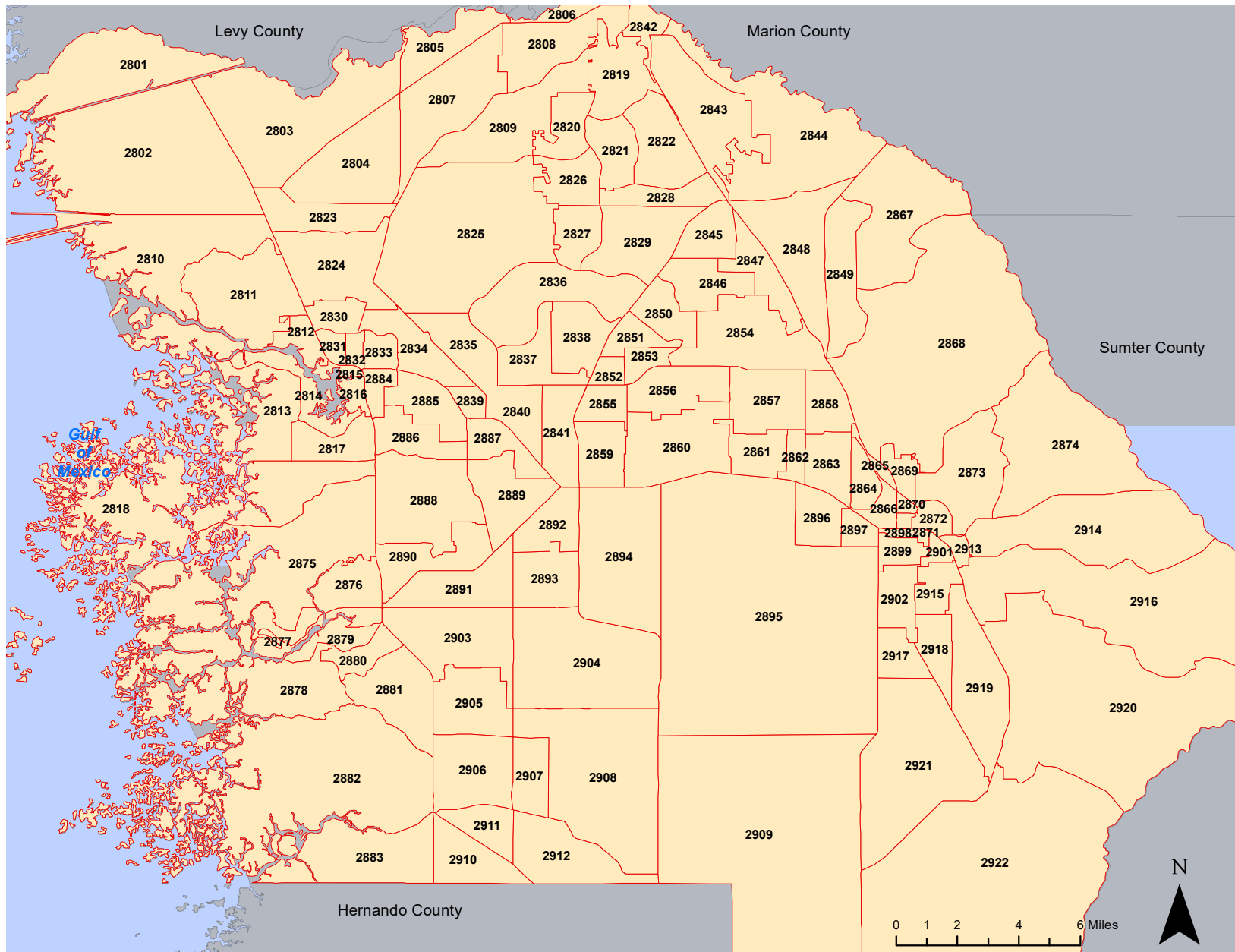


Figure 3. Citrus County Traffic Analysis Zones



Hernando County Profile

Hernando County is a coastal county with an area of approximately 478 square miles. Pasco County is located to the south, Citrus County to the North, the Gulf of Mexico to the west and Sumter County to the east.

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

The City of Weeki Wachee is located at the western terminus of SR 50, at the intersection with US-19. Weeki Wachee has an area of 1.06 square miles, accounted for primarily by Weeki Wachee Preserve and Weeki Wachee Springs park. Weeki Wachee is historically a popular tourist destination and is anticipated to continue seeing additional visitors in the future.

Spring Hill, a census-designated place (CDP) in the southern part of the county is 62.2 square miles and serves as the primary population and employment center in Hernando County. The Spring Hill Urbanized area is approximately 115 square miles, extending into Pasco County to the south, and had a population of 156,467 in 2017.

Citrus County Profile

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

The City of Inverness is located in the eastern central part of the county and serves as the county seat. The 2018 US Census population estimate was 7,390. The city lies at the intersection of SR 44, which is the primary connection to central Florida and Florida's Turnpike and US-41, providing an alternative north-south route.

Crystal River is the other incorporated city located in Citrus County, located in the west-central part of the county generally centered at the intersection of SR 44 and US-19/98. The smaller of Citrus County's two cities, Crystal River's US Census 2018 population estimate was 3,162.

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

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

Future Land Use

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

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

The adopted Future Land Use Plan for Hernando County, effective October 9, 2012 along with the adopted Future Land Use Plan for Citrus County, effective July 22, 2014 were used to develop the socioeconomic data projections for this LRTP.

Population Control Totals

The development of population data control was one of the first steps in the 2045 socioeconomic data forecast. Normally, population control totals used by Florida counties have been based on the University of Florida Bureau of Economic and Business Research (BEBR) population forecasts. These forecasts, prepared for each county, provide three countywide forecasts:

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

The BEBR forecasts have been significantly impacted by the Great Recession, which lasted from late 2007 through 2009. Historically, the BEBR Medium forecast has underestimated growth in high growth counties. This experience with the BEBR Medium forecast and other factors, including the economic recovery taking place in Hernando and Citrus Counties and significant investments such as Suncoast Parkway 2 and potential M-CORES projects (see Chapter 4 for more information on M-CORES), support the use of a population control total higher than the BEBR Medium forecast. The 2045 population forecast assumes a population control total based on the average of the BEBR Medium and High forecasts, resulting in a 2045 forecast of 269,600 people in Hernando County and 186,000 people in Citrus County. The relationship between the different BEBR forecasts and the selected 2045 forecast is illustrated in **Figures 4 and 5**.

Figure 4. Hernando County Population Control Totals

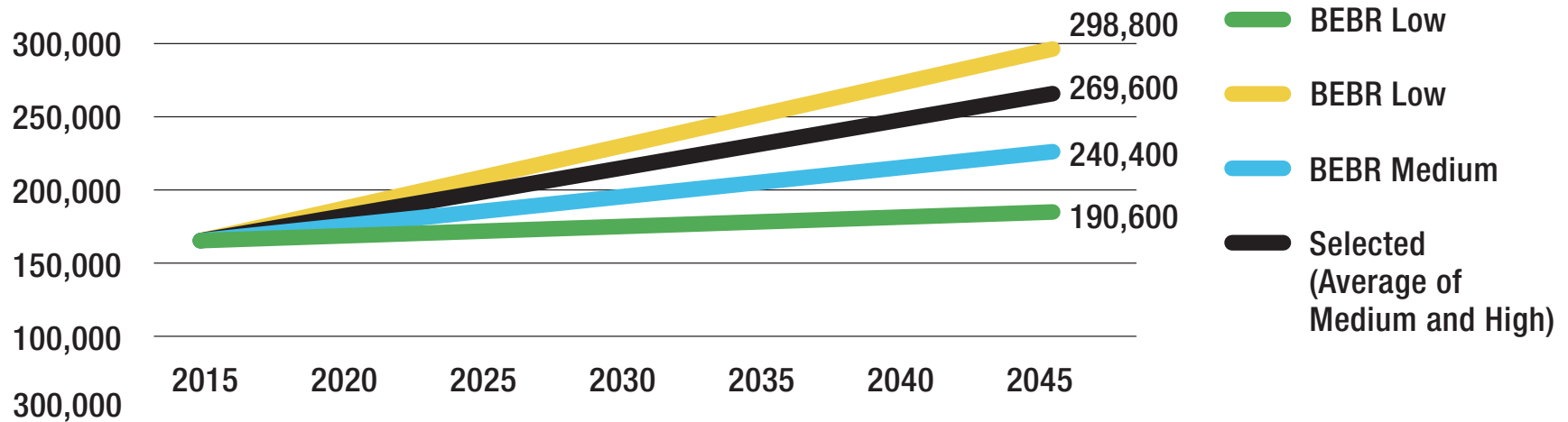
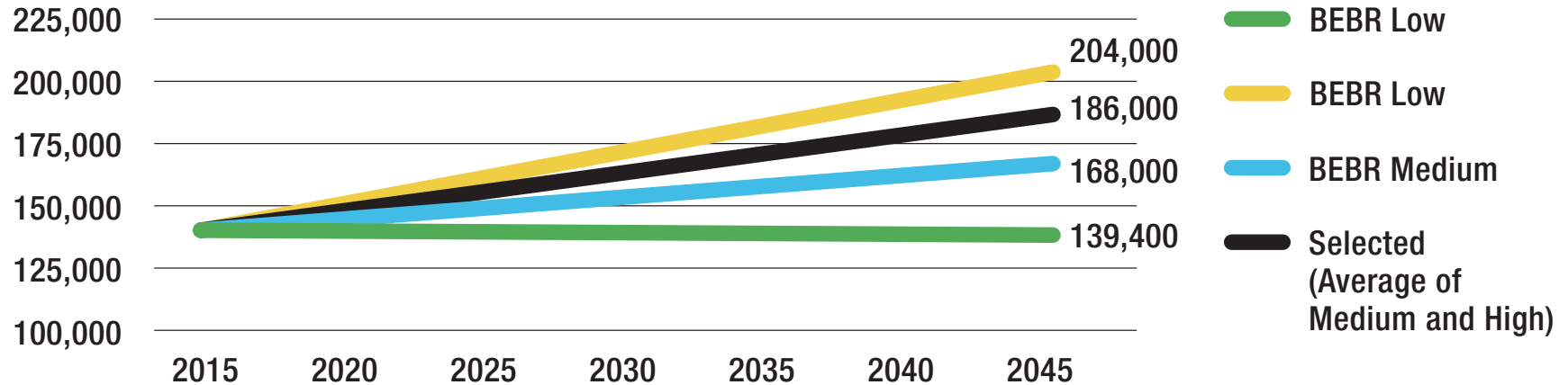


Figure 5. Citrus County Population Control Totals



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

The U.S. Census Bureau defines household population as, “All U.S. residents who live in housing units such as single-family homes, townhouses, apartments, and mobile homes.” A housing unit, according to the U.S. Census Bureau is, “a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall...”.

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

Employment Control Totals

The employment control totals for each county were developed based on a total employees/population ratio and an assumption that unemployment will settle at a natural rate of 4 percent by 2020 and remain stable through 2045. From an economic standpoint, it is assumed that boom periods will balance out bust periods.

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

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

The control totals are based on a ratio for each category to total employment. In most Florida counties, the ratio of the three employment categories would be forecasted to change over time to reflect a reduction in the ratio of industrial employment and an increase in service employment. The Hernando/Citrus 2045 employment forecast assumes that the ratio of Industrial employment will decrease as a result of the planned closure of Duke Energy's Crystal River Nuclear Plant by the year 2027, with its coal-fired units scheduled to be fully dismantled by 2023.

Table 12 A-C presents the population and employment forecast for Hernando County. It is forecasted that Hernando County's 2045 total population will be 269,600 persons with an employment total of approximately 87,801 employees. This represents an increase in population of 92,781 persons and employment of 32,101 employees from 2015 to 2045.

Table 13 A-C presents the population and employment forecast for Citrus County. It is forecasted that Citrus County's 2045 total population will be 186,000 persons with an employment total of approximately 61,712 employees. This represents an increase in population of 44,499 persons and employment of 15,892 employees from 2015 to 2045.

Table 12. Hernando County Population and Employment Forecast

A. Hernando County BEBR Data (2018)

	Baseline	BEBR Forecast						Growth
	2015	2020	2025	2030	2035	2040	2045	2015 to 2045
BEBR Low	176,819	179,400	183,400	186,800	189,300	190,400	190,600	13,781
BEBR Medium	176,819	190,300	202,700	213,500	223,500	232,200	240,400	63,581
BEBR High	176,819	201,300	220,900	240,400	260,000	279,200	298,800	121,981
Selected (Average of Medium and High)	176,819	195,800	211,800	226,950	241,750	255,700	269,600	92,781

B. Hernando County Population Control Totals

	2015	2020	2025	2030	2035	2040	2045	2015 to 2045
Preliminary Control Totals	176,819	195,800	211,800	226,950	241,750	255,700	269,600	96,822
Population to Allocate (per time frame)	4,041	13,918	16,000	15,150	14,800	13,950	13,900	96,822

Table 12. Hernando County Population and Employment Forecast (Continued)

C. Hernando County Control Totals

	2015	2020	2025	2030	2035	2040	2045	2015 to 2045
Household Population	174,380	193,032	208,774	223,674	238,224	251,932	265,587	91,207
<i>Group Quarters Percent</i>	1.399%	1.429%	1.444%	1.459%	1.474%	1.489%	N/A	1.414%
Total Permanent Population	176,819	195,800	211,800	226,950	241,750	255,700	269,600	92,781
<i>Labor Force (Resident)</i>	66,100	73,196	79,177	84,840	90,373	95,588	100,784	34,684
<i>Employed Labor Force</i>	61,502	69,902	75,614	81,022	86,306	91,287	96,249	34,747
<i>Unemployment Rate</i>	6.956%	4.500%	4.500%	4.500%	4.500%	4.500%	4.500%	N/A
Employees	55,700	63,766	68,977	73,910	78,730	83,274	87,801	32,101
<i>Employees/Population Ratio</i>	0.315	0.326	0.326	0.326	0.326	0.326	0.326	N/A
Industrial	10,145	11,933	13,253	14,570	15,521	16,416	17,309	7,164
Commercial	14,000	15,390	15,958	16,360	17,427	18,432	19,434	5,434
Service	31,555	36,443	39,766	42,980	45,783	48,425	51,058	19,503
<i>Industrial/Employment Ratio</i>	0.182	0.187	0.192	0.197	0.197	0.197	0.197	N/A
<i>Commercial/Employment Ratio</i>	0.251	0.241	0.231	0.221	0.221	0.221	0.221	N/A
<i>Service/Employment Ratio</i>	0.567	0.572	0.577	0.582	0.582	0.582	0.582	N/A

Table 13. Citrus County Population and Employment Forecast

A. Citrus County BEBR Data (2018)

	Baseline	BEBR Forecast						Growth
	2015	2020	2025	2030	2035	2040	2045	2015 to 2045
BEBR Low	141,501	140,700	141,200	141,800	141,500	140,600	139,400	-2,101
BEBR Medium	141,501	147,600	153,000	157,700	161,600	164,900	168,000	26,499
BEBR High	141,501	154,700	165,000	175,200	184,900	194,500	204,000	62,499
Selected (Average of Medium and High)	141,501	151,150	159,000	166,450	173,250	179,700	186,000	44,499

B. Citrus County Population Control Totals

	2015	2020	2025	2030	2035	2040	2045	2015 to 2045
Preliminary Control Totals	141,501	151,150	159,000	166,450	173,250	179,700	186,000	44,764
Population to Allocate (per time frame)	265	7,349	7,850	7,450	6,800	6,450	6,300	44,764

Table 13. Citrus County Population and Employment Forecast (Continued)

C. Citrus County Control Totals

	2015	2020	2025	2030	2035	2040	2045	2015 to 2045
Household Population	139,141	148,564	156,255	163,552	170,208	176,517	182,678	43,537
<i>Group Quarters Percent</i>	1.696%	1.711%	1.726%	1.741%	1.756%	1.771%	1.786%	N/A
Total Permanent Population	141,501	151,150	159,000	166,450	173,250	179,700	186,000	44,499
<i>Labor Force (Resident)</i>	47,816	51,077	53,729	56,247	58,545	60,724	62,853	15,037
<i>Employed Labor Force</i>	44,217	48,523	51,043	53,435	55,618	57,688	59,710	15,493
<i>Unemployment Rate</i>	7.527%	5.000%	5.000%	5.000%	5.000%	5.000%	5.000%	N/A
Employees	45,820	50,150	52,754	55,225	57,482	59,622	61,712	15,892
<i>Employees/Population Ratio</i>	0.324	0.332	0.332	0.332	0.332	0.332	0.332	N/A
Industrial	7,800	8,788	9,508	10,229	10,647	11,044	11,431	3,631
Commercial	10,200	10,662	10,688	10,637	11,072	11,484	11,886	1,686
Service	27,820	30,700	32,558	34,359	35,763	37,094	38,395	10,575
<i>Industrial/Employment Ratio</i>	0.170	0.175	0.180	0.185	0.185	0.185	0.185	N/A
<i>Commercial/Employment Ratio</i>	0.223	0.213	0.203	0.193	0.193	0.193	0.193	N/A
<i>Service/Employment Ratio</i>	0.607	0.612	0.617	0.622	0.622	0.622	0.622	N/A

As summarized in **Tables 12C and 13C**, the employment-to-population ratio is forecasted to increase from 2015 to 2020, and then remain consistent through the forecast horizon. This initial increase and subsequent stabilization reflect an economy enjoying the accelerated growth of post-recession recovery early on, and then calming to settle at a consistent employment ratio through 2045.

School Enrollment Control Totals

It is forecasted that the 2045 Hernando County kindergarten to 12th grade (K-12) school enrollment, including enrollment from both public and private schools, will be approximately 36,317 students, an increase of 12,532 students from 2015 to 2045. Higher education enrollment is forecast for 2045 at approximately 5,214 students. The base 2015 higher education enrollment is approximately 3,519; the resulting increase from 2015 to 2045 is approximately 1,695 students.

It is forecasted that the 2045 Citrus County kindergarten to 12th grade (K-12) school enrollment, including enrollment from both public and private schools, will be approximately 21,531 students, an increase of 5,130 students from 2015 to 2045. Higher education enrollment is forecast for 2045 at approximately 3,031 students. The base 2015 higher education enrollment is approximately 2,313; the resulting increase from 2015 to 2045 is approximately 718 students.

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

Hernando and Citrus County Future Growth

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

The population of both Hernando and Citrus includes a higher-than-average percent of adults age 65 and older. The American Community Survey (ACS) 2017 estimated that 27.5% of Hernando County residents were age 65 and over, and 35.5% of Citrus County residents were age 65 and older. Statewide, the survey estimates 19.4% of the total population is age 65 and older. Further, both counties are estimated to have a lower percentage of households with children than observed statewide. The ACS estimates 18.0% of Citrus County households and 24.6% of Hernando County households have children, whereas 27.6% of households have children statewide.

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

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

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

Different segments of Hernando County’s employment growth are anticipated to occur in different areas of the county. Commercial and service employment growth is anticipated to take place along the major roadway corridors, whereas growth in the industrial sector is anticipated to occur primarily in areas west of US-41.

Citrus County population growth is anticipated to occur primarily in the north central part of the county generally bound by SR 44 to the south, the railroad corridor to the northwest and the US-41 corridor to the northeast. This area includes the developing communities of Beverly Hills and Citrus Springs.

Employment growth in Citrus is anticipated throughout the county. Much of the commercial growth is expected to occur in the Crystal River area, the Beverly Hills area, and the northeast area of the county. Service employment is expected throughout the county, with high growth in the central and northeast parts of the county. A high level of industrial sector employment growth is projected to occur along SR 44. The area in northwest Citrus County may experience a decrease in industrial employment as the Duke Energy Crystal River Nuclear Plan is decommissioned in future years.

Growth Figures

Table 14 shows the base year (2015) population and employment totals by Hernando County Planning Area compared with the Plan’s horizon year of 2045. **Figure 6** is the Hernando County Planning Area Map.

Table 14 A–C shows the employment sector growth by Hernando County Planning Area.

Table 15 shows the base year (2015) population and employment totals by Citrus County Planning Area compared with the Plan’s horizon year of 2045. **Figure 7** is the Citrus County Planning Area Map.

Table 15 A–C shows the employment sector growth by Citrus County Planning Area.

Additional information regarding the methodology and data used to develop the socioeconomic forecast can be found in Socioeconomic Data Forecast Technical Report in **Technical Appendix C**.

Table 14. Employment Sector Growth by Hernando County Planning Area

A. Hernando Industrial Employment by Planning Area

Planning Area	Industrial Employment 2015	Industrial Employment 2045	Industrial Employment 2015 ⇨ 2045	Percent Industrial Employment 2015	Percent Industrial Employment 2045	Percent Industrial Employment 2015 ⇨ 2045
Southwest	2,576	2,640	64	25%	15%	1%
Northwest	177	493	316	2%	3%	4%
South Central	2,597	6,307	3,710	26%	36%	52%
Brooksville	1,549	2,204	655	15%	13%	9%
North Central	1,181	2,591	1,410	12%	15%	20%
Northeast	518	1,007	489	5%	6%	7%
East	1,547	2,067	520	15%	12%	7%
Total	10,145	17,309	7,164	100%	100%	100%

B. Hernando Commercial Employment by Planning Area

Planning Area	Commercial Employment 2015	Commercial Employment 2045	Commercial Employment 2015 ⇨ 2045	Percent Commercial Employment 2015	Percent Commercial Employment 2045	Percent Commercial Employment 2015 ⇨ 2045
Southwest	10,030	10,599	569	72%	55%	10%
Northwest	237	511	274	2%	3%	5%
South Central	752	2,296	1,544	5%	12%	28%
Brooksville	2,185	3,135	950	16%	16%	17%
North Central	70	1,164	1,094	1%	6%	20%
Northeast	81	196	115	1%	1%	2%
East	645	1,533	888	5%	8%	16%
Total	14,000	19,434	5,434	100%	100%	100%

Table 14. Employment Sector Growth by Hernando County Planning Area (Continued)

C. Hernando Service Employment by Planning Area

Planning Area	Service Employment 2015	Service Employment 2045	Service Employment 2015 ⇒ 2045	Percent Service Employment 2015	Percent Service Employment 2045	Percent Service Employment 2015 ⇒ 2045
Southwest	17,853	20,777	2,924	57%	41%	15%
Northwest	1,194	3,142	1,948	4%	6%	10%
South Central	3,012	7,882	4,870	10%	15%	25%
Brooksville	8,010	9,718	1,708	25%	19%	9%
North Central	641	4,933	4,292	2%	10%	22%
Northeast	377	806	429	1%	2%	2%
East	468	3,800	3,332	1%	7%	17%
Total	31,555	51,058	19,503	100%	100%	100%

Figure 6. MPO 2045 Socioeconomic Data Forecast (October 2019) – Hernando County

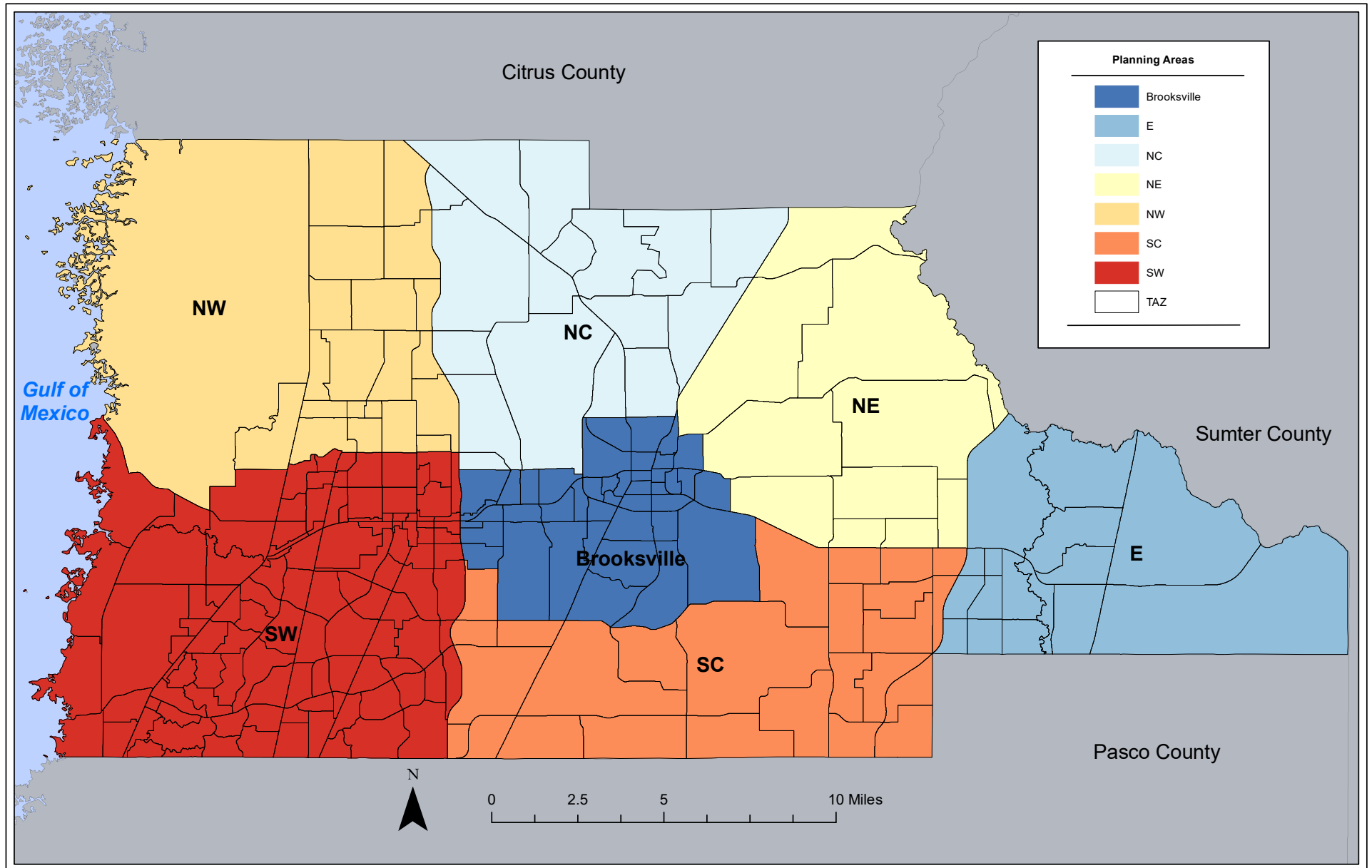


Table 15. Employment Sector Growth by Citrus County Planning Area

A. Citrus Industrial Employment by Planning Area

Planning Area	Industrial Employment 2015	Industrial Employment 2045	Industrial Employment 2015 ⇨ 2045	Percent Industrial Employment 2015	Percent Industrial Employment 2045	Percent Industrial Employment 2015 ⇨ 2045
1	863	1,034	171	11%	9%	5%
2	599	718	119	8%	6%	3%
3	368	505	137	5%	4%	4%
4	1,220	1,914	694	16%	17%	19%
5	1,694	2,614	920	22%	23%	25%
6	363	619	256	5%	5%	7%
7	759	1,185	426	10%	10%	12%
8	1,114	1,754	640	14%	15%	18%
9	601	773	172	8%	7%	5%
10	219	315	96	3%	3%	3%
Total	7,800	11,431	3,631	100%	100%	100%

Table 15. Employment Sector Growth by Citrus County Planning Area (Continued)

B. Citrus Commercial Employment by Planning Area

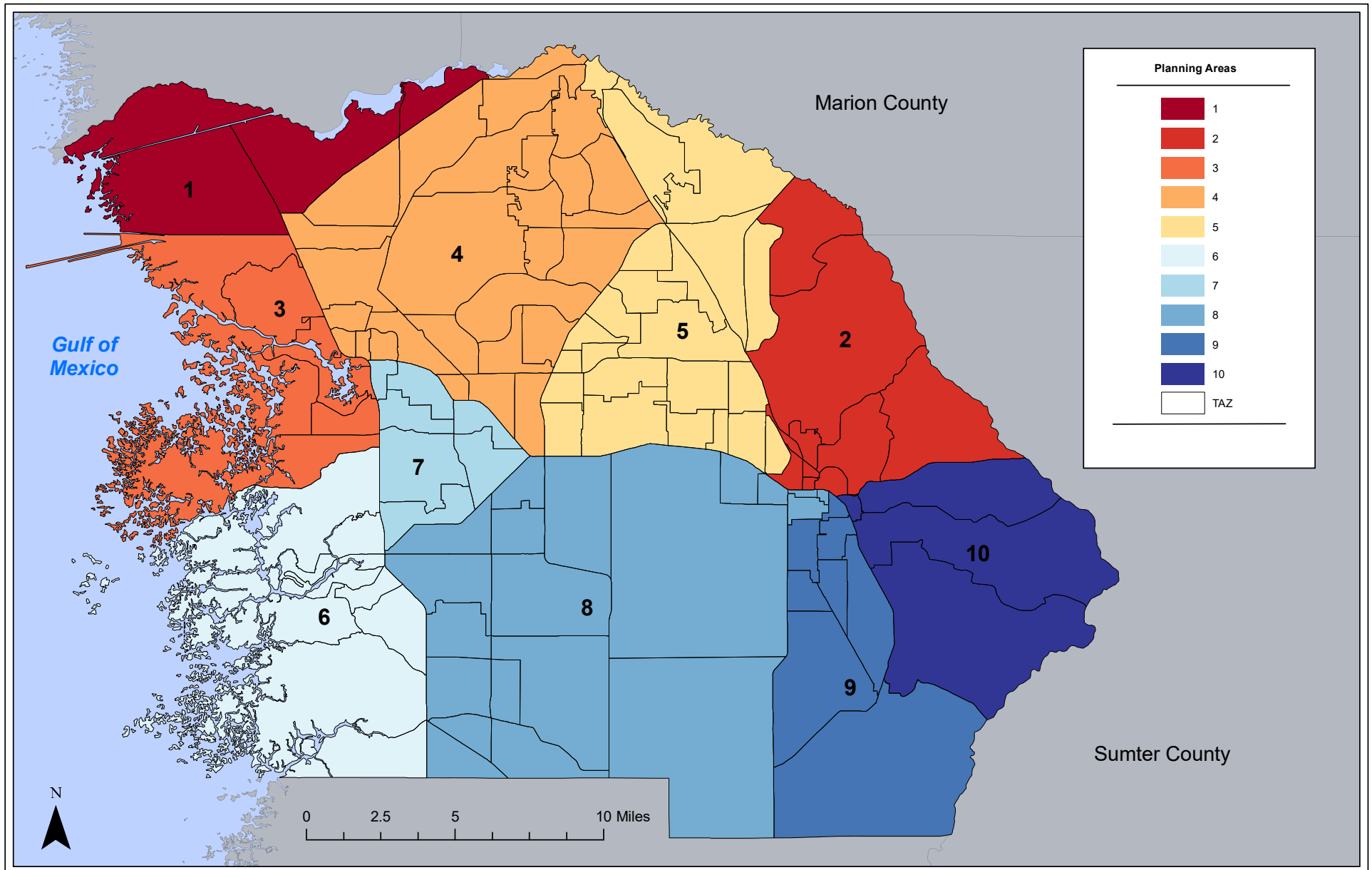
Planning Area	Commercial Employment 2015	Commercial Employment 2045	Commercial Employment 2015 ⇨ 2045	Percent Commercial Employment 2015	Percent Commercial Employment 2045	Percent Commercial Employment 2015 ⇨ 2045
1	19	32	13	0%	0%	1%
2	1,107	1,133	26	11%	10%	2%
3	1,309	1,466	157	13%	12%	9%
4	1,174	1,419	245	12%	12%	15%
5	2,273	3,260	987	22%	27%	59%
6	840	886	46	8%	7%	3%
7	1,500	1,564	64	15%	13%	4%
8	1,431	1,540	109	14%	13%	6%
9	335	358	23	3%	3%	1%
10	212	228	16	2%	2%	1%
Total	10,200	11,886	1,686	100%	100%	100%

Table 15. Employment Sector Growth by Citrus County Planning Area (Continued)

C. Citrus Service Employment by Planning Area

Planning Area	Service Employment 2015	Service Employment 2045	Service Employment 2015 ⇨ 2045	Percent Service Employment 2015	Percent Service Employment 2045	Percent Service Employment 2015 ⇨ 2045
1	122	333	211	0%	1%	2%
2	2,880	3,148	268	10%	8%	3%
3	1,594	2,117	523	6%	6%	5%
4	6,156	9,887	3,731	22%	26%	35%
5	4,566	6,891	2,325	16%	18%	22%
6	1,167	1,567	400	4%	4%	4%
7	2,074	2,990	916	7%	8%	9%
8	7,115	8,814	1,699	26%	23%	16%
9	1,411	1,746	335	5%	5%	3%
10	735	902	167	3%	2%	2%
Total	27,820	38,395	10,575	100%	100%	100%

Figure 7. MPO 2045 Socioeconomic Data Forecast (October 2019) – Hernando County



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 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.

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

Travel Demand Model

The key purpose of the forecasted population and employment data is to develop a forecast of the travel demand for the year 2045. This is accomplished by using a travel demand forecast model that converts the population and employment data into trips which are subsequently assigned to a roadway and/or transit network. The Hernando/Citrus MPO 2045 LRTP makes use of the District Seven Regional Planning Model (D7RPM) which was developed by one of Hernando/Citrus MPO's partners, the Florida Department of Transportation District 7. Additional information on the D7RPM is provided below or can be found in **Technical Appendix D**.

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

Regional Coordination

Due to the amount of growth the Gulf Coast region has experienced and the expectations that it will continue, regional transportation planning is important. The MPO has maintained strong regional alliances with its counterparts in the Tampa Bay urbanized area and has interlocal agreements with the West Central Florida Chairs Coordinating Committee (CCC) with regard to regional transportation planning and coordination. The MPO will ensure that the regional projects contained in the 2045 LRTP are reflected in regional transportation plans.

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

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



Chapter 4

TRANSPORTATION PLAN



Chapter 4

Transportation Plan

Introduction

This chapter represents the Transportation Plan including the following:

- **Financial Resources** – How we can pay for the plan (Pages 4-2 to 4-6)
- **Cost Feasible Plan** – Which projects and programs are funded in the plan (Pages 4-18 to 4-19 and 4-24 to 4-25)
- **Needs Assessment** – What are the overall multimodal transportation needs without consideration of available funding (Pages 4-22 to 4-23 and 4-26 to 4-33)
- **Other Planning Priorities** – What are the major planning initiatives that are included within the plan (Pages 4-34 to 4-62)

Financial Resources

Long Range Transportation Plans must address the financial resources anticipated to be used for maintaining and improving the transportation system. This includes a projection of revenues that can be reasonably expected for use in prioritizing the Needs Assessment and in developing a Cost Feasible Plan. Projected revenues are based on the current revenue status and anticipated trends. Another piece of revenue forecasting is to determine which transportation revenues are to be spent on capital and which are to be spent on operations and maintenance. Maintaining transportation infrastructure for the future is a 2045 LRTP Goal and will continue to be an important focus.

Overview of Current Trend – Declining County Revenues

This plan projects spending on major state highways to increase, however it forecasts a decrease in transportation funding from the Counties. The County resources are generally used to build and maintain local and county roadways and support the public transportation systems. Despite the rising cost of local transportation projects, local Hernando County revenues in this plan have decreased from \$531.4 million to \$490.4 million and Citrus County revenues have decreased from \$337.6 million to \$253.8 million from the 2040 Long Range Transportation Plan. This is a total decrease of over \$226 million between the two counties. As a result, this plan will result in fewer county roadway improvements and decreased public transportation service.

Revenue Summary

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

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

The Hernando/Citrus MPO 2045 LRTP assumes a significant increase in state and federal transportation funding and a decrease in local funding.

The state and federal funding is higher due largely to the Suncoast Parkway extension (Suncoast Parkway 2) identified for funding in the Florida Statewide Strategic Intermodal System (SIS) Cost Feasible Plan. This funding resource is earmarked exclusively for SIS projects and represents \$294.7 million of funding in the plan. These projects are prioritized and funded at the statewide level and the funds applied to these projects cannot be reallocated to other projects by the MPO.

OTHER STATE AND FEDERAL TRANSPORTATION FUNDING

This plan's estimates for the State and Federal revenues plus affiliated inflation factors were guided by the 2019 FDOT Revenue Forecasting Guidebook. The estimates can be found in the **Appendix A**. The Guidebook can be found in **Technical Appendix E**.

Transportation Alternative Funds: Florida Department of Transportation (FDOT) has provided estimates of funds for Transportation Alternatives to assist MPOs and TPOs in developing their plans. They can be utilized to fund pedestrian and bicycle improvements. "TALL" funds are Transportation Alternative Program funds designated for areas with populations less than 200,000, and "TALT" funds are Transportation Alternative Program funds provided for areas of any size. Both TALL and TALT funds are provided by each individual FDOT district. The portion available to the Hernando/Citrus MPO is estimated based on the percentage of total District 7 population. TALL funds through 2045 are projected to total \$7.83 million, and TALT funds through 2045 are projected to total \$8 million.

Transportation Regional Incentive Program (TRIP) funds are allocated to improve regionally significant transportation facilities. FDOT funds 50% of project costs, or up to 50% of the non-Federal share of project costs for public transportation facility projects. The TRIP funds through 2045 are projected to total \$22.8 million.

There is additional state funding that is projected to be available for projects in the 2045 Hernando/Citrus totaling \$516.4 million.

LOCAL FUNDING

Local County funds for transportation projects are comprised of property taxes (Ad Valorem) and Transportation Impact Fees. The funds projected to be available from Hernando County total nearly \$130 million, and those projected to be available from Citrus County sources total about \$128.5 million. These projections can be found in the **Technical Appendix F**.

OTHER FUNDING

Other potential revenue sources have been identified and are projected to contribute \$249.8 million through 2045. These sources may include projects funded by developers or through grants.

Table 16 and **Table 17** provide a summary of the roadway revenue totals by revenue source available for capital projects by timeframe. The revenues are provided in Year of Expenditure (YOE), which is the estimated cost at the time of spending in the future, including inflation and Present Day Value (PDV), which is the value of the dollars at the time of the estimate (2018\$).

Table 16. Total Revenue Year of Expenditure (YOE) Costs for Roadway Capital Projects (2025-2045)

	Revenue	Year of Expenditure (YOE) Costs				Total
		2025	2025 - 2030	2031 - 2035	2036 - 2045	
Hernando County	SIS	-	-	\$12,800,000	\$67,155,000	\$79,955,000
	TRIP	\$385,157	\$2,751,119	\$3,081,254	\$6,327,575	\$12,545,104
	TALL	\$220,090	\$1,023,416	\$1,023,416	\$2,041,331	\$4,308,253
	TALT	\$220,090	\$1,045,425	\$1,045,425	\$2,090,851	\$4,401,791
	Other Arterial & Construction	\$10,421,469	\$63,303,257	\$68,299,290	\$142,117,325	\$284,141,111
	County	\$5,250,480	\$27,162,120	\$30,202,520	\$67,316,500	\$129,931,620
	Developer	-	-	-	-	\$163,015,069
Citrus County	TRIP	\$314,843	\$2,248,881	\$2,518,746	\$5,172,425	\$10,254,896
	TALL	\$179,910	\$836,584	\$836,584	\$1,668,669	\$3,521,747
	TALT	\$179,910	\$854,575	\$854,575	\$1,709,149	\$3,598,209
	Other Arterial & Construction	\$8,523,000	\$51,772,500	\$55,858,500	\$116,230,500	\$232,384,500
	County	\$5,333,400	\$27,718,200	\$29,325,600	\$66,175,000	\$128,552,200
	Total Federal and State	\$20,444,469	\$123,835,757	\$146,317,790	\$344,512,825	\$635,110,611
	Total County	\$10,583,880	\$54,880,320	\$59,528,120	\$133,491,500	\$258,483,820

Table 17. Total Revenue Present Day Value (PDV) for Roadway Capital Projects (2025-2045)

	Revenue	Present Day Value (PDV) Costs				Total
		2025	2025 - 2030	2031 - 2035	2036 - 2045	
Hernando County	SIS	-	-	\$8,258,065	\$32,758,537	\$41,016,601
	TRIP	\$323,661	\$2,084,181	\$1,987,906	\$3,086,622	\$7,482,370
	TALL	\$184,949	\$775,315	\$660,269	\$995,771	\$2,616,304
	TALT	\$184,949	\$791,989	\$674,468	\$1,019,927	\$2,671,333
	Other Arterial & Construction	\$8,757,537	\$47,957,013	\$44,064,058	\$69,325,524	\$170,104,132
	County	\$4,412,168	\$20,577,364	\$19,485,497	\$32,837,317	\$77,312,346
	Developer	-	-	-	-	\$163,015,069
Citrus County	TRIP	\$264,574	\$1,703,697	\$1,624,998	\$2,523,134	\$6,116,404
	TALL	\$151,185	\$633,775	\$539,731	\$813,985	\$2,138,677
	TALT	\$151,185	\$633,775	\$539,731	\$813,985	\$2,138,677
	Other Arterial & Construction	\$7,162,185	\$39,221,591	\$36,037,742	\$56,697,805	\$139,119,323
	County	\$4,481,849	\$20,998,636	\$18,919,742	\$32,280,488	\$76,680,715
Total Federal and State		\$17,180,226	\$93,801,338	\$94,386,967	\$168,035,290	\$373,403,821
Total County		\$8,894,017	\$41,576,000	\$38,405,239	\$65,117,805	\$153,993,060

Transportation Improvement Program (TIP) - 2020 to 2024

The first five years of the Long Range Transportation Plan make up the Transportation Improvement Program (TIP). While the federal regulations call for a TIP that includes four years of improvements, Florida requires and recognizes a full five years. Because the TIP document is frequently amended, the current TIP is provided in the **Technical Appendix G** for convenience. Amendments and updates to the TIP go through a formal process which includes a public hearing for major changes.

Significant revenue sources for TIP projects are identified in the TIP are listed in **Table 18**. “Other State Funds” represents revenues of less than \$20 million, with the exception of TALL and TALT funds, which are listed individually in the table. The full table can be found in the Hernando/Citrus TIP FY 2019/2020-2023/24 in **Appendix B**.

The current TIP includes several projects which are scheduled to be at least partially-funded as listed in **Tables 19 – 21**. It should be noted that The TIP five-year program includes costs as year of expenditure (YOE), which are considered equivalent to present day value (PDV).

Table 18. TIP FY 2019/2020-2023/24 Revenues

FUND	FUND NAME	<2020	2020	2021	2022	2023	2024	>2024	ALL YEARS
ACNP	ADVANCE CONSTRUCTION NHPP	\$3,545,395	\$60,902,585	\$6,055,711	\$0	\$0	\$36,932,171	\$0	\$107,435,862
D	UNRESTRICTED STATE PRIMARY	\$50,105,906	\$3,150,000	\$3,230,000	\$3,230,000	\$3,230,000	\$3,230,000	\$0	\$66,175,906
DDR	DISTRICT DEDICATED REVENUE	\$10,484,229	\$13,452,442	\$21,236,122	\$14,861,121	\$7,653,746	\$0	\$0	\$67,687,660
DI	ST. - S/W INTER/ INTRASTATE HWY	\$22,408,597	\$0	\$0	\$0	\$8,564,545	\$0	\$0	\$30,973,142
FAA	FEDERAL AVIATION ADMIN	\$0	\$7,394,300	\$486,000	\$12,219,900	\$0	\$0	\$0	\$20,100,200
FTA	FEDERAL TRANSIT ADMINISTRATION	\$10,093,786	\$1,800,000	\$1,800,000	\$1,800,000	\$900,000	\$0	\$0	\$16,393,786
LF	LOCAL FUNDS	\$16,676,320	\$9,782,537	\$2,522,738	\$3,095,397	\$1,410,616	\$1,540,868	\$0	\$35,028,476
LFP	LOCAL FUNDS FOR PARTICIPATING	\$0	\$499,162	\$533,316	\$488,933	\$486,428	\$0	\$0	\$2,007,839
PKBD	TURNPIKE MASTER BOND FUND	\$92,476,314	\$0	\$0	\$12,000,000	\$0	\$64,714,000	\$0	\$169,190,314
PKYI	TURNPIKE IMPROVEMENT	\$83,695,742	\$5,968,372	\$2,200,000	\$7,041,004	\$0	\$0	\$0	\$98,905,118
TALL	TRANSPORTATION ALTS-<200K	\$16,626	\$344,553	\$338,573	\$348,236	\$348,774	\$348,387	\$0	\$1,745,149
TALT	TRANSPORTATION ALTS-ANY AREA	\$762,879	\$1,109,544	\$525,782	\$2,470,716	\$246,242	\$314,982	\$0	\$5,430,145
TLWR	2015 SB2514A-TRAIL NETWORK	\$5,553,619	\$7,755,285	\$0	\$14,376,388	\$0	\$0	\$0	\$27,685,292
	OTHER STATE FUNDS								\$121,278,993
TOTALS		\$348,178,927	\$144,541,298	\$51,969,626	\$84,374,787	\$31,351,727	\$109,621,517	\$0	\$770,037,882
								FEDERAL	\$36,493,986
								STATE	\$696,507,581
								LOCAL	\$37,036,315

Table 19. TIP FY 2019/2020-2023/24 Transit Projects

County	Project	Time	Cost	Revenue Source	PDV Total
CITRUS	CAPITAL FOR FIXED ROUTE	< 2020 - 2024	\$5,309,585	STATE	\$10,673,445
		< 2020 - 2024	\$5,363,860	LOCAL	
CITRUS	OPERATIONS	< 2020 - 2024	\$4,483,109	STATE	\$5,922,255
		< 2020 - 2024	\$1,439,146	LOCAL	
CITRUS	OPERATIONS	< 2020 - 2022	\$6,145,165	FEDERAL	\$12,290,330
		< 2020 - 2022	\$6,145,165	LOCAL	
CITRUS	OPERATIONS	< 2020 - 2024	\$2,320,261	STATE	\$4,640,522
		< 2020 - 2024	\$2,320,261	LOCAL	
HERNANDO	FIXED ROUTE	< 2020 - 2024	\$6,722,796	STATE	\$13,412,489
		< 2020 - 2024	\$6,689,693	LOCAL	
HERNANDO	FTA	< 2020 - 2023	\$10,248,621	FEDERAL	\$10,248,621
HERNANDO	OPERATIONS	< 2020 - 2024	\$3,042,065	STATE	\$6,135,581
		< 2020 - 2024	\$3,093,516	LOCAL	
HERNANDO	OPERATIONS	< 2020 - 2024	\$603,887	STATE	\$1,207,774
		< 2020 - 2024	\$603,887	LOCAL	
HERNANDO	BUS IMPROVEMENTS	< 2020 - 2024	\$1,659,951	STATE	\$1,845,396
		< 2020 - 2024	\$185,445	LOCAL	
				TOTAL	\$66,376,413
				LOCAL	\$25,840,973
				STATE	\$24,141,654
				FEDERAL	\$16,393,786

Table 20. TIP FY 2019/2020-2023/24 Bicycle/Pedestrian/Trail Projects

County	Project	From	To	Mi	Imprv Type	Latest Funded Phase	Funded Level
HERNANDO	BROOKSVILLE ES				SIDEWALK	2020	FULL
HERNANDO	DELTONA BLVD	ELGIN BLVD	SR 50	0.524	SIDEWALK	2021	FULL
HERNANDO	EAST SIDE ES	US-98	ROPER RD	0.782	SIDEWALK	2022	PARTIAL
HERNANDO	ELGIN BLVD	DELTONA BLVD	MARINER BLVD	2.54	SIDEWALK	2022	FULL
HERNANDO	EXPLORER K8				SIDEWALK	2022	FULL
CITRUS	FOREST RIDGE ES	CR 486	W LAKE BEVERLY DR	1.605	SIDEWALK	2021	FULL
HERNANDO	FOX CHAPEL MS	DELTONA BLVD	NORTHCLIFF BLVD	1.55	SIDEWALK	2022	PARTIAL
HERNANDO	GOOD NEIGHBOR TRAIL CONNECTOR	W OF SUNCOAST PKWY	SR 50	4.075	TRAIL	2020	FULL
HERNANDO	GOOD NEIGHBOR TRAIL GAP	W OF SR 50	GOOD NEIGHBOR TRL	2.179	TRAIL	2023	FULL
HERNANDO	JD FLOYD ES				SIDEWALK	2020	FULL
HERNANDO	LINDEN DR	CORONADO DR	SPRING HILL DR	0.953	SIDEWALK	2021	FULL
CITRUS	N TURKEY OAK DR	US-19	SR 44	3.284	SIDEWALK	2021	FULL
CITRUS	PLEASANT GROVE ES	PLEASANT GROVE RD	DRUID RD	11.9	SIDEWALK	2020	FULL
HERNANDO	S LINDEN DR	COUNTY LINE RD	SPRING HILL DR	2.61	SIDEWALK	2024	FULL
CITRUS	US-19 TRAIL	HERNANDO C/L	W GREEN ACRES	6.811	TRAIL	2021	FULL
HERNANDO	W LANDOVER BLVD	NORTHCLIFFE BLVD	ELGIN BLVD	1.233	SIDEWALK	2023	FULL
HERNANDO	WESTSIDE ES				SIDEWALK	2020	FULL
TOTAL							\$52,698,700
STATE							\$25,840,973

Table 21. TIP FY 2019/2020-2023/24 Other Project Types

Project Type	Revenue Identity	Revenue (2019\$)
Operations, Maintenance, and Planning	TOTAL	\$121,153,102
Operations, Maintenance, and Planning	STATE	\$119,005,136
Operations, Maintenance, and Planning	LOCAL	\$2,147,966
Aviation	TOTAL	\$25,733,993
Aviation	FEDERAL	\$20,100,200
Aviation	STATE	\$4,144,967
Aviation	LOCAL	\$1,488,826
Transportation Disadvantaged Program	TOTAL	*\$13,624,176
Transportation Disadvantaged Program	FEDERAL	*\$9,224,756
Transportation Disadvantaged Program	STATE	*\$4,399,420

* Transportation Disadvantaged Program funds are not included in the TIP FY 2019/2020-2023/24 Revenues

Roadway Plan

Project Phasing

At the beginning of the plan, an initial Needs Assessment was performed. Prioritization Factors, as found in **Figure 8** provide a basis for evaluation. Among these factors are items to consider such as significant negative environmental or community impacts, future congestion relief, freight corridors as identified in the FDOT Freight and Mobility Plan, and high crash rates among others. After initial prioritization, the needs were divided up based on funding status. Roadway and Highway projects in the plan are grouped into five tiers. Each tier is based on the relative level of priority and funding status as indicated in **Table 22**.

- Tier 1 includes projects that are committed improvements to be built in the next 5 years (2020 – 2025).
- Tier 2 includes projects that are part of the 2045 LRTP Cost Feasible Plan and are projected to begin between the years 2025-2035. These are considered Cost Feasible *Interim Projects*
- Tier 3 includes projects that are part of the 2045 LRTP Cost Feasible Plan and are projected to begin between the years 2036-2045.
- Tier 4 includes high priority projects, or *Illustrative Projects* that are not fully 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 22. Funding Status and Priority by Tier

	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5
	Existing and Committed (E+C) (Before 2025)	Cost Feasible Interim Projects (2025-2035)	Cost Feasible Projects (2036-2045)	Illustrative Projects/ Other Priority Projects	Other Unfunded Needs
Needs Assessment	Yes	Yes	Yes	Yes	Yes
High Priority	Yes	Yes	Yes	Yes	No
Cost Feasible	Yes	Yes	Yes	Should funds become available	No

The projects identified as Cost Feasible were done so in a manner that is consistent with prioritization factors as illustrated in **Figure 8**.

Figure 8. Prioritization Factors

Prioritization Factors

Fatal Flaw	Pipeline Project	Future Congestion	Regional Freight	Connectivity	Economic Development	Public Support	High Crashes
Ommission 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

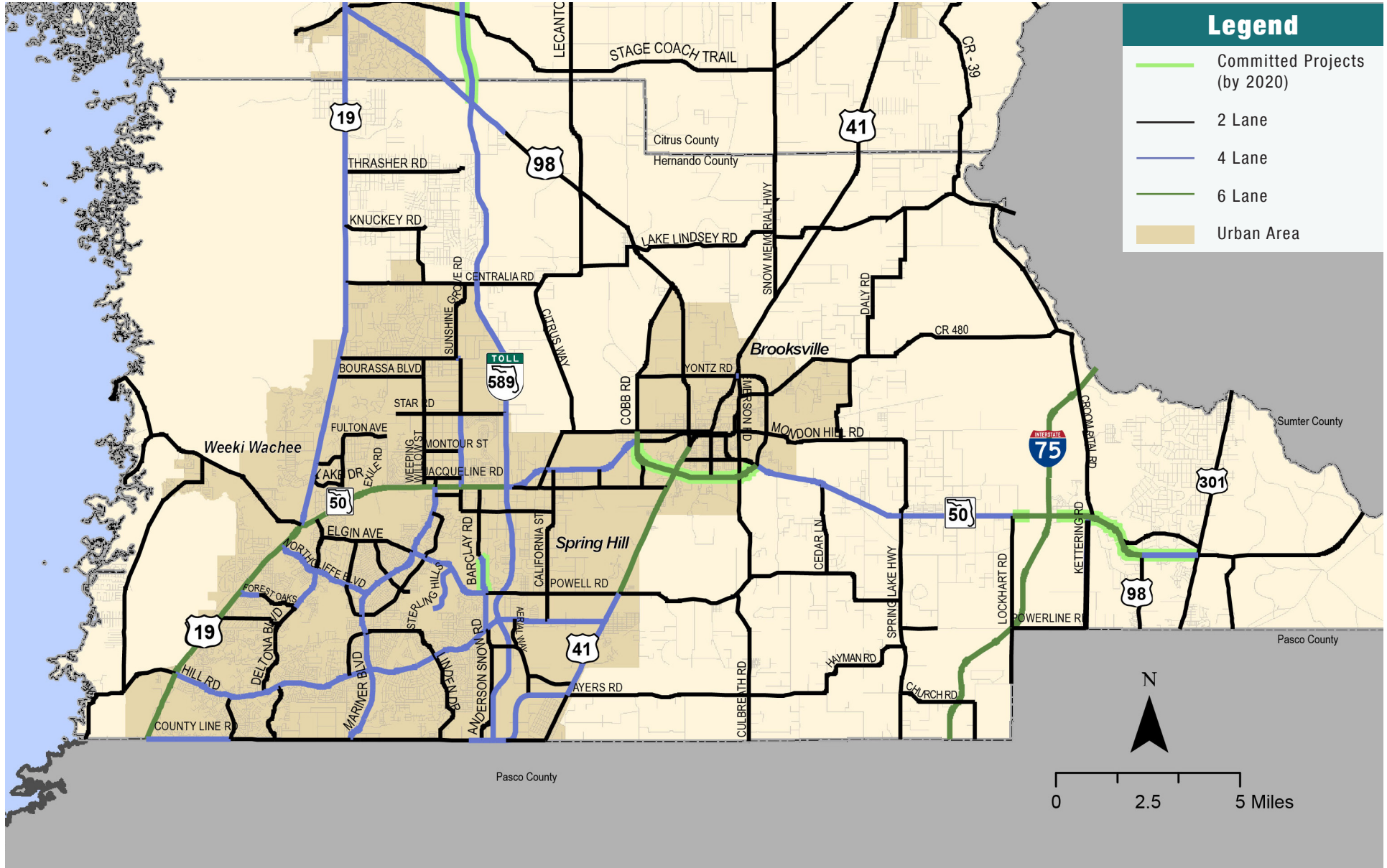
Cost Feasible Details

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

All 2045 LRTP-identified projects include nearly \$2.295 billion (PDV) of roadway costs. Unfunded Needs account for over half of that total, valuing about \$1.459 billion (PDV). The tables included in **Appendices B and C** ensure the proposed improvements included in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322(f)(6).

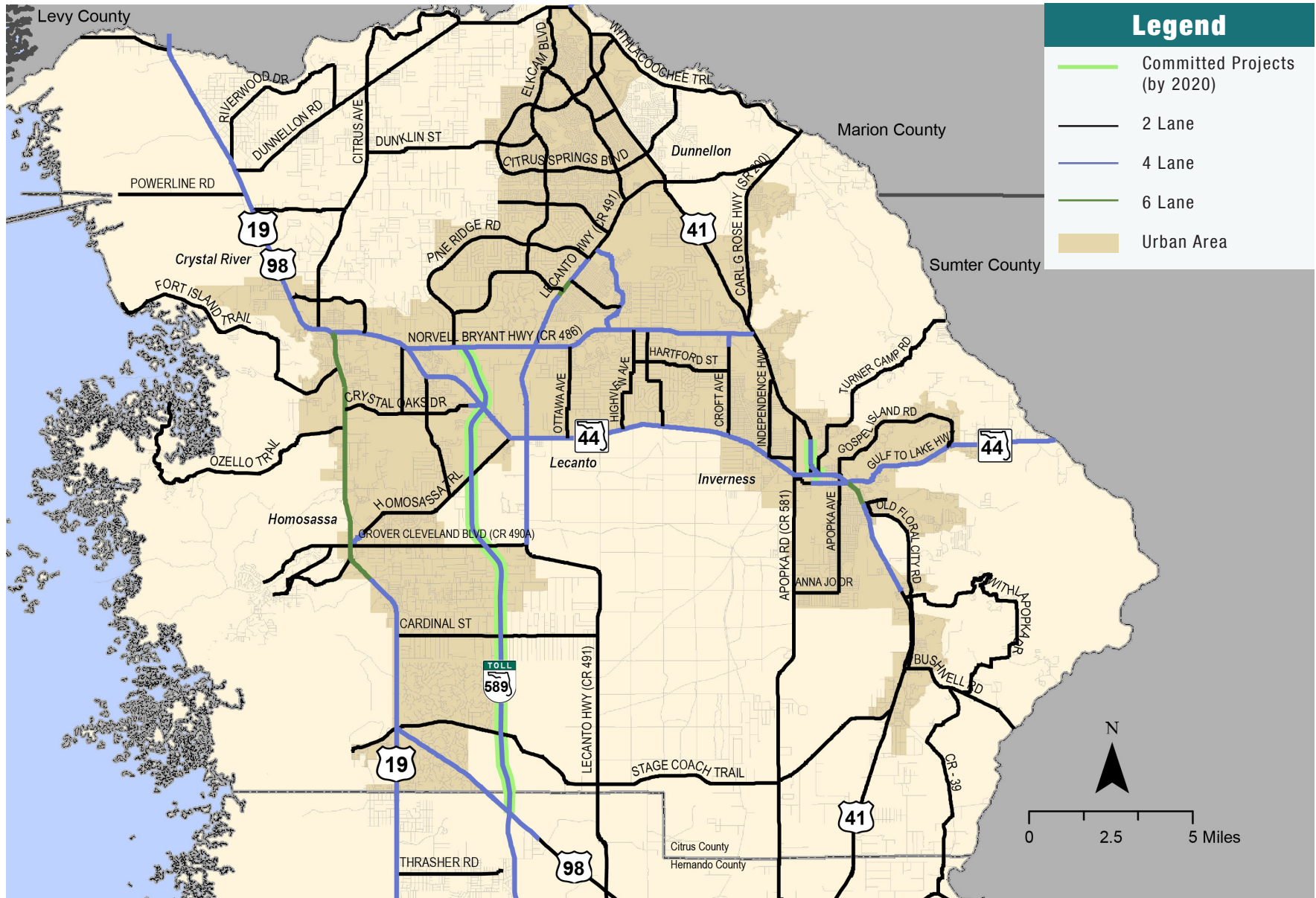
The maps in **Figures 3** through **10** illustrate the projects included in the plan as part of the needs assessment. The maps identify the Existing and Committed (E+C) roadway network in **Figures 3 and 4**, the Cost Feasible Interim Projects in **Figures 5 and 6**, other Cost Feasible Projects in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

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



Note: Includes projects funded for construction by 2024.

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



Note: Includes projects funded for construction by 2024.

Figure 11. Roadway Network Cost Feasible Interim Plan (Hernando County) – Tier 2 (2025 – 2035)

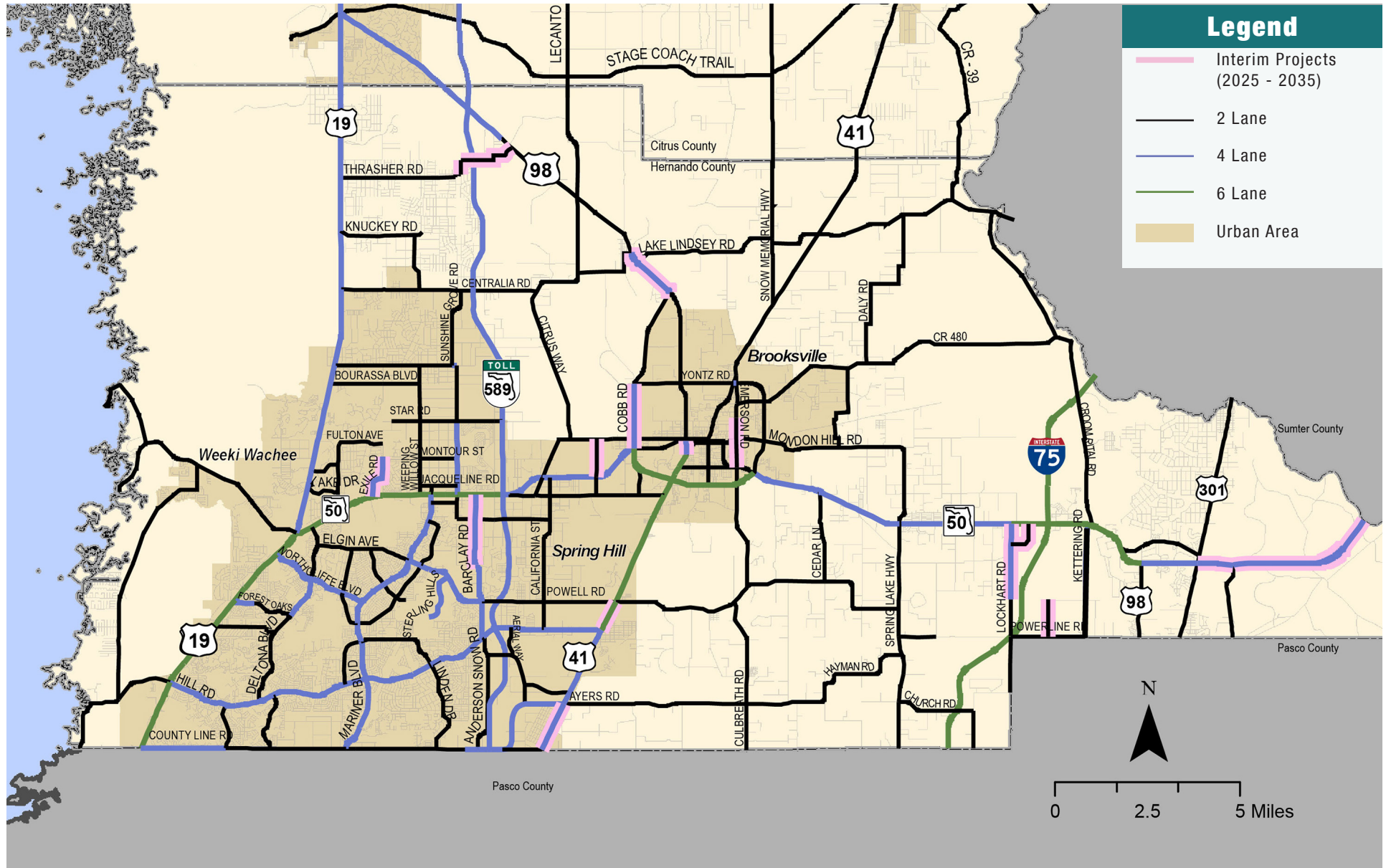


Figure 12. Roadway Network Cost Feasible Interim Plan (Citrus County) – Tier 2 (2025 – 2035)

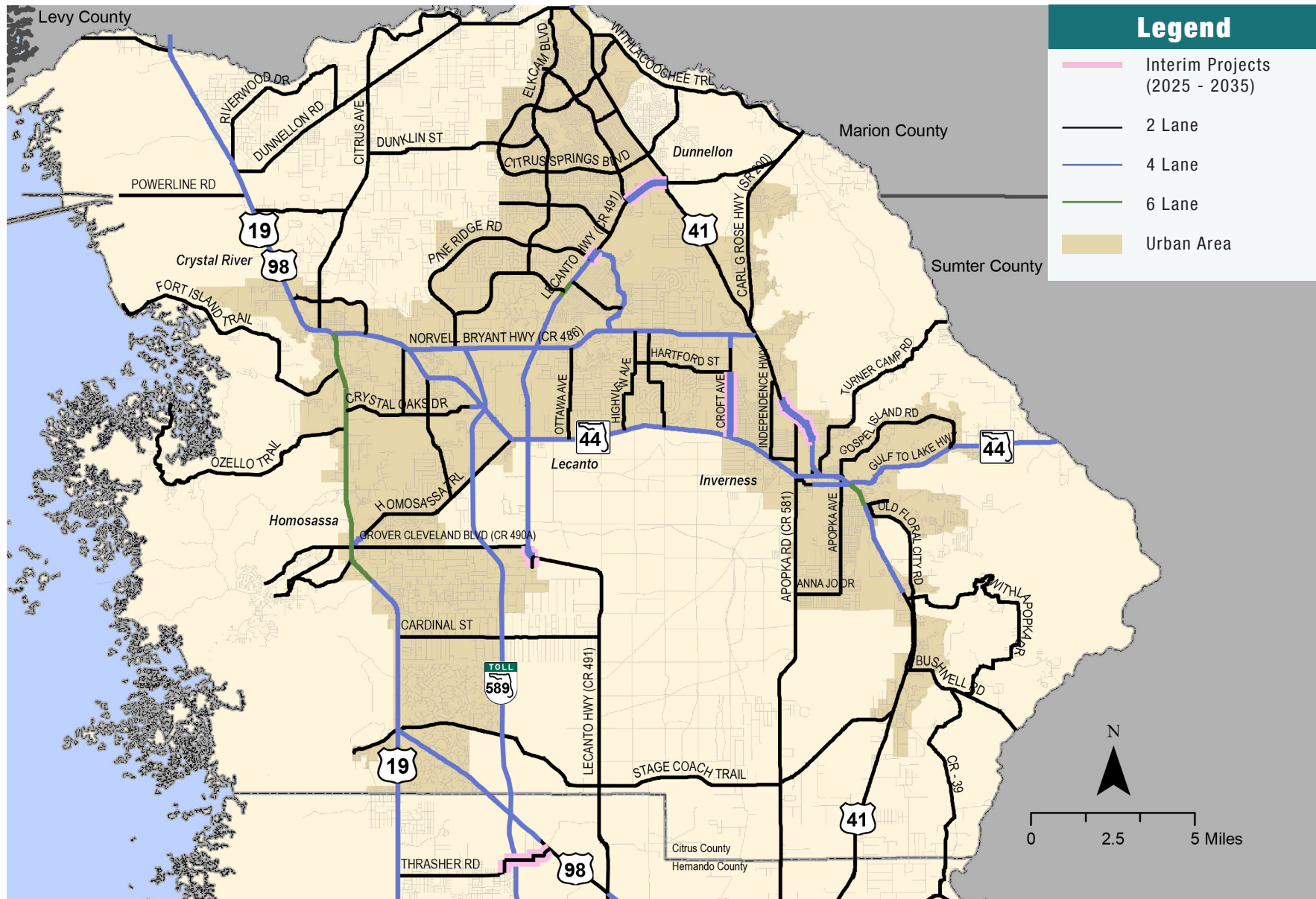


Figure 13. Roadway Network Cost Feasible Plan (Hernando County) – Tier 3 (2036-2045)

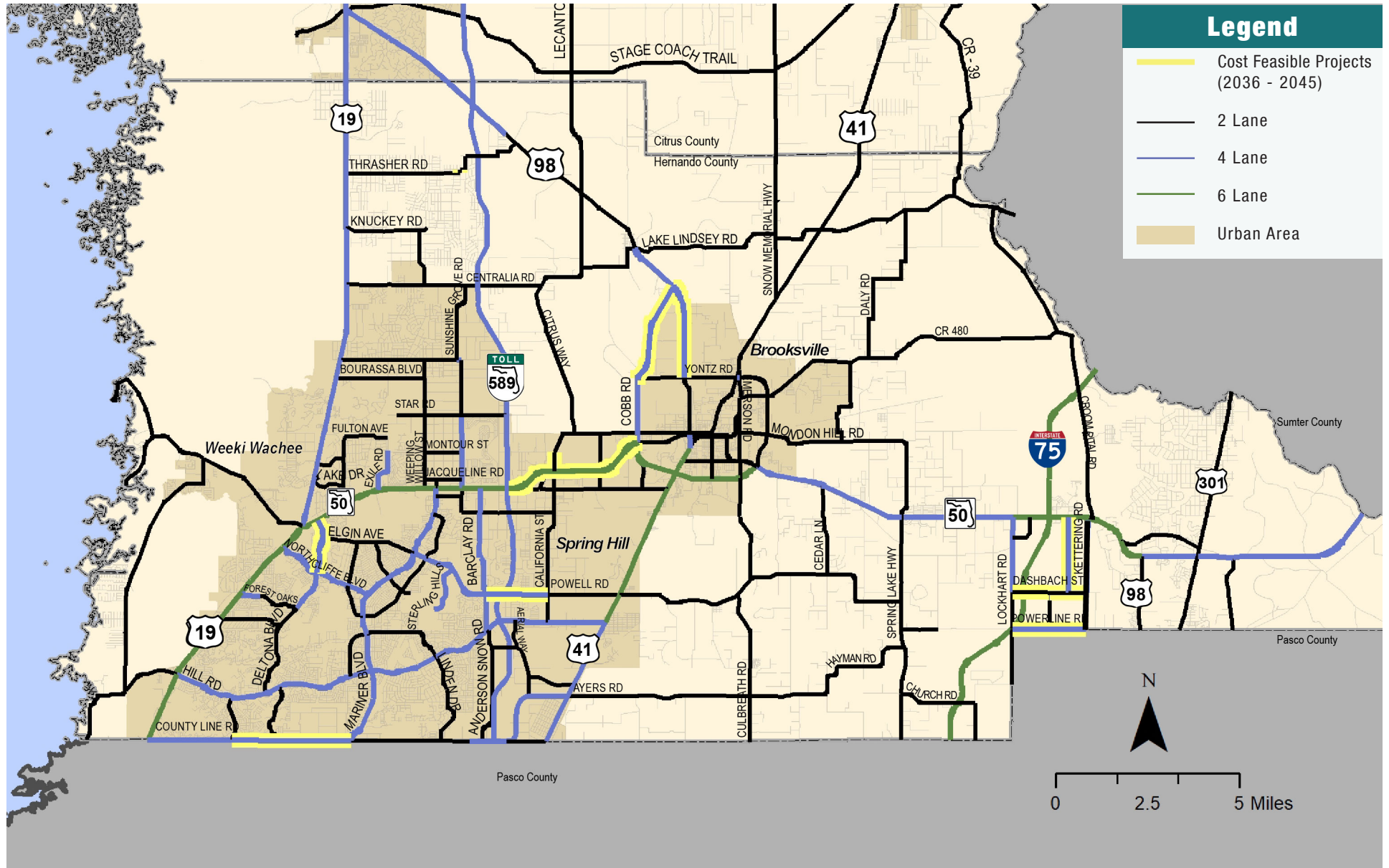


Figure 14. Roadway Network Cost Feasible Plan (Citrus County) – Tier 3 (2036-2045)

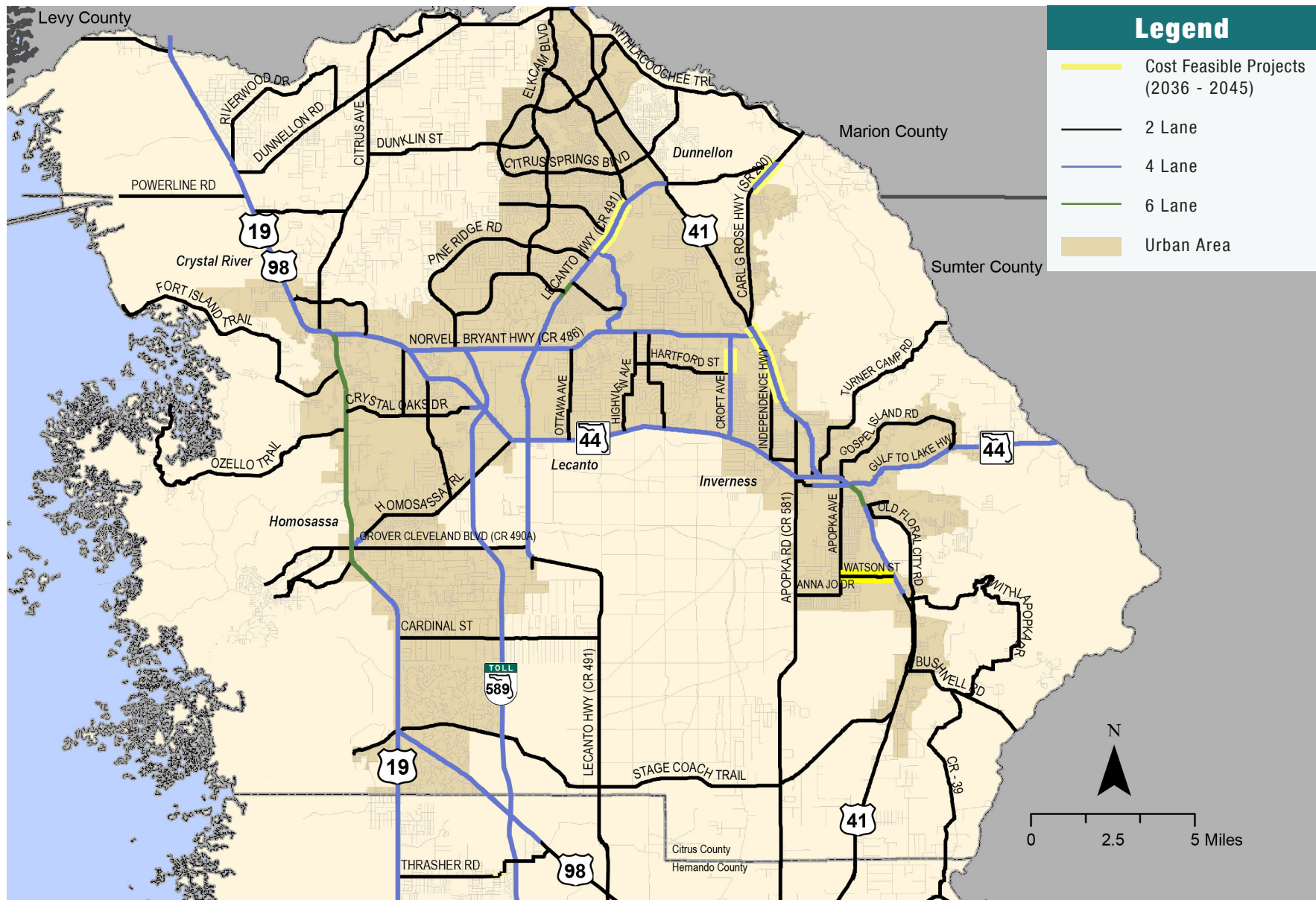


Figure 15. Roadway Network Unfunded Needs (Hernando County) – Tiers 4 & 5

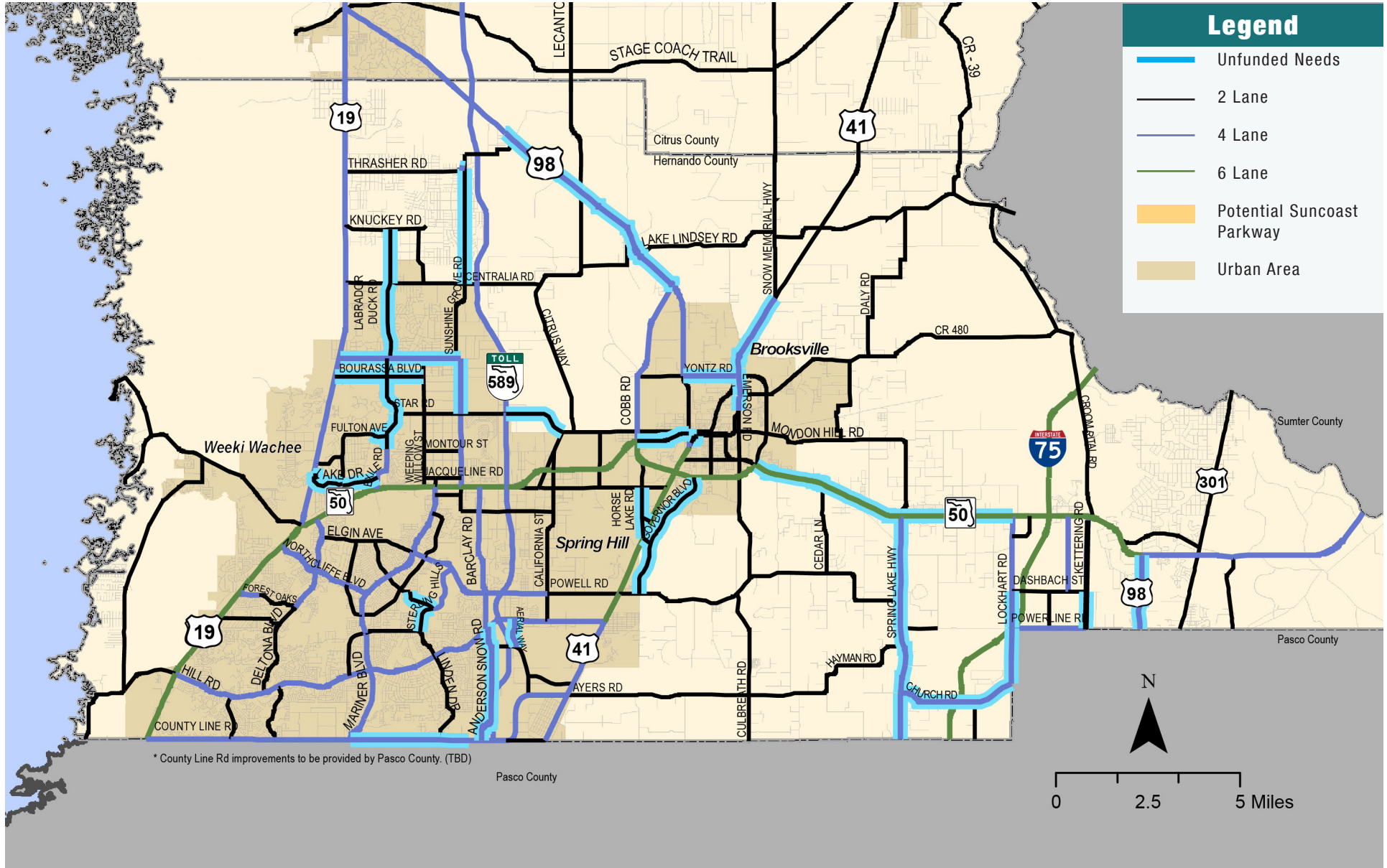
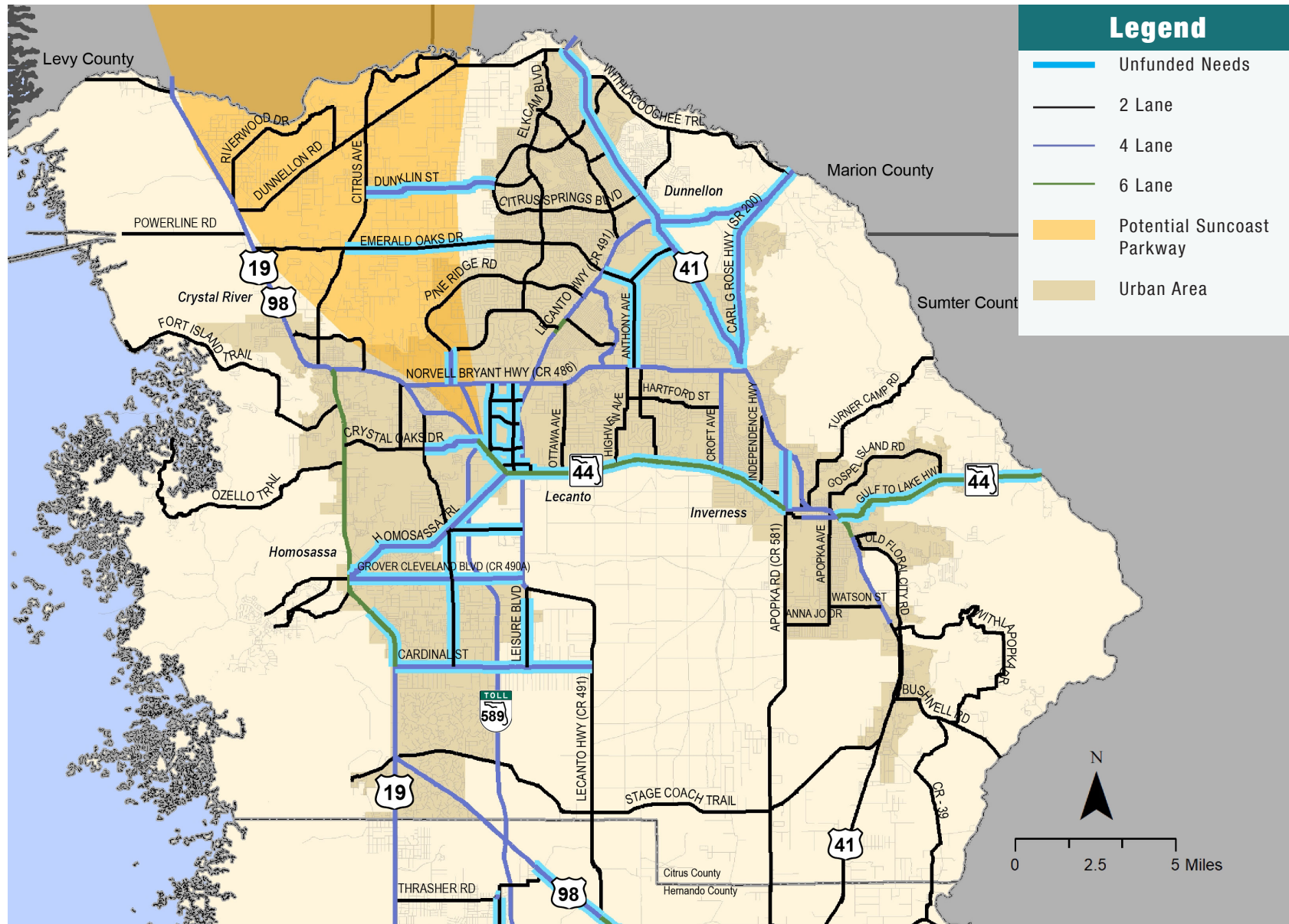


Figure 16. Roadway Network Unfunded Needs (Citrus County) – Tiers 4 & 5



Note: The Suncoast Connector and Northern Turnpike Extension (M-CORES projects) are considered to be Illustrative Projects (Tier 4)

Cost Feasible Plan (Tiers 2-3)

The Cost Feasible roadway projects (Tier 2) are listed by phase in **Table 23** and **Table 24**.

Table 23. Hernando County Cost Feasible Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
BARCLAY RD	ELGIN BLVD	SAN ANTONIO RD	2U-4D	2026-2030
BARCLAY RD	SAN ANTONIO RD	LUCKY LN	2U-4D	2031-2035
BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	2U-4D	2031-2035
CALIFORNIA ST	CORTEZ BLVD (SR50)	SAM C	00-2U	2036-2045
DELTONA BLVD	NORTHCLIFFE BLVD	ELGIN BLVD	2U-4D	2036-2045
DELTONA BLVD	ELGIN BLVD	CORTEZ BLVD (SR50)	2U-4D	2036-2045
DOWNY WOODPECKER RD	THRASHER AVE	VELVET SCOOTER AVE	00-2U	2036-2045
EMERSON RD	JEFFERSON ST (SR50)	MONDON HILL RD	00-2U	2036-2045
EMERSON RD	MONDON HILL RD	BROAD ST	00-2U	2036-2045
SUNSHINE GROVE RD EXT	VELVET SCOOTER AVE	SUNSHINE GROVE RD EXT	00-2U	2031-2035
SUNSHINE GROVE RD EXT	SUNSHINE GROVE RD EXT	N SUNCOAST PKWY (SR589)	00-2U	2031-2035
CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	00-2U	2036-2045
CORTEZ BLVD (SR50 WB FRONTAGE)	MARINER BLVD	HIGHPOINT BLVD	00-2U	2036-2045
BROAD ST (US41/SR45)	SPRING HILL DR	POWELL RD	4D-6D	2031-2035
CORTEZ BLVD (SR50)	TREIMAN BLVD (US301/SR35)	SUMTER COUNTY LINE	2U-4D	2026-2030
CORTEZ BLVD (SR50)	N SUNCOAST PKWY (SR589)	COBB RD	4D-6D	2036-2045

Table 24. Citrus County Cost Feasible Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
CR 491 (LECANTO HWY)	DELTONA BLVD, N	US 41, N	2U-4D	2031-2035
CR 491 (LECANTO HWY)	PINE RIDGE BLVD, W	FOREST RIDGE BLVD, N	2U-4D	2031-2035
CR 491 (LECANTO HWY)	FOREST RIDGE BLVD, N	DELTONA BLVD, N	2U-4D	2036-2045
CR 491 (LECANTO HWY)	SR 44, E	W AUDUBON PARK PATH	2D-4D	2036-2045
CR 491 (LECANTO HWY)	W AUDUBON PARK PATH	HORACE ALLEN ST, W	2D-4D	2036-2045
CR 491 (LECANTO HWY)	LEISURE BLVD	G. CLEVELD BLVD, W	2D-4D	2036-2045
CROFT AVE	HAYES RD	CR 486, W	2U-4D	2036-2045
CROFT AVE	STEVENS ST, E	HAYES RD	2U-4D	2026-2030
CROFT AVE	SR 44, E	STEVENS ST, E	2U-4D	2036-2045
LEISURE BLVD	WHIPPOORWILL ST, W	CR 491, S	00-2U	2036-2045
WATSON ST	APOPKA AVE	US 41	00-2U	2031-2035
US 41 (FLORIDA AVE)	INDEPENDENCE HWY, N	VAN NESS RD, E	2U-4D	2031-2035
US 41 (FLORIDA AVE)	ARLINGTON ST, E	INDEPENDENCE HWY, N	2U-4D	2031-2035
US 41 (FLORIDA AVE)	CR 581 EXTENSION	ARLINGTON ST, E	2U-4D	2026-2030
US 41 (FLORIDA AVE)	SR 44	MONTGOMERY	2U-4D	2026-2030
US 41 (FLORIDA AVE)	MONTGOMERY	CR 581 EXTENSION	2U-4D	2036-2045
US 41 (FLORIDA AVE)	CR 486, W	SR 200, N	2U-4D	2036-2045
US 41 (FLORIDA AVE)	VAN NESS RD, E	CR 486, W	2U-4D	2036-2045
US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	SUNNY DAYS S/C	4D-6D	2036-2045
US 19/US 98 (SUNCOAST BLVD)	SUNNY DAYS S/C	GREEN ACRES ST, W	4D-6D	2036-2045

Illustrative Projects (Tier 4)

The Illustrative Project roadway projects (Tier 4) are listed by phase in **Table 25** and **Table 26**.

Table 25. Hernando County Illustrative Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	2U-4D	2026-2030
ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	2U-4D	2026-2030
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	2U-4D	2026-2030
COBB RD (US98)	CORTEZ BLVD (SR50)	FORT DADE AVE	4D-6D	2036-2045
COBB RD (US98)	FORT DADE AVE	YONTZ RD	4D-6D	2036-2045
COBB RD (US98)	YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	4D-6D	2031-2035
POWELL RD	BARCLAY AVE	CALIFORNIA ST	2U-4D	2031-2035
RESTER DR	N SUNCOAST PKWY (SR589)	FORT DADE AVE	00-2U	2031-2035
VELVET SCOTER AVE	DOWNY WOODPECKER RD	COURLAND RD	00-4D	2026-2030
DASHBACH RD	LOCKHART RD	I-75	00-2U	2036-2045
DASHBACH RD	I-75	SPINE RD	00-2U	2036-2045
DASHBACH RD	SPINE RD	SUNRISE RD	00-2U	2036-2045
DASHBACH RD	SUNRISE RD	KETTERING RD	00-2U	2036-2045
EXILE RD	CORTEZ BLVD (SR50)	FLOCK AVE	2U-4D	2031-2035
HOSPITAL RD	CORTEZ BLVD (SR50)	FORT DADE AVE	00-2U	2026-2030
LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	2U-4D	2026-2030
NEW ROAD C	LOCKHART RD	CORTEZ BLVD (US 98/SR 50)	00-2U	2031-2035
SPINE RD	POWERLINE RD	DASHBACH RD	00-2U	2031-2035
SUNSHINE GROVE RD EXT	N SUNCOAST PKWY (SR589)	PONCE DE LEON BLVD (US98/SR700)	00-2U	2025
SUNRISE RD	DASHBACH RD	CORTEZ BLVD (US98/SR50)	2U-4D	2036-2045
POWERLINE RD	LOCKHART RD	KETTERING RD	2U-4D	2036-2045
STAR RD	EXILE RD	WEeping WILLOW ST	00-2D	2026-2030
CORTEZ BLVD (US98/SR50)	W of Jefferson St/SR 50A/Brooksville Bypass	W of I-75	4D-6D	2036-2045
I-75 (SR93)	PASCO C/L	SUMTER COUNTY LINE	Managed Lanes	2036-2045

Table 26. Citrus County Illustrative Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
CR 490 (HOMOSASSA TRAIL)	CANADIAN WAY, S	ROCK CRUSHER RD, S	2U-4D	2036-2045
CR 490 (HOMOSASSA TRAIL)	US 19, S	CANADIAN WAY, S	2U-4D	2036-2045
CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	2036-2045
CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44, W	2U-4D	2036-2045
CR 490A (GROVER CLEVELAND BLVD)	US 19, S	CLARIDGE AVE, S	2U-4D	2036-2045
CR 490A (GROVER CLEVELAND BLVD)	CLARIDGE AVE, S	CORBETT AVE, S	2U-4D	2036-2045
CR 490A (GROVER CLEVELAND BLVD)	CORBETT AVE, S	CR 491, S	2U-4D	2036-2045
CR 491 (LECANTO HWY)	HORACE ALLEN ST, W	CR 486, W	2D-4D	2036-2045
LEISURE BLVD	CARDINAL ST	WHIPPOORWILL ST, W	00-2U	2031-2035

Unfunded Needs (Tier 5)

The Unfunded Needs roadway projects (Tier 2) are listed by phase in **Table 27** and **Table 28**.

Table 27. Hernando County Unfunded Needs Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
AERIAL WAY	CORPORATE BLVD	SPRING HILL DR	2U-4D	2036-2045
BOURASSA BLVD	US19 (SR55)	BLANKS ST	00-2U	2036-2045
BOURASSA BLVD	BLANKS ST	WEeping WILLOW ST	00-2U	2036-2045
COUNTY LINE RD	EAST OF COBBLESTONE DR	WATERFALL DR	2U-4D	2036-2045
COUNTY LINE RD	FARNSWORTH BLVD	LINDEN DR	2U-4D	2036-2045
COUNTY LINE RD	MARINER BLVD	1/4 MI E OF MARINER	2U-4D	2036-2045
COUNTY LINE RD	DARTMOUTH AVE	COBBLESTONE DR	2U-4D	2036-2045
COUNTY LINE RD	LINDEN DR	OAK CHASE BLVD	2U-4D	2036-2045
COUNTY LINE RD	WATERFALL DR	1/4 MI W OF MARINER	2U-4D	2036-2045
COUNTY LINE RD	1/4 MI E OF MARINER	FARNSWORTH BLVD	2U-4D	2036-2045
COUNTY LINE RD	COBBLESTONE DR	EAST OF COBBLESTONE DR	2U-4D	2036-2045
COUNTY LINE RD	1/4 MI W OF MARINER	MARINER BLVD	2U-4D	2036-2045
COUNTY LINE RD	US 19	DARTMOUTH AVE	2U-4D	2036-2045
CHURCH RD	SPRING LAKE HWY	MYERS RD	2U-4D	2036-2045
CROOM RD	WITHROW RD	NEW ROAD	00-2U	2036-2045
CROOM RD	NEW ROAD	CROOM RITAL RD	00-2U	2036-2045
CRUM RD	AYERS RD	POWELL RD	00-2U	2036-2045
ELWOOD RD	SWALLOW NEST	STERLING HILL	00-2U	2036-2045
EXILE RD	FLOCK AVE	FURLEY AVE	00-2U	2036-2045
EXILE RD EXT	FURLEY AVE	STAR RD	00-2U	2036-2045
EXILE RD EXT	BOURASSA BLVD	HEXAM RD	00-2U	2036-2045
EXILE RD EXT	STAR RD	BOURASSA BLVD	00-2U	2036-2045

On Street	From Street	To Street	Improvement Type	CST Timeframe
FURLEY AVE	FULTON AVE	EXILE RD	00-2U	2036-2045
GOVERNOR BLVD	POWELL RD	JOHN MARTIN LN	00-2D	2036-2045
HEXAM RD	SUNSHINE GROVE RD	SUNSHINE GROVE RD (N)	2U-4D	2036-2045
HEXAM RD	SUNSHINE GROVE RD (N)	US19 (SR55)	2U-4D	2036-2045
HORSE LAKE RD	BROAD ST (US41/SR45)	WISCON RD	00-2U	2036-2045
HORSE LAKE RD	WISCON RD	CORTEZ BLVD BYPASS (SR50)	00-2U	2036-2045
HURRICANE DR	CENTRALIA RD	KNUCKEY RD	00-2U	2036-2045
KETTERING RD	POWERLINE RD	DASHBACH RD	2U-4D	2036-2045
LABRADOR DUCK RD	HEXAM RD	CENTRALIA RD	00-2U	2036-2045
LAKE DR	US 19	NIGHTWALKER RD	00-2U	2036-2045
LAKE DR	NIGHTWALKER RD	EXILE RD	00-2U	2036-2045
LOCKHART RD	MYERS RD	POWERLINE RD	2U-4D	2036-2045
LOCKHART RD	I-75 (SR93)	DASHBACH RD	2U-4D	2036-2045
MYERS RD	CHURCH RD	LOCKHART RD	2U-4D	2036-2045
NEW ROAD A	BROAD ST (US 41)	HORSE LAKE RD	00-2U	2036-2045
SPRING LAKE HWY	PASCO COUNTY LINE	CHURCH RD	2U-4D	2036-2045
SPRING LAKE HWY	CHURCH RD	AYERS RD EXT	2U-4D	2036-2045
SPRING LAKE HWY	AYERS RD EXT	AYERS/HAYMAN RD	2U-4D	2036-2045
SPRING LAKE HWY	AYERS/HAYMAN RD	HICKORY HILL RD	2U-4D	2036-2045
SPRING LAKE HWY	HICKORY HILL RD	POWELL RD	2U-4D	2036-2045
SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	2U-4D	2036-2045
STERLING HILLS	LINDEN DR	ELWOOD RD	00-2U	2036-2045

Table 27. Hernando County Unfunded Needs Roadway Projects (Continued)

On Street	From Street	To Street	Improvement Type	CST Timeframe
SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	2U-4D	2036-2045
SUNSHINE GROVE RD EXT	CENTRALIA RD	QUIGLEY AVE	00-2U	2036-2045
SUNSHINE GROVE RD EXT	QUIGLEY AVE	VELVET SCOOTER AVE	00-2U	2036-2045
YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	HOWELL AV	2U-4D	2036-2045
BROAD ST (US41/SR45)	COUNTY LINE RD	AYERS RD	2U-4D	2026-2030
BROAD ST (US41/SR45)	BENTON AVE	OLD HOSPITAL DR	2U-2D	2026-2030
BROAD ST (US41/SR45)	OLD HOSPITAL DR	MILDRED AVE	2U-2D	2026-2030
BROAD ST (US41/SR45)	N OF OAK ST	CROOM RD	2U-4D	2036-2045
BROAD ST (US41/SR45)	CROOM RD	CHATFIELD DR	2U-4D	2036-2045
BROAD ST (US41/SR45)	CHATFIELD DR	YONTZ RD	2U-4D	2036-2045
BROAD ST (US41/SR45)	YONTZ RD	HOWELL AVE	2U-4D	2036-2045
BROAD ST (US41/SR45)	HOWELL AVE	URBAN BOUNDARY	2U-4D	2031-2035
BROAD ST (US41/SR45)	URBAN BOUNDARY	SNOW MEMORIAL HWY	2U-4D	2036-2045
JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	00-2D	2031-2035
MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	2U-4D	2036-2045
PONCE DE LEON BLVD (US98/SR700)	BROAD ST (US41/SR45)	JEFFERSON ST (SR50A)	2U-4D	2036-2045
PONCE DE LEON BLVD (US98/SR700)	LAKE LINDSEY RD	CITRUS WAY	4D-6D	2036-2045
PONCE DE LEON BLVD (US98/SR700)	CITRUS WAY	LANDFILL RD	2U-4D	2036-2045
PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	2U-4D	2036-2045
PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	4D-6D	2036-2045
US19 (SR55)	CORTEZ BLVD (SR50)	RIDGE RD	4D-6D	2036-2045
US19 (SR55)	RIDGE RD	HEXAM RD	4D-6D	2036-2045
US19 (SR55)	HEXAM RD	VESPA WAY	4D-6D	2031-2035
US19 (SR55)	VESPA WAY	CENTRALIA RD	4D-6D	2036-2045

On Street	From Street	To Street	Improvement Type	CST Timeframe
US19 (SR55)	CENTRALIA RD	KNUCKEY RD	4D-6D	2036-2045
US19 (SR55)	KNUCKEY RD	THRASHER RD	4D-6D	2036-2045
US19 (SR55)	THRASHER RD	CITRUS COUNTY LINE	4D-6D	2036-2045

Table 28. Citrus County Unfunded Needs Roadway Projects

On Street	From Street	To Street	Improvement Type	CST Timeframe
ANTHONY AVE	CR 486	OVERDRIVE CIR	00-2U	2036-2045
ANTHONY AVE	OVERDRIVE CIR	CR 491	00-2U	2036-2045
CARDINAL ST	US 19, S	GROSS AVE, S	2U-4D	2036-2045
CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	2U-4D	2036-2045
CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	2U-4D	2036-2045
COUNTRY OAKS TER	S.R. 44	C.R. 486	00-2U	2036-2045
CR 491 (LECANTO HWY)	TRAM RD, N	SR 200, N	2U-4D	2036-2045
CR 491 (LECANTO HWY)	US 41, N	TRAM RD, N	2U-4D	2036-2045
CR 581 EXTENSION	SR 44	FOREST DR	2U-4D	2036-2045
CR 581 EXTENSION	FOREST DR	US 41	00-4D	2036-2045
CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	2U-4D	2036-2045
CRYSTAL OAKS DR	URBAN BOUNDARY	SR 44, W	2U-4D	2036-2045
DUNKLIN ST	CR 495, N	HUSKY AV,E, N	2U-4D	2036-2045
DUNKLIN ST	HUSKY AV,E, N	CITRUS SPRINGS BLVD	2U-4D	2036-2045
EMERALD OAKS DR	CR 495	HAZELWOOD DR	00-2U	2036-2045
HORACE ALLEN ST	MAYLEN AVE, S	CR 491	00-2U	2036-2045
HOSKINS LN	CR 490 (HOMOSASSA TRAIL)	CR 491 (LECANTO HWY)	00-2U	2036-2045
LEE ANN LN	S.R. 44	C.R. 491	00-2U	2036-2045
MAYLEN AVE	LEE ANN LN	C.R. 486	00-2U	2036-2045
OVERDRIVE CIR	ANTHONY AVE	US 41	00-2U	2036-2045
PINE RIDGE BLVD	MUSTANG BLVD, W	CR 486, W	2U-4D	2036-2045
ROCK CRUSHER EXTENSION	CARDINAL ST	GROVER CLEVELAND BLVD	00-2U	2036-2045
ROCK CRUSHER EXTENSION	GROVER CLEVELAND BLVD	CR 490	00-2U	2036-2045
S LINE RD	S.R. 44	SOUTHERN ST	00-2U	2036-2045

On Street	From Street	To Street	Improvement Type	CST Timeframe
SANCTION RD	C.R. 491	MAYLEN AVE	00-2U	2036-2045
SOUTHERN ST	S.R. 44	S LINE RD	00-2U	2036-2045
SR 200 (CARL G ROSE HWY)	CR 491, N	CR 39, E	00-4D	2036-2045
SR 200 (CARL G ROSE HWY)	CR 39, E	MARION COUNTY LINE	00-4D	2031-2035
SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	00-4D	2036-2045
SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	00-4D	2036-2045
SR 44 (GULF TO LAKE HWY)	CROFT AVE, S	INDEPENDENCE HWY	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	US 41	CR 470, E	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	CR 470, E	SHAD TERR, S	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	SHAD TERR, S	LITTLE JOHN AVE, S	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	LITTLE JOHN AVE, S	SUMTER COUNTY LINE	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	CR 490, W	CR 491, N	4D-6D	2026-2030
SR 44 (GULF TO LAKE HWY)	CR 491, N	COUNTY LANDFILL	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	CRYSTAL OAKS	SUNCOAST PKWY	4D-6D	2031-2035
SR 44 (GULF TO LAKE HWY)	SUNCOAST PKWY	CR 490, W	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	COUNTY LANDFILL	KENSINGTON AVE, S	4D-6D	2036-2045
SR 44 (GULF TO LAKE HWY)	KENSINGTON AVE, S	CROFT AVE, S	4D-6D	2036-2045
SR 44 (MAIN ST)	INDEPENDENCE HWY	CR 581, S	4D-6D	2036-2045
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, N	CR 39	2U-4D	2036-2045
US 41 (FLORIDA AVE)	CR 39	CR 488, W	2U-4D	2036-2045
US 41 (FLORIDA AVE)	COUNTRY CLUB BLVD, W	CITRUS SPRINGS BLVD, N	2U-4D	2031-2035
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	COUNTRY CLUB BLVD, W	2U-4D	2036-2045
US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	2U-4D	2026-2030
US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	2U-4D	2036-2045

Regional Coordination

M-CORES

Florida is anticipated to see a 40% increase in population by the year 2045. Most of this growth will be occurring in the central and southern parts of the state, including metro Orlando and the Tampa Bay area. This growth in Tampa Bay will put a significant strain on Florida's transportation network, including I-75, causing people to seek other north-south routes throughout the Gulf Coast counties, which will negatively impact the communities if existing road network if no improvements are made.

Hernando and Citrus Counties are likewise expected to experience significant population growth over the next 25 years, which will drive additional transportation demands.

The Multi-use Corridors of Regional Economic Significance (M-CORES) program is, "...intended to revitalize rural communities, encourage job creation and provide regional connectivity while leveraging technology, enhancing the quality of life and public safety, and protecting the environment and natural resources."



The M-CORES program was initiated by Senate Bill 7068, signed into State Statute in May 2019. The state in conjunction with regional partners will consider the use of multiple modes of transportation, including toll roads, multiuse trails, public transit and both freight and passenger rail.

M-CORES identifies three separate corridors, two of which include Citrus County within the study area. The initial task force meetings for each corridor took place on August 27, 2019. The final reports are expected to be issued no later than October 1, 2020, and as of the adoption of this 2045 LRTP, state legislature designates that construction begin no later than December 31, 2022.

SUNCOAST CONNECTOR

The study area for the Suncoast Connector extends from Citrus County northward to Jefferson County at the Florida-Georgia border. The Suncoast Connector would potentially connect to the northern terminus of Phase 2 of the Suncoast Parkway 2, at Citrus County CR 486 (see sidebar). This would provide north-south connectivity as an alternative to I-75, allowing enhanced access between the Tampa Bay region and Florida's panhandle. **Figure 17** illustrates the Suncoast Connector Study Area.

NORTHERN TURNPIKE EXTENSION

The study area for the Northern Turnpike Connector includes Citrus County in addition to Lake County, Marion County, and Levy County. The Northern Turnpike Connector will provide a direct connection from the Florida's Turnpike to the Suncoast Parkway. **Figure 18** illustrates the Northern Turnpike Connector Study Area.

SUNCOAST PARKWAY

Current Plans for the Suncoast Parkway show an interchange with Citrus County Road 486 (CR 486 / Norvell Bryant Highway). This project is funded by Florida's Turnpike Enterprise (FTE), and portions of this are under construction as of the time of developing this report. Previous plans included extending the Suncoast Parkway to US-19, north of Crystal River.



Figure 17. M-CORES Suncoast Connector Study Area (as of September 2019)

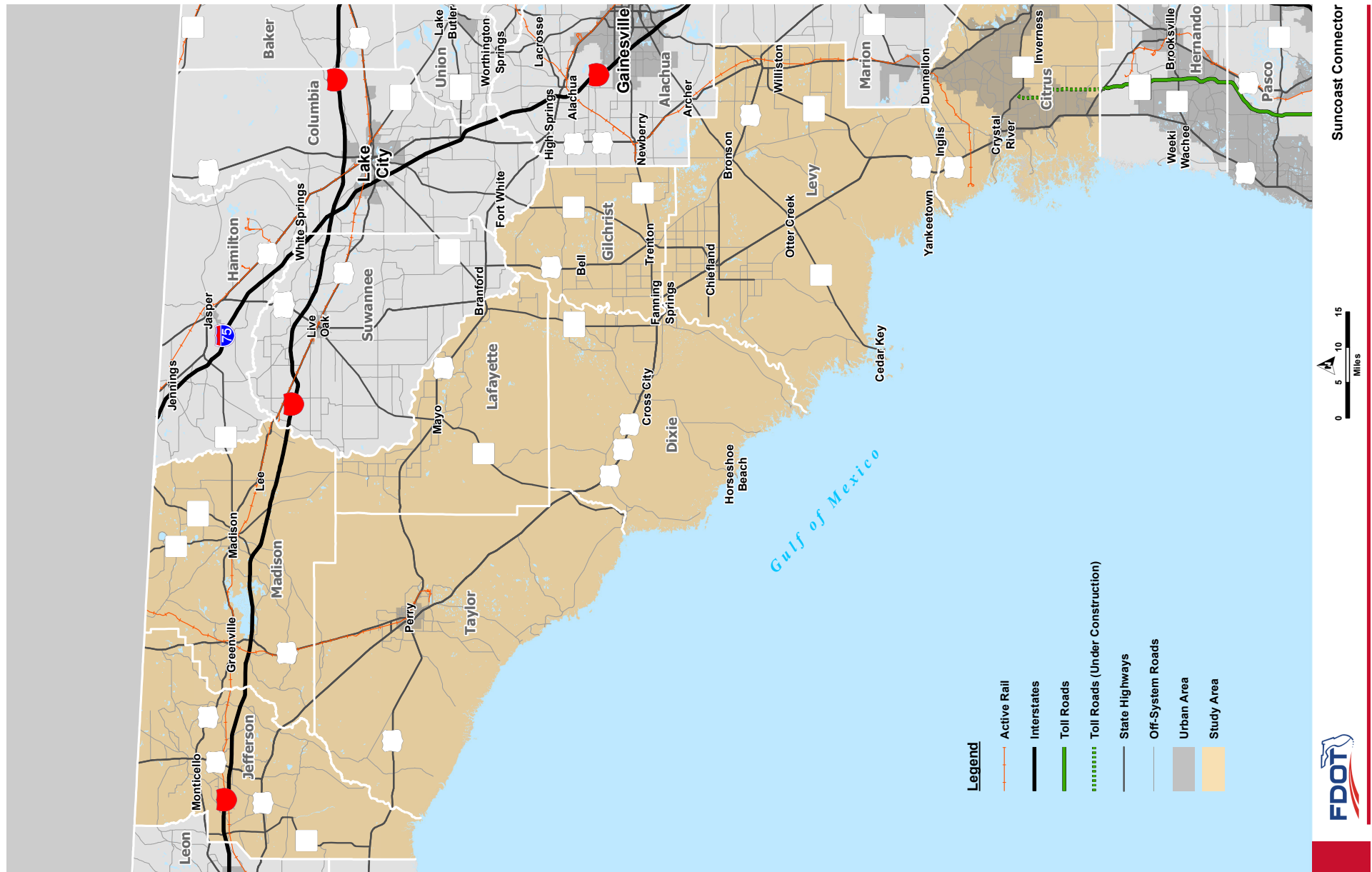
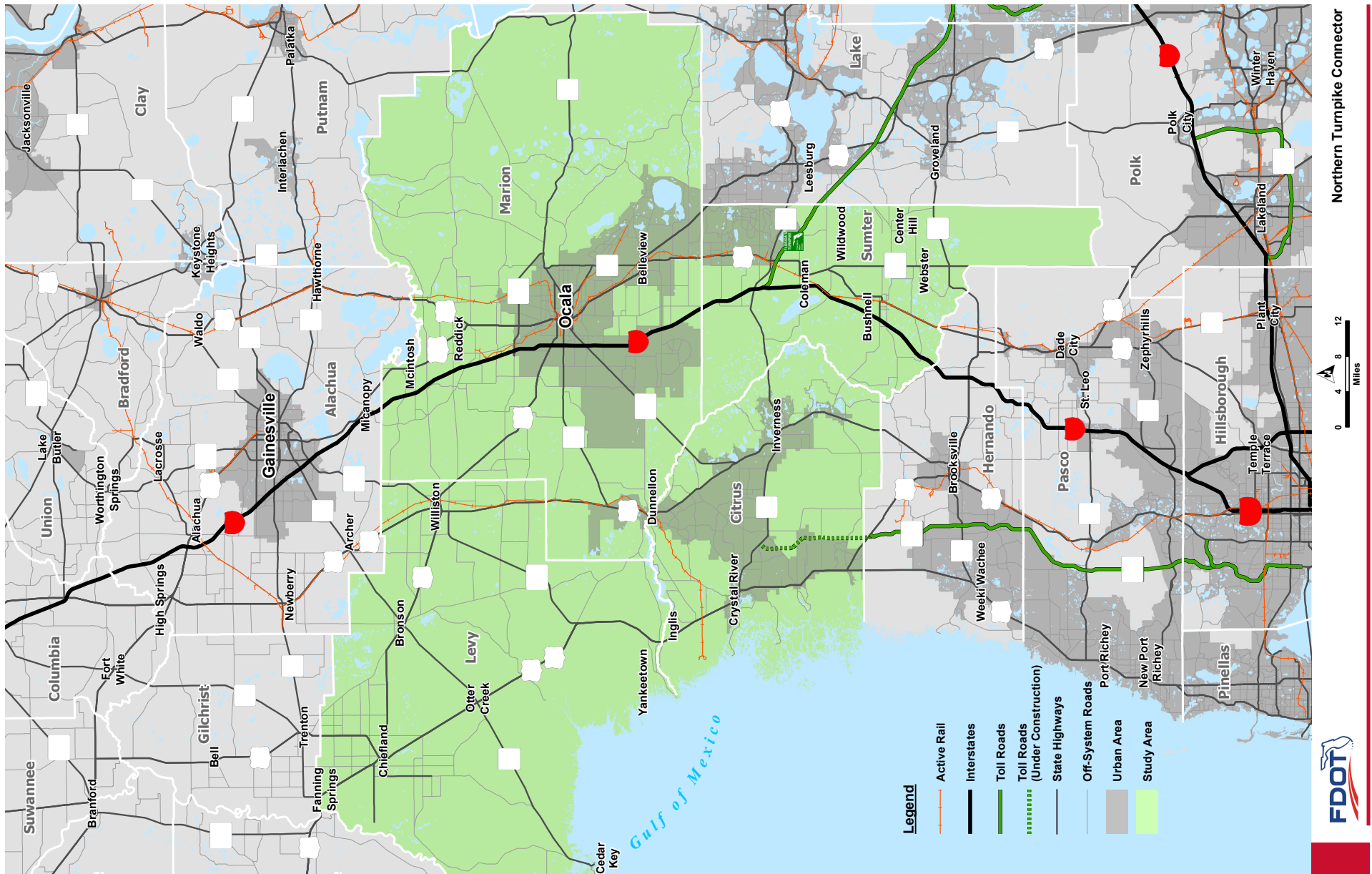


Figure 18. Northern Turnpike Connector Study Area (as of September 2019)



Congestion Management

In 2017, the Hernando/Citrus MPO adopted and updated their Congestion Management Process (CMP). The CMP is included as **Technical Appendix H**. Maintenance of a CMP is a requirement for all MPOs under Florida law. Both counties have developed and implemented congestion management efforts “to provide the information needed to make informed decisions regarding the proper allocation of transportation resources.”

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

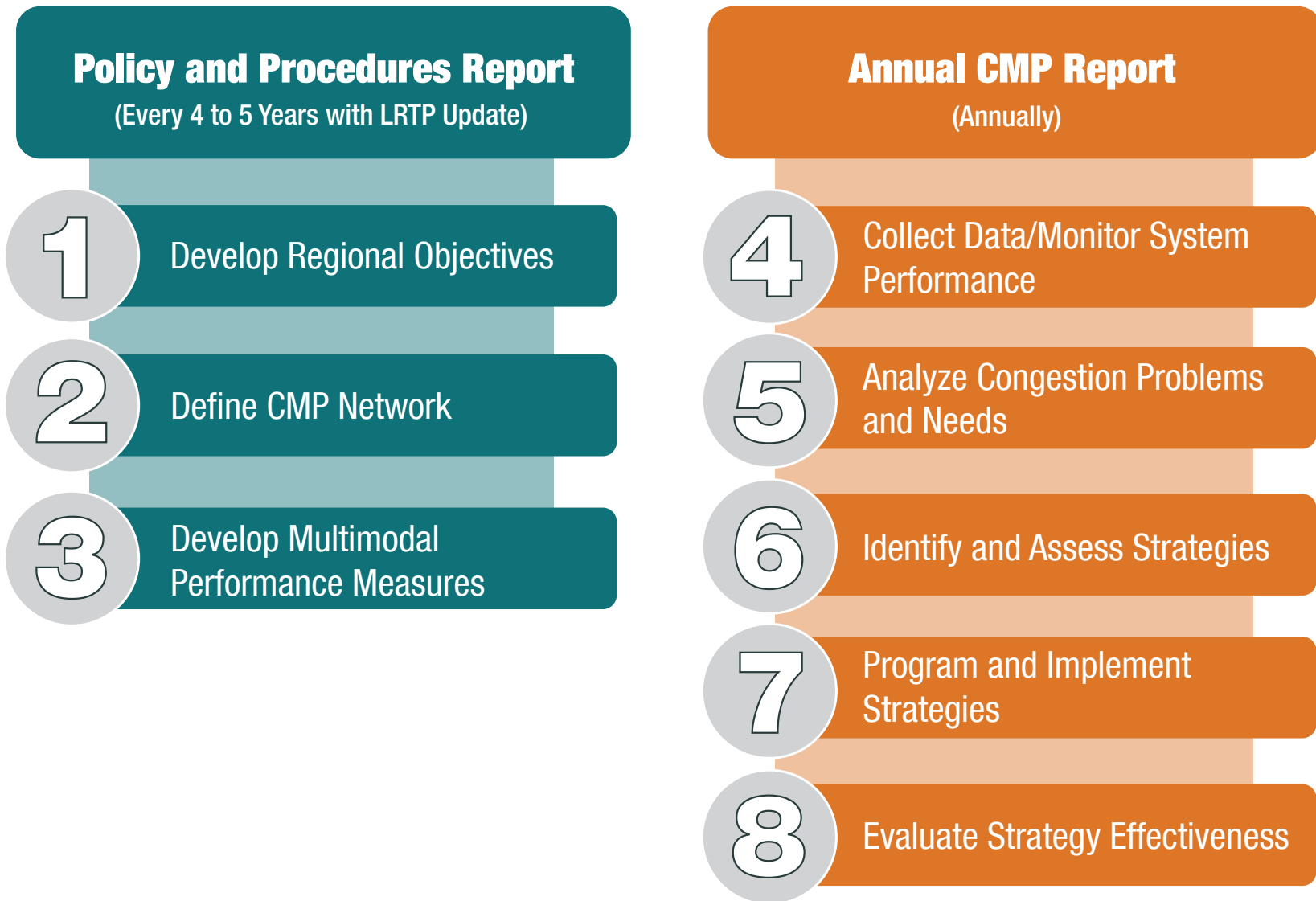
- Many roadway corridors cannot be widened based on maximum number of lanes or environmental constraints.
- Limited funding does not allow many new large-scale projects to be constructed or even planned.
- Congestion management is considered in enhancing overall transportation safety for all road users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

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

- Routine completion of a technical process undertaken (typically each year) to identify projects needed to reduce congestion and are prioritized for funding in the County’s Capital Improvement element.
- Routine meetings by the MPO’s Technical Advisory Committee (TAC)/Transportation Systems Operations Committee (TSOC).

Figure 19 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 19. Hernando/Citrus MPO's Approach to the Federal Eight Step Process



Intelligent Transportation Systems (ITS)

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

The FDOT District 7 established the *FDOT District 7 ITS Architecture*, most recently updated December 31, 2015 as a roadmap for transportation systems integration in the Tampa Bay Region over 20 years. The full update can be found in the **Technical Appendix I**. FDOT and other agencies in the Hernando/Citrus region have developed or are in the process of developing ITS improvements which include but are not limited to the following:

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

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

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

AUTOMATED, CONNECTED, ELECTRIC, AND SHARED-USE (ACES) VEHICLES: While still in its infancy, ACES technologies will have significant impact on the transportation systems of the future. Personal and public vehicles alike are using increased levels of technology, and combined with shared mobility, are integrating into an existing transportation system that must be supportive of the technology. The FDOT developed guidance for ACES planning in September 2018. This guidance can be found in **Technical Appendix J**. The MPO is using this guidance in planning for congestion management and the evolution of transportation throughout the community and region.



Public Transportation

Mobility offers community members with access to education, jobs, healthcare, and cultural/environmental resources, and more. Public transportation plays an important role in this relationship, offering the means for people to connect to places. Beyond benefitting those who may choose to ride transit every day, public transportation can increase the quality of life for those who cannot freely travel by other means and gives people access to resources that fulfill basic needs (e.g., jobs, education, grocery stores, healthcare, etc.). Even beyond mobility, public transportation can offer economic benefits—such as ensuring that local and regional businesses have dependable access to the workforce that they require to be successful. This portion of the LRTP highlights the Public Transportation (Transit) elements for Hernando County and Citrus County. A Transit assessment can be found in the **Technical Appendix K**.

Existing System

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

HERNANDO COUNTY

Hernando County Transit, branded as TheBus, operates fixed route, demand response, and paratransit services. TheBus operates four fixed route services Monday through Friday on 60-minute headways. Americans with Disabilities Act (ADA)-compliant paratransit service is provided to eligible riders with origins and/or destinations within $\frac{3}{4}$ -mile of a fixed route, with the ADA service transferring the rider to/from the fixed route service. Demand response service is provided throughout Hernando County areas that are more than $\frac{3}{4}$ -miles from fixed route bus. TheBus currently connects south to Pasco County Public Transportation (PCPT) and does not connect with Citrus County.

The Purple and Green routes have the highest ridership (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 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 2045 Cost Feasible Transit Plan was generated by reviewing the findings and recommendations from current and previous plans, including the Transportation Improvement Program (TIP), Hernando-Citrus 2040 LRTP, Hernando County 2020-2029 Transit Development Plan (TDP), and the Citrus County TDP 2019 annual report. Both TDPs can be found in **Technical Appendix L**. A review of transit markets was also completed to confirm or refine the list of potential transit projects in the two-county area.

2045 Transit Revenue Forecast

A detailed discussion of reasonably anticipated transit revenues is available in the **Technical Appendix H**. The reasonably anticipated revenues for the 2045 LRTP total approximately \$95.1 million for Hernando County and \$129.0 million for Citrus County. The transit operators developed with the MPO and FDOT the estimates below in **Tables 29** and **30**.

Table 29. Hernando County Transit Revenues

Revenue	5-Year Period (Fiscal Years)				Total 2019-2045
	2020-2025	2026-2030	2031-2035	2036-2045	
Federal Operating	\$5,201,000	\$5,630,000	\$6,034,000	\$13,282,000	\$26,023,000
FDOT State Block Grant	\$4,335,000	\$5,274,000	\$6,261,000	\$15,484,000	\$27,955,000
Local Funds	\$2,704,000	\$3,505,000	\$4,316,000	\$11,063,000	\$19,488,000
Farebox Revenues	\$891,000	\$1,062,000	\$1,233,000	\$2,977,000	\$5,464,000
Other					
Total Operating Funds	\$13,131,000	\$15,471,000	\$17,844,000	\$42,806,000	\$78,930,000
Total Federal for Capital	\$2,696,000	\$3,865,000	\$3,865,000	\$7,730,000	\$16,233,000
Total County	\$8,894,017	\$41,576,000	\$38,405,239	\$65,117,805	\$153,993,060

Table 30. Citrus County Transit Revenues

Revenue	5-Year Period (Fiscal Years)				Total 2019-2045
	2020-2025	2026-2030	2031-2035	2036-2045	
Federal Operating	\$5,201,000	\$5,630,000	\$6,034,000	\$13,282,000	\$26,023,000
FDOT State Block Grant	\$4,335,000	\$5,274,000	\$6,261,000	\$15,484,000	\$27,955,000
Local Funds	\$2,704,000	\$3,505,000	\$4,316,000	\$11,063,000	\$19,488,000
Farebox Revenues	\$891,000	\$1,062,000	\$1,233,000	\$2,977,000	\$5,464,000
Other					
Total Operating Funds	\$13,131,000	\$15,471,000	\$17,844,000	\$42,806,000	\$78,930,000
Total Federal for Capital	\$2,696,000	\$3,865,000	\$3,865,000	\$7,730,000	\$16,233,000
Total County	\$8,894,017	\$41,576,000	\$38,405,239	\$65,117,805	\$153,993,060

2045 Cost Feasible Transit Plan

The 2045 Cost Feasible Transit Plan maintains existing service and fleets for both counties. The plan was developed using the transit needs assessment, year-of-expenditure transit project costs and revenues, and input from the public, MPO Committees, and MPO board.

TIMEFRAME 1 (TIP, 2019/2020-2024/2025)

Hernando County

As of October 1, 2019, Hernando County has been operating TheBus service with later hours and on Saturday to improve overall transit service. The TIP includes a vehicle replacement and acquisition program to support existing and expanded service, including the East Hernando Connector Express Service.

Citrus County

Citrus County maintains its existing transit service and fleets in the TIP.

TIMEFRAME 2 (2026-2030)

Hernando County

Hernando County includes investment in three shared park-and-ride facilities, a major transfer facility, as well as a vehicle replacement and acquisition program to support existing service in Timeframe 1. The park-and-ride facilities and transfer facilities are not shown in the map.

Citrus County

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

TIMEFRAME 3 (2031-2035)

Hernando County

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

Citrus County

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

TIMEFRAME 4 (2036-2045)

Hernando County

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

Citrus County

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

ASPIRATIONAL

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

Figure 20 shows the Transit Needs for Hernando County, and **Figure 21** shows the Transit Needs for Citrus County.

Figure 20. Transit Needs (Hernando County)

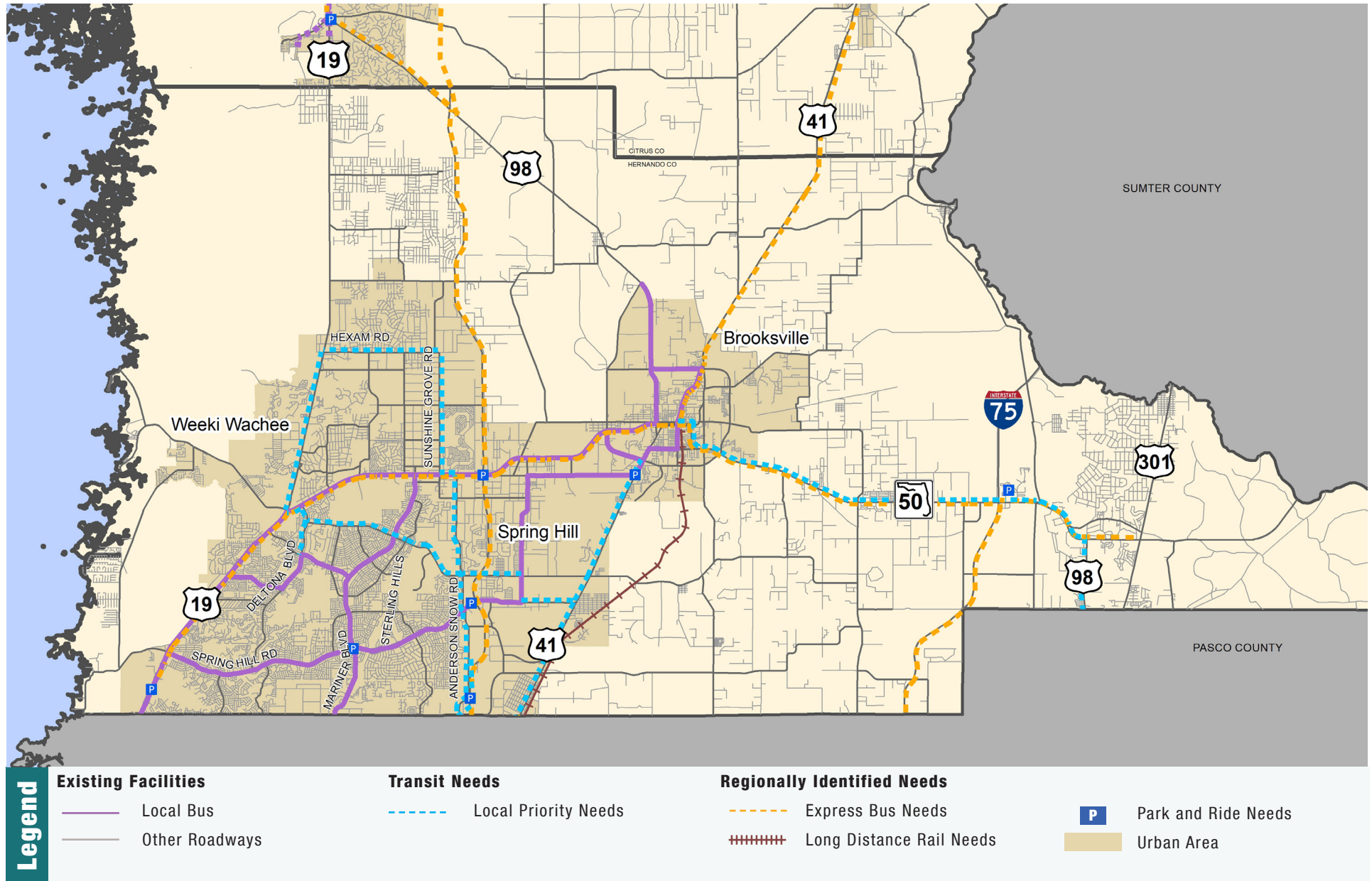
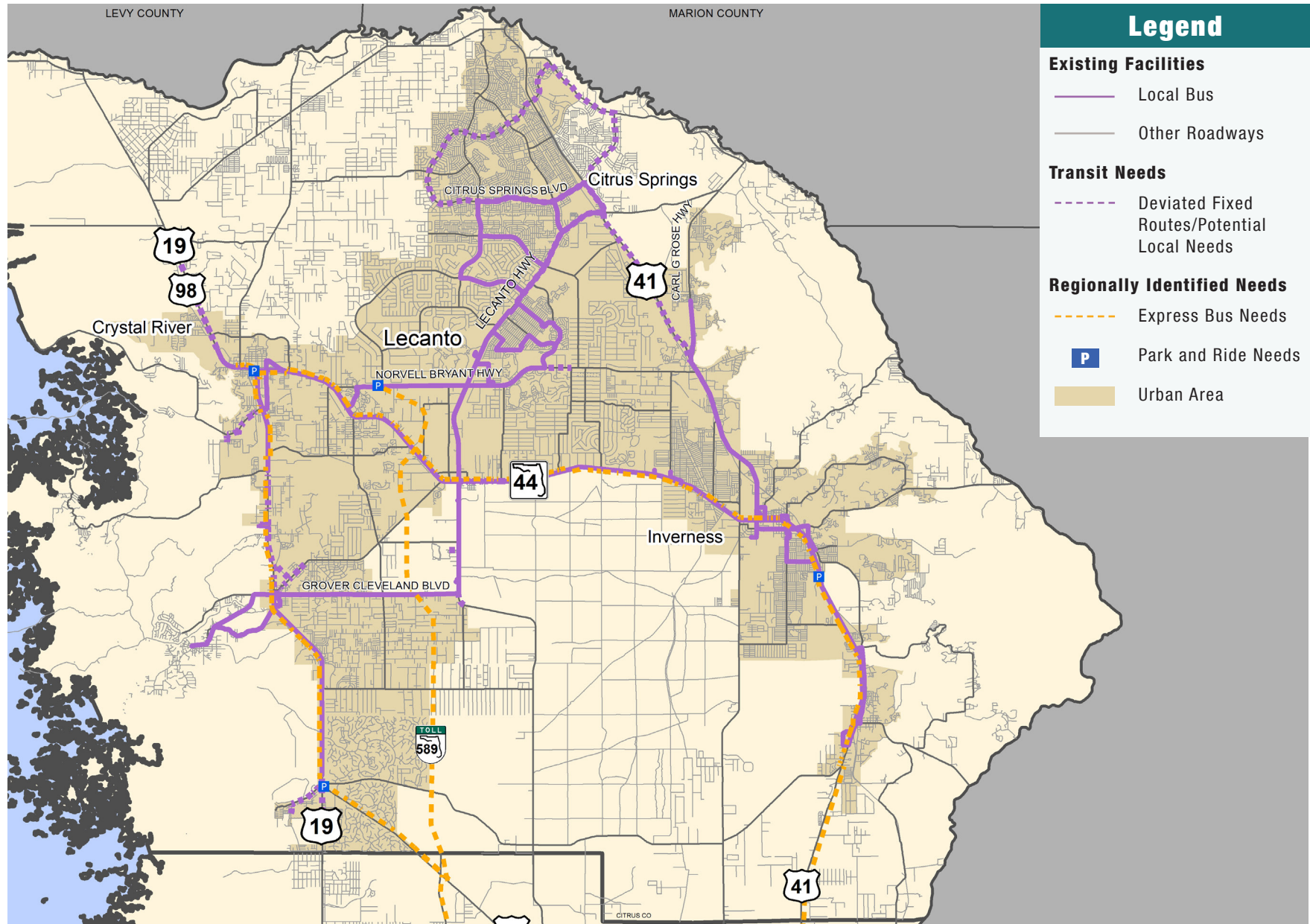


Figure 21. Transit Needs (Citrus County)



Bicycle and Pedestrian Plan

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

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

In the Hernando/Citrus MPO Bikeways and Trails Master Plan (**Technical Appendix M**), the MPO identifies specific policies to enhance safety by implementing specific programs such as those in **Table 31**. These programs can identify the key actions needed to improve pedestrian and bicycle safety including leveraging and strengthen the role of the MPO's safety partners and facility users.

Table 31. Examples of Easily-Implementable Safety Programs

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

Hernando/Citrus MPO Bikeways and Trails Master Plan

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

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

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



Figures 22 and 23 represent the existing and committed Bikeways and Trails facilities in Hernando and Citrus Counties. The long-term vision for future facilities is illustrated in **Figures 24 and 25**.

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

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

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

Table 32 shows the bicycle and pedestrian LOPP for the Hernando/Citrus MPO.

Table 32. Bicycle and Pedestrian List of Priority Projects for the Hernando/Citrus MPO

Project Rank	Project/Corridor	From	To	Area	Project Type
Production	Explorer K-8 - Sidewalks (SRTS Application)	w/n 2-mile radius of school		HC	SRTS
	JD Floyd K-8 - Sidewalks (SRTS Application)	w/n 2-mile radius of school		HC	SRTS
	Brooksville Elementary - Sidewalk (SRTS Application)	w/n 2-mile radius of school		COB	SRTS
	Westside Elementary - Sidewalk (SRTS application)	w/n 2-mile radius of school		HC	SRTS
	GNT Gap Connector Trail - Multi-Use Trail	SR50/Cortez Blvd.	GNT	HC/COB	ST
	West GNT Trail Connector - Multi-Use Trail	W Suncoast Pkwy	SR 50/Cortez Blvd.	HC/COB	ST
	Deltona Blvd. - Sidewalk	Elgin Blvd.	SR 50	HC	TA
	Deltona Blvd. - Sidewalk	Spring Hill Dr.	Begonia St.	HC	TA
	E. Linden Dr. - Sidewalk	Coronado Dr.	Spring Hill Dr.	HC	TA
	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	HC	TA
	Elgin Blvd. - Sidewalk	Deltona Blvd.	Mariner Blvd.	HC	TA
	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	HC	TA
	US 19/SR 55/S. Suncoast Blvd. - Multi-Use Trail	Hernando/Citrus County Line	W. Green Acres St.	CC/CR	RRR
	Forest Ridge Elementary - Phase I Sidewalk	W.Norvell Bryant Hwy (CR 486)	W. Lake Beverly Dr.	CC	SRTS
	Withlacoochee State Trail (WST) Connector	WST Northern Terminus	Dunnellon Trailhead	CC	ST
	Pleasant Grove Elementary (CR 581) - Sidewalk	Pleasant Grove Rd.	W Gulf to Lake Hwy (SR 44)	CC/INV	SRTS
	N Turkey Oak Dr.	SR 44	US 19	CC/INV	SRTS

Legend

INV Inverness
CC Citrus County
OGT Office of Greenways & Trails
SRTS Safe Routes to School
COB City of Brooksville

P Programmed for a production phase
ST SunTrail Funding
CR Crystal River
PE Preliminary Engineering/Design

TA Transportation Alternatives
CST Construction
PS Paved Shoulders
TBD To Be Determined
GNT Good Neighbor Trail

ROW Right-of-Way
U Unranked
HC Hernando County
RRR Resurfacing
WST Withlacoochee State Trail

Project Number	Project Phase/Year	Project/Corridor	From	To	Area	Project Type	Project Phase/Year
1	CST 2019	Lacoochee State Trail (WST) - Rehabilitation	Hernando/Citrus County Line	Citrus/Marion County Border	CC	TBD	Feasibility Study 2020
2	CST 2020	Section d (6.38 Miles)	Citrus/Hernando County Line	Floral City	CC	TBD	
3	CST 2020	Section e (6.97 Miles)	Floral City	North Apopka Ave.	CC	TBD	
4	CST 2020	Section f (5.07 Miles)	North Apopka Ave.	Norvell Bryant Hwy.	CC/INV	TBD	
5	CST 2020	Section g (5.05 Miles)	Norvell Bryant Hwy.	CR 491	CC	TBD	
6	CST 2020	Section h (5.34 Miles)	CR 491	Citrus/Marion County Border	CC	TBD	
7	CST 2021	Side Elementary - Sidewalk	W/n 2-mile radius of school		HC	SRTS	PE 2022
8	CST 2021	Forest Ridge Elementary - Phase II Sidewalk	W. Lake Beverly Dr.	N. Lecanto Hwy (CR 491)	CC	SRTS/TA	Application Pending
9	CST 2023	Fox Chapel Middle School - Sidewalk	W/n 2-mile radius of school		HC	SRTS	PE 2022
10	CST 2022	Crusher Sidewalk	W.Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR 44)	CC	TA	No Application
11	CST 2024	Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	HC	TA	Application Submitted
12	CST 2020	Sisters Springs Connector - Multi-Use Trail	US 19/Kings Bay Drive	486 Trail	CC/CR	LF/CIGP	Application Submitted
13	CST 2021	California St./Powell Rd. - Sidewalk	Spring Hill Dr./California St.	Powell Rd. / Rowan Rd.	HC	TA	Application Submitted
14	CST 2019	Ft. Island Trail - Multi-Use Trail	Gulf of Mexico	Three Sisters Trail	CC/CR	TA	Consultant Study Complete/ETDM
15	CST 2020	Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd	HC	TA	Application Submitted
16	CST 2021	Mill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead/Parking lot near the Suncoast Parkway II	CC	TA	No Application
17	12	W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	HC	TA	Application Submitted
18	13	W. Cardinal St. - Sidewalk	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	CC	TA	No Application

Chapter 4 Transportation Plan

Project Rank	Project/Corridor	From	To	Area	Project Type	Project Phase/ Year
14	Amero Ln. - Sidewalk	Coronado Dr.	Anderson Snow Rd.	HC	TA	Application Submitted
15	E.Vine St.& E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Bay Hwy (SR 44)	CC	TA	No Application
16	Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	HC	TA	Application Submitted
17	N.Independence Hwy. - PS/Sidewalk	E.Gulf to Lake Hwy (SR 44)	N. Florida Ave. (US 41)	CC	TA	No Application
18	Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	COB/HC	TA	Application Submitted
19	US 19 Trailhead & Crossing	Crosstown Trail at US 19 - (In City of Crystal River)		CC/CR	TA	No Application
20	Withlacoochee State Trail (WST) - Reconstruction	Pasco/Hernando County Line	Citrus/Marion County Line	HC	TBD	No Application
	Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	HC	TBD	
	Section b (5.15 Miles)	SR 50	Croom Rd.	HC	TBD	
	Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	HC	TBD	
21	South Apoka Connector - Phase I	Dampier St.	Highland Blvd.	CC/INV	TA	No Application
22	Suncoast Trail/U.S. 98 - Trailhead/Restroom	Suncoast Trail/US 98		HC	TA	No Application
23	W.Halls River Rd. (CR 490A) - Sidewalk	S.Riverview Circle	US 19 (S. Suncoast Blvd.)	CC	TA	No Application
24	Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	HC	TA	No Application
25	Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	CC/INV	TA	No Application
26	Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	HC	TA	Application Submitted
27	Forest Dr. Sidewalk	W. Main St. (SR 44)	Indpendence Hwy.	CC	TA	No Application
28	North Ave. - Sidewalk	Howell Ave	Zoller St.	COB/HC	TA	ROW Issues
29	Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	CC	TA	No Application

Project Rank	Project/Corridor	From	To	Area	Project Type	Project Phase/ Year
30	Kass Circle Improvements	Kass Circle		HC	TA	Under Review
31	Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd	W. Deltona Blvd.	CC	TA	No Application
32	Suncoast Trail (SCT) - Rehabilitation	County Line Rd	US 98	HC	TA	Application Submitted
	Section a	County Line Rd	Spring Hill Dr.	HC	TBD	
	Section b	Spring Hill Dr	SR 50	HC	TBD	
	Section c	SR 50	Centralia Rd.	HC	TBD	
	Section d	Centralia Rd	US 98	HC	TBD	
33	Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N. Citrus Springs Blvd.	CC	TA	No Application
34	Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	CC	TA	No Application
35	South Apoka Connector - Phase II	Highland Blvd	E. Anna Jo Dr.	CC/INV	TA	No Application
36	Mossy Oak Sidewalk	US 41 and Eden Dr	WST	CC	TA	No Application
37	Sugarmill Woods Bicycle Lane along:			CC	TA	No Application
	a.W. Oak Park Blvd.	Shoppes at Sugarmill Woods	Corkwood Blvd	CC	TA	
	b.Cypress Blvd. E	W. Oak Park Blvd.	Cypress Circle E.	CC	TA	
	c.Corkwood Blvd.	W. Oak Park Blvd.	Cypress Blvd E.	CC	TA	
38	Suncoast Parkway - Ext. to 486	CR 491 - Possible Trail Extension	CR 486 Trail	CC	TA	ROW Issues
39	W.Miss Maggie Dr. (CR 480) - Sidewalk/PS	Chassowitzka River Campground	US 19 (S. Suncoast Blvd.)	CC	TA	ROW Issues

Figure 22. Existing and Committed Bikeways and Trails (Hernando County)

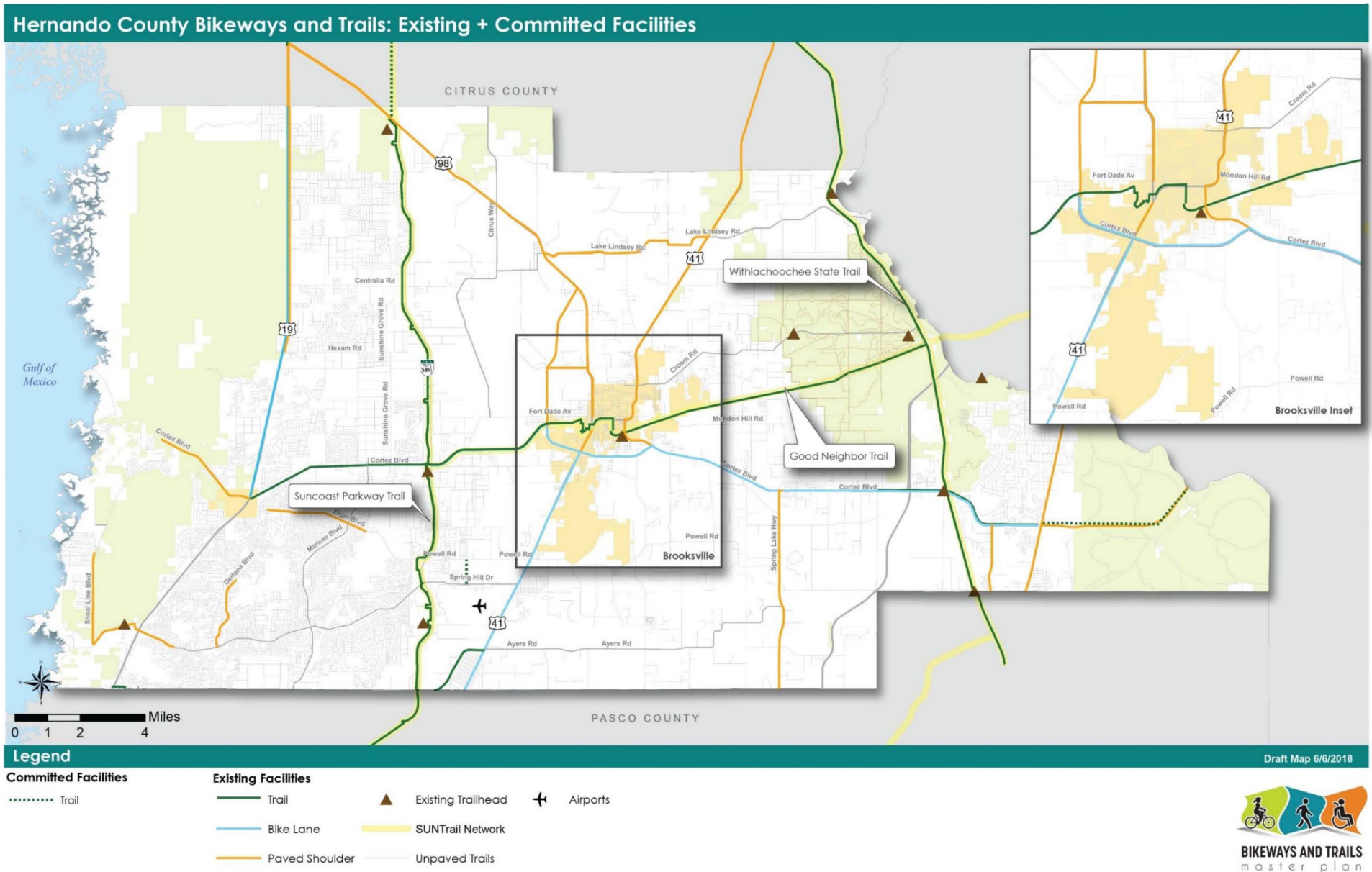
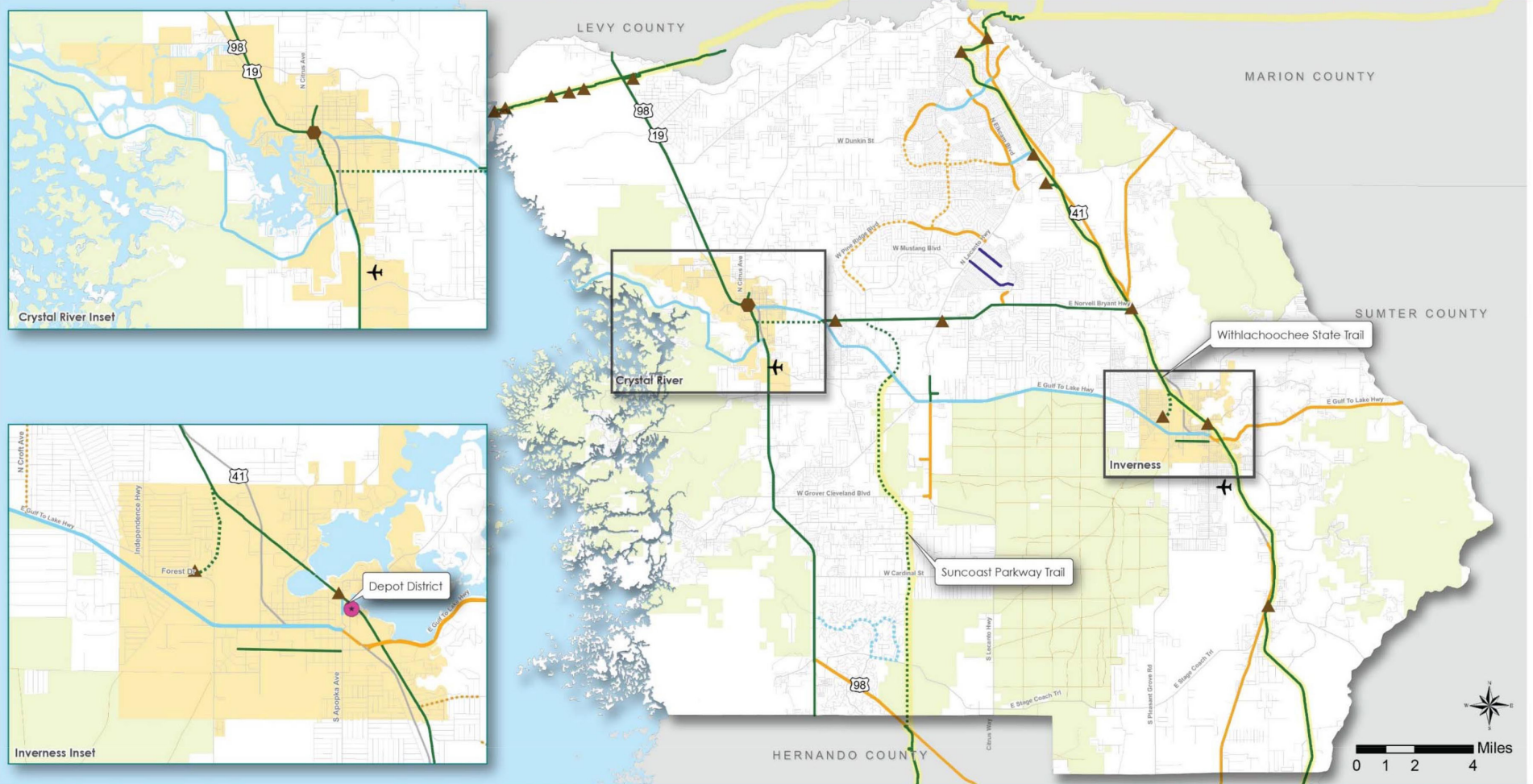


Figure 23. Existing and Committed Bikeways and Trails (Citrus County)

Citrus County Bikeways and Trails: Existing + Committed Facilities



Legend Draft Map 6/4/2018

Committed Facilities

- Trail
- Paved Shoulder
- Bike Lane
- Proposed Trailheads

Existing Facilities

- Trail
- Bike Lane
- Paved Shoulder
- Buffered Bike Lane
- SUNTrail Network
- Unpaved Trail
- ▲ Existing Trailheads
- ✈ Airports



BIKEWAYS AND TRAILS
master plan

Figure 24. Vision for Bikeways and Trails (Hernando County)

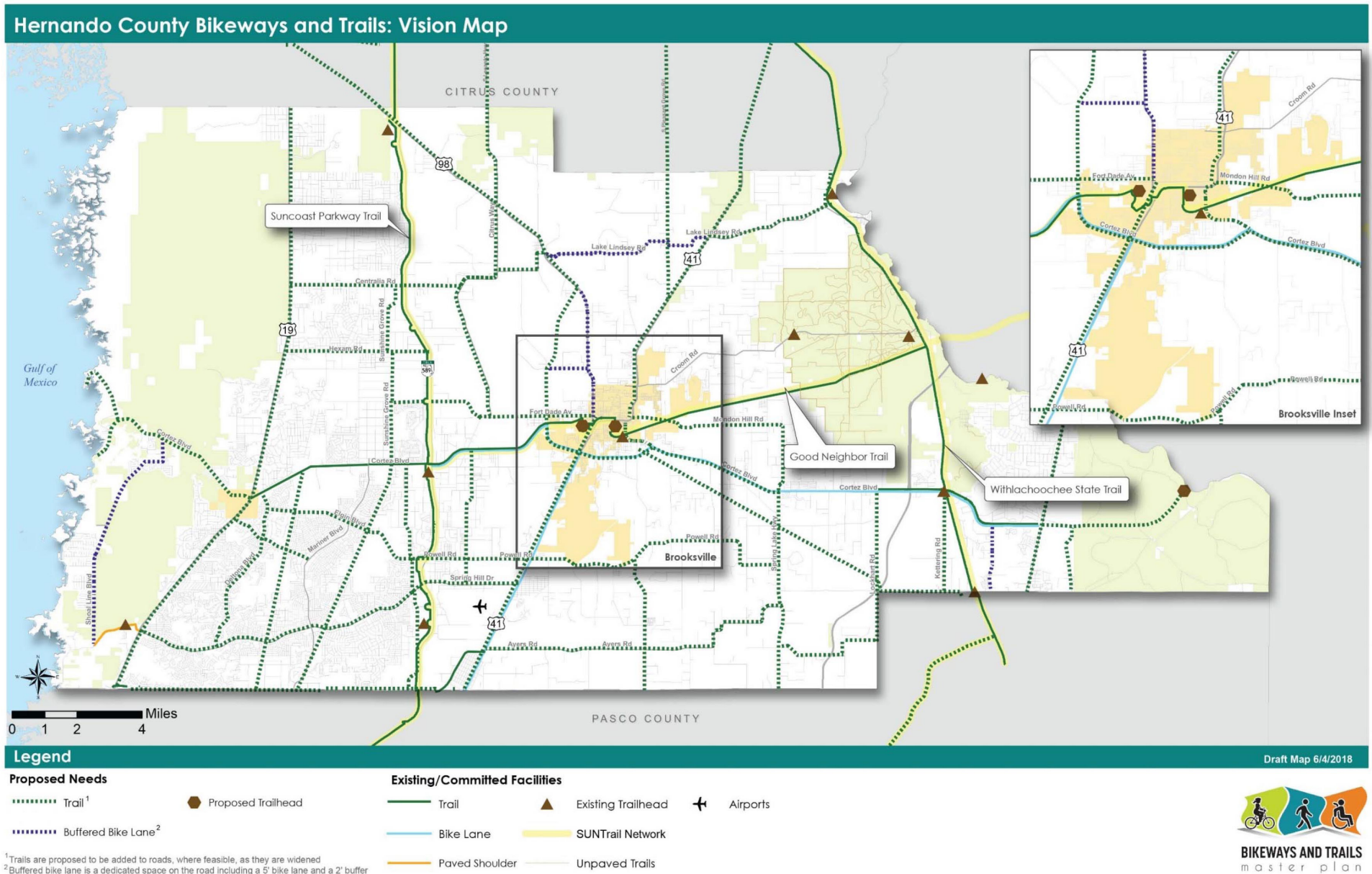
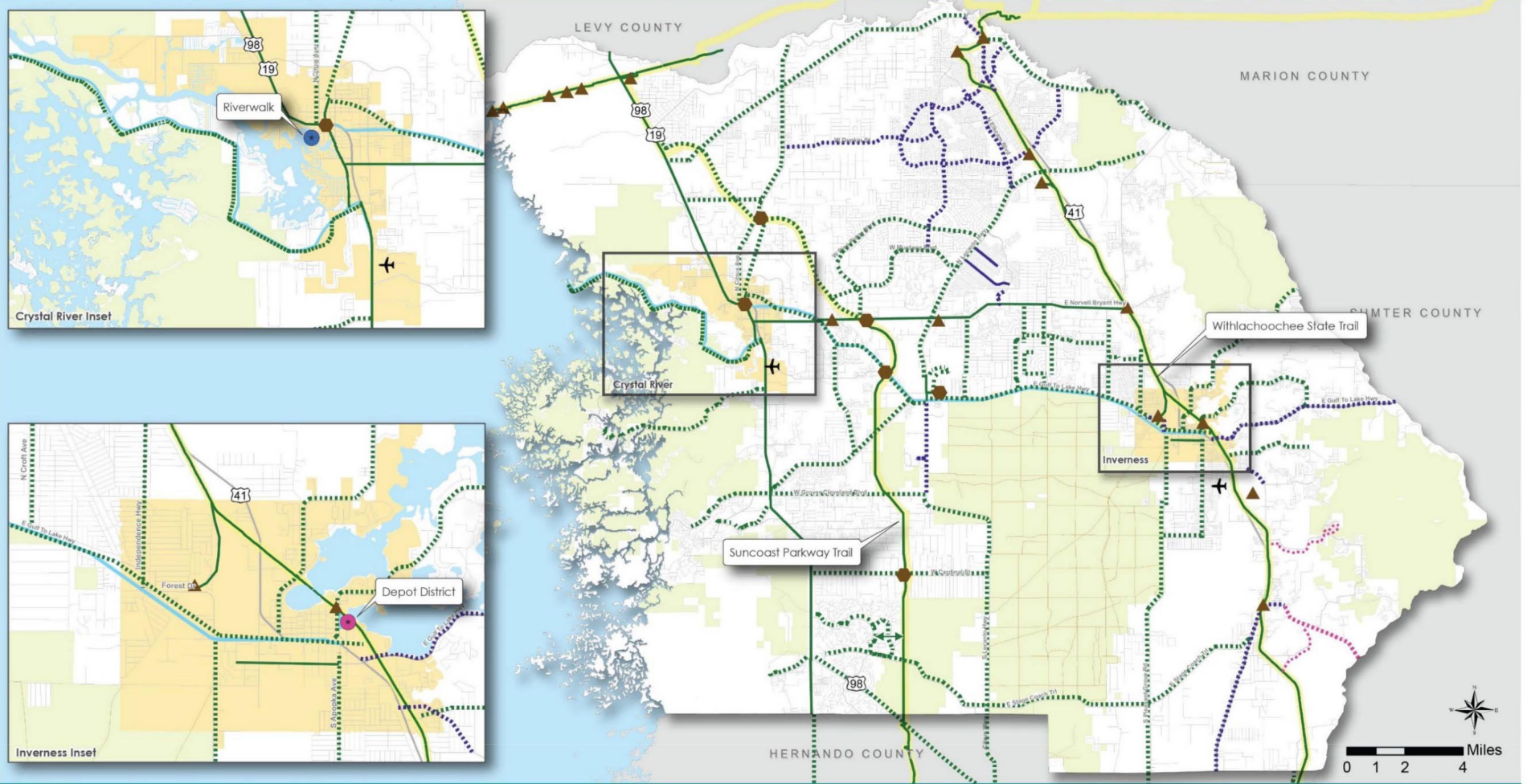


Figure 25. Vision for Bikeways and Trails (Citrus County)

Citrus County Bikeways and Trails: Vision Map



Legend Draft Map 6/6/2018

Proposed Needs

- Trail¹
- Needs Study³
- Buffered Bike Lane²
- Proposed Trailheads

¹ Trails are proposed to be added to roads, where feasible, as they are widened
² Buffered bike lane is a dedicated space on the road including a 5' bike lane and a 2' buffer
³ Facility type will be defined during study phase.

Existing/Committed Facilities

- Trail; Trail, Committed
- Bike Lane
- Buffered Bike Lane
- ▲ Existing Trailheads
- Unpaved Trail
- SUNTrail Network
- ✈ Airports



Funding for Pedestrian, Bicycle, and Trails Projects

As stated in the Financial Resources section of this chapter, FDOT has provided estimates of funds for Transportation Alternatives to assist MPOs and TPOs in developing their plans. This Transportation Alternatives fund is to be used to implement pedestrian and bicycle improvements. “TALL” funds are Transportation Alternative Program funds designated for areas with populations less than 200,000, and “TALT” funds are Transportation Alternative Program funds provided for areas of any size. Both TALL and TALT funds are provided by each individual FDOT district. The portion available to the Hernando/Citrus MPO is estimated based on the percentage of total District 7 population. Transportation Alternatives funds are projected as listed in **Table 33** in Year of Expenditure.

Table 33. Hernando/Citrus MPO 2045 Transportation Alternatives Forecast (Year of Expenditure)

Revenue	2021-2025	2026-2030	2031-2035	2036-2045	Total
Hernando TALL	\$ 220,090	\$ 1,023,416	\$ 1,023,416	\$ 2,041,331	\$ 4,308,253
Hernando TALT	\$ 220,090	\$ 1,045,425	\$ 1,045,425	\$ 2,090,851	\$ 4,401,791
Citrus TALL	\$ 179,910	\$ 836,584	\$ 836,584	\$ 1,668,669	\$ 3,521,747
Citrus TALT	\$ 179,910	\$ 854,575	\$ 854,575	\$ 1,709,149	\$ 3,598,209
TOTAL Hernando/Citrus MPO	\$ 800,001	\$ 3,759,999	\$ 3,759,999	\$ 7,510,001	\$ 15,830,000

Bicycle and Pedestrian Safety

According to reports produced by the non-profit organization, Smart Growth America (SGA), the state of Florida is regularly ranked as one of the most dangerous states for both pedestrians and bicyclists. In SGA's 2019 Dangerous by Design, the two metropolitan areas nearest Hernando County and Citrus County, the Tampa Bay and Orlando areas rank in the top ten most dangerous U.S. metropolitan areas for pedestrians. As the region grows, and more people engage in active transportation, there is much need for improvement in roadway safety for pedestrian, bicyclists, and motorists as well as improved overall accessibility in Hernando County and Citrus County for non-motorized transportation. The Hernando/Citrus MPO Bikeways and Trails Master Plan (BTMP) recommends actions that can work to enhance the pedestrian infrastructure, bicycling infrastructure, educate the public on pedestrian and bicycle safety issues and encourage modified behavior accordingly.

Transportation Safety

As the Hernando/Citrus MPO continues its planning processes, it is vital that the safety and security of its transportation system is of high priority for all users. The MAP-21 and FAST Act Federal surface transportation acts have established safety and security of the transportation system as crucial in the planning and decision making processes. Safety is supported in the general LRTP process by the Federal Planning Factors, as a goal in the Florida Transportation Plan, and in the Goals and Objectives of the Hernando/Citrus MPO 2045 LRTP.

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

In July 2018, the PTASP established a “Final Rule” that requires agencies that receive Federal funds to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). Hernando County’s TheBus received Section 5307 and/or 5340 funds and will be required to implement such a safety plan by July 2020.

The FDOT SHSP is included in **Technical Appendix N**. To ensure consistency with the SHSP the Hernando/Citrus MPO will support efforts such as the following:

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

Safety activities will generally be supported and coordinated by both the MPO and by local and state agencies, stakeholders, and other partners for effective implementation. The Congestion Management Process Policies and Procedures Handbook published by the Hernando/Citrus MPO in January 2017 lists several Safety Emphasis Areas and potential strategies for addressing each. **Table 35** lists Key Safety Emphasis Areas and strategies, and **Table 36** lists Other Safety Emphasis Areas and related management strategies.

Table 35. Key Safety Emphasis Areas for CMP Integration

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

Table 36. Other Safety Emphasis Areas for CMP Integration

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

Vision Zero

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

The MPO acknowledges FDOT statewide safety targets, which set the target at “0” for each performance measure to reflect the Department’s goal of zero deaths. However, the MPO has set its safety performance targets based upon data collected within the MPO planning area for previous years related to safety performance measures. On January 30, 2018, the MPO adopted Resolution 2018-01 to establish its own targets, a 5% reduction based on a five-year rolling average for the required safety performance measures. On February 19, 2019, the MPO adopted Resolution 2019-01 and reaffirmed its commitment to a 5% reduction based on a five-year rolling average for the required safety measures.

Transportation Security

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

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

Federal Safety Guidance

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

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

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

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

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

USDOT TRANSPORTATION SYSTEMS SECTOR-SPECIFIC PLAN GOALS

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

Additionally, Citrus County Transit recently completed a Threat and Vulnerability Assessment of its bus operations consistent with the Federal Transit Administration's (FTA) eight-step process. The assessment includes an agency plan that deals with security events from routine to severe. Security events could include criminal activity such as hostage situations, cyber-attacks, or even terrorist attacks. The assessment identifies specific threats, organizational and personnel roles and responsibilities, and countermeasure and strategy activities.

Transportation Resiliency

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

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

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

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

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

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

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



Chapter 5

PUBLIC INVOLVEMENT



Chapter 5

Public Involvement

Introduction

The Hernando/Citrus MPO made an intentional effort to solicit and obtain a diverse set of input for the Hernando/Citrus MPO 2045 LRTP. The MPO engaged the public with several different methods, which included traditional face-to-face meetings, community workshops, and web-based information updates. Traditionally underserved populations were specifically targeted as part the outreach efforts and participation in the Plan. Many different stakeholders and interested parties participated in the development of the 2045 LRTP. The focus of these outreach efforts were the following goals:

1. Create awareness of the Hernando/Citrus MPO and the 2045 LRTP
2. Inform and educate citizens and other stakeholders about transportation issues, a range of possible solutions, and the implications for the next 25 years
3. Obtain public and stakeholder preferences and substantive comments and present this input to the MPO Board for consideration in their review and approval of the 2045 LRTP

Ultimately, the input received through these public outreach efforts helped guide the development of the 2045 LRTP and validate the projects that were recommended in the Plan. **Table 37** shows a list of these activities.

Table 37. L RTP Public Involvement Activities

Date	Activity	Location
Spring 2019	MPO Newsletter	
April 16, 2019	Needs Assessment Workshop	Spring Hill (Hernando)
April 24, 2019	Environmental Justice Workshop	Brooksville (Hernando)
May 2, 2019	Needs Assessment Workshop	Inverness (Citrus)
May 2, 2019	Environmental Justice Workshop	Inverness (Citrus)
May 29, 2019	Consensus Building Workshop	Brooksville (Hernando)
August 13, 2019 August 14, 2019	Cost Feasible Plan Workshop	Crystal River (Citrus) Ridge Manor (Hernando)
Ongoing throughout	MPO Board Meetings	
Ongoing throughout	CAC / TAC Meetings	
Ongoing throughout	Public Comments	

Public Participation Plan

The Hernando/Citrus MPO Public Participation Plan (PPP) was adopted by the MPO Board on September 30, 2014 and updated September 18, 2018. The Public Participation Plan addresses the federal requirements to provide direction for public involvement activities to be conducted by the MPO. It includes the policies, goals, objectives and techniques used for public involvement. The PPP determines strategies and activities used to solicit and incorporate input from the community and stakeholders into the development of 2045 LRTP.

The PPP is considered a living document and was continually reviewed to best reflect the needs of the community. The MPO strives to improve its outreach to the public. The September 18, 2018 update of the PPP used for this report is included in the **Technical Appendix O**.



Community Workshops and Other Events

Need Assessment Workshops

Two Needs Assessment Workshops occurred in Spring 2019, one taking place in each county. The initial Needs Assessment maps and materials were displayed on a series of boards highlighting the transportation system projects, including roadway, transit, and bicycle/pedestrian. In addition to the display boards, an in-person presentation was shown to attendees. Following the presentations, workshop discussions were held between the attendees and LRTP staff. Participants involved with the public workshops were generally satisfied with the transportation needs identified, offering additional ideas during discussion. All public comments are included in the Public Involvement Summary Report in **Technical Appendix P**.

Environmental Justice Workshops

Per U.S. Executive Order (*E.O. 12898, 59 FR 7629*), efforts must be made throughout the development of plans and projects to avoid disproportionate adverse effects on minority and low-income populations. This attention to protecting all communities is known as Environmental Justice (EJ), and the 2045 LRTP development included efforts to include evaluation of sociocultural effects and EJ.

Potential improvements and negative impacts of proposed transportation projects were considered throughout the LRTP process. Efforts were made to identify potential areas with a high concentration of minority, low-income, and other underserved or under-represented populations. A detailed report of EJ activities can be found in the Environmental Justice Summary Report in **Technical Appendix Q**.

Figure 26 and **Figure 27** show the 2045 LRTP environmental justice areas identified based on demographic analysis using data from U.S. Census Bureau and the American Community Survey. The initial identification and evaluation of these areas guided public workshops held specifically to address environmental justice issues.

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

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

Figure 26. Hernando County Environmental Justice Area

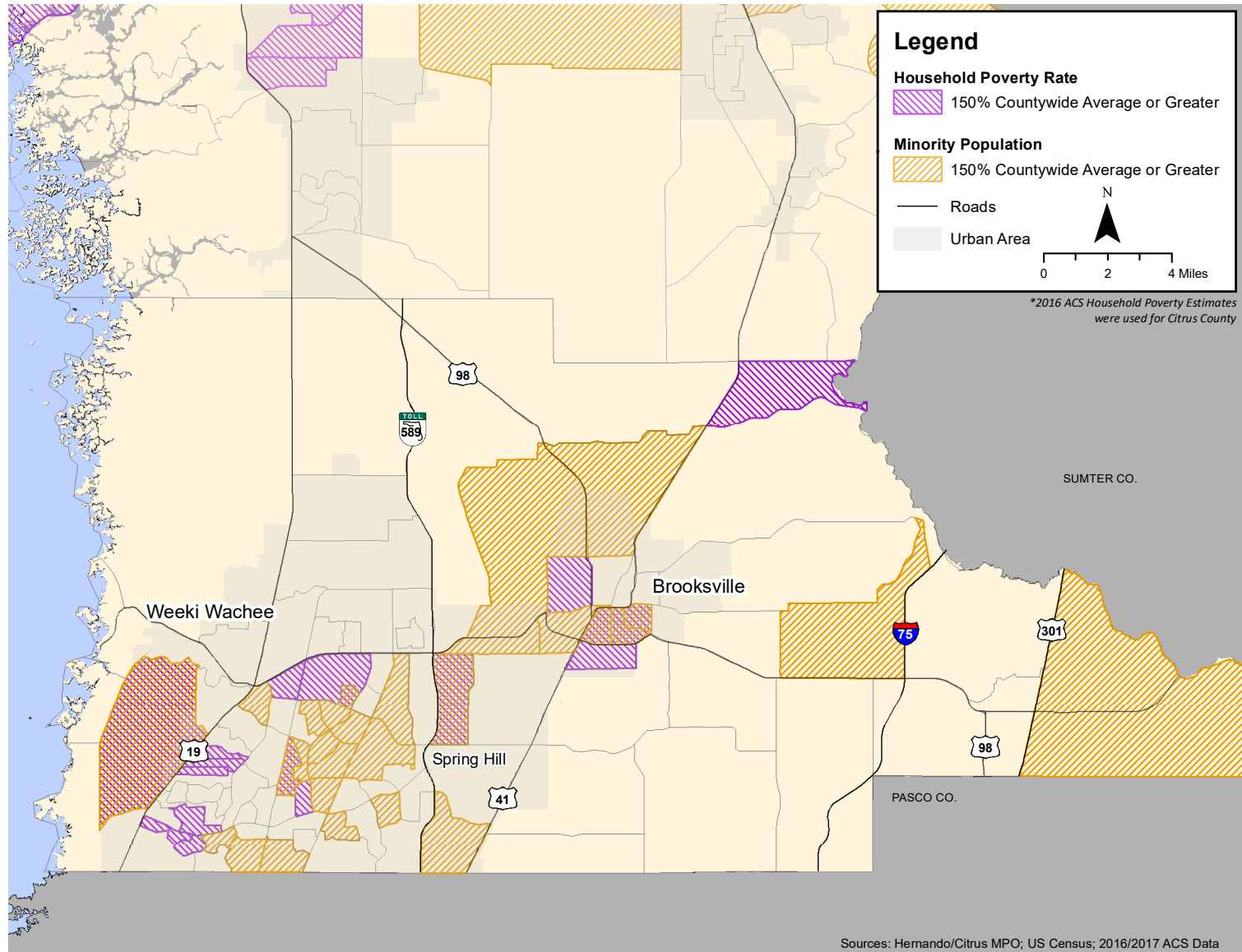
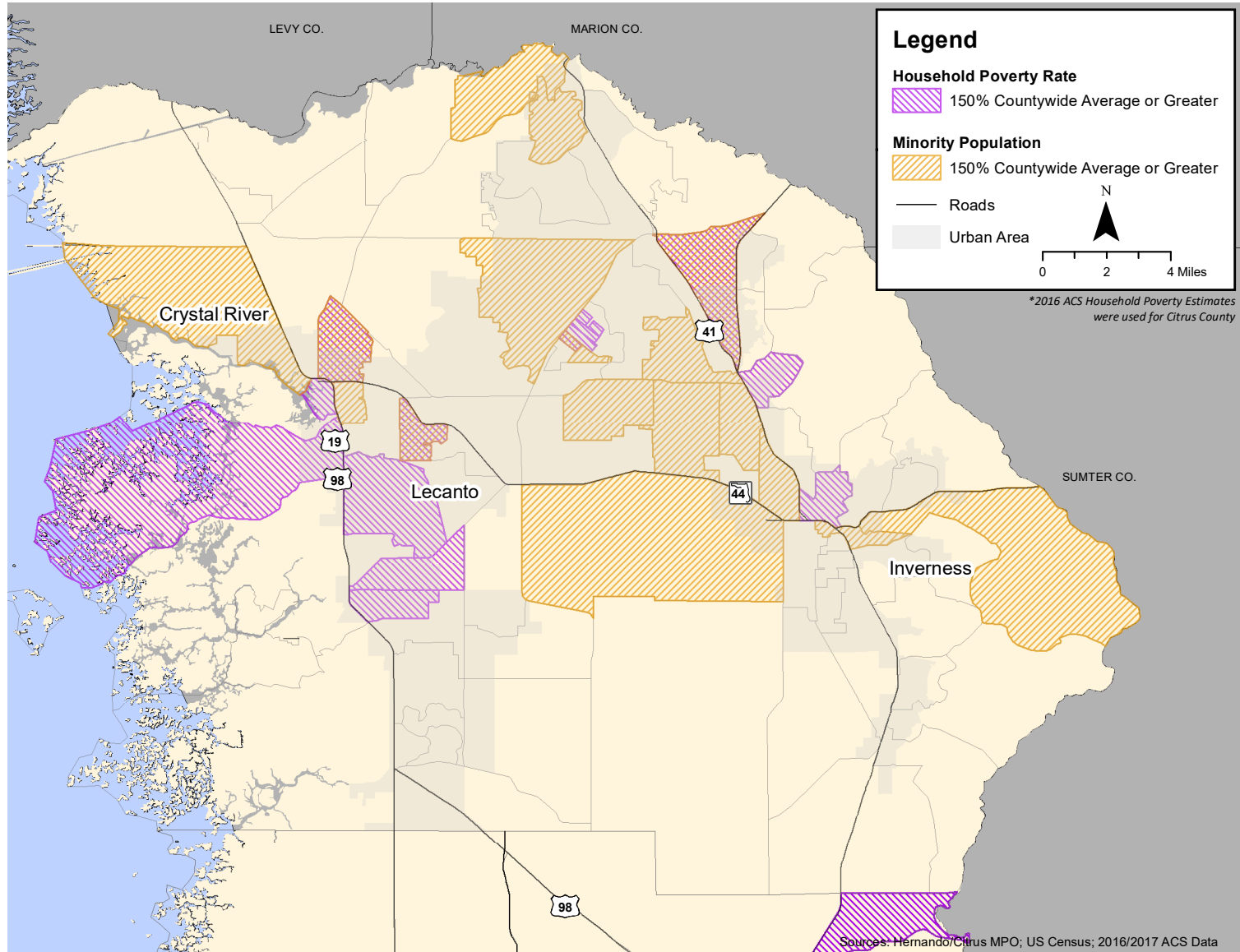


Figure 27. Citrus County Environmental Justice Area



Consensus Building Workshops

A Consensus Building Workshop (CBW) was held on May 29, 2019, at the Hernando County Utilities Building in Brooksville. Participants in the workshop included stakeholders selected and invited by the Hernando/Citrus MPO staff. The workshop format included a formal presentation followed by small group activities that addressed needs and priorities of roadway improvements, transit needs and bicycle and pedestrian needs, as well as funding options. Additional summary of the workshop and stakeholder input is included in the **Technical Appendix P**.



Other Outreach Activities

Project Website

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

Newsletters

The Winter 2019 issue of the Hernando/Citrus MPO Transportation Talk Newsletter included an overview of the LRTP process, introducing the Goals and Objectives of the 2045 plan. The newsletter was distributed to the MPO email list and immediately posted to the MPO's website. Subsequent editions of the newsletter have provided updates throughout the process. Copies of *Transportation Talk* relevant to the plan are included in the Public Involvement Summary Report in **Technical Appendix P**.

Summary of Public Comments

The transportation projects identified in Hernando/Citrus MPO 2045 LRTP are partially based on input received during the public involvement efforts of the MPO and LRTP team. The MPO led different activities in an attempt to achieve the stated goals of the public involvement process for the 2045 LRTP. The MPO strived to keep the process simple and convenient for participants, while providing robust information to encourage as much participation as possible.

Throughout the development of the 2045 LRTP, public comments received at workshops, meetings, or via direct communication (by phone or email), indicated there should be additional investment to improve safety, especially for bicyclists and pedestrians, with an emphasis near schools. Preserving the relatively rural and natural nature of the MPO area was also a priority for many who provided comment. Some comments were provided that focused on providing regional transportation alternatives to highway travel, including express bus and passenger rail.

Plan Successes and Unmet Aspirations

The Hernando/Citrus MPO 2045 LRTP adequately meets the transportation needs that were expressed by the public. A lot of input was provided to prioritize widening US-41, from the Withlacoochee Trail Bridge to SR 200 and north to the Sumter County Line. Likewise, a significant amount of support was provided to prioritize widening Powell Road from Barclay Avenue to California Street.

Based on public comments, the MPO ensured existing priorities and projects currently in production were included in the Plan. However, due to the limited availability of funding for future highway projects, some projects listed as Cost Feasible Projects in the 2035 LRTP, are now listed as unfunded or partially funded projects in the 2045 LRTP.

Another area that received a number of comments was support for additional transit services. However, the MPO was unable to identify a dependable funding source for additional services. Therefore, the planned transit improvements included in the 2045 LRTP are reflected as unfunded.

Public Hearing

The Hernando/Citrus MPO held a public hearing on October 30, 2019, at a regularly scheduled MPO Board meeting to obtain comments on the 2045 LRTP, prior to the Board's adoption of the Plan. Pursuant to the MPO's adopted Public Participation Process (PPP), the public hearing followed a public comment period that was established by the Board on October 30, 2019. The public comment period and public hearing were announced on the MPO's website and on social media.

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

Following the staff's presentation and MPO Board discussion, the MPO chairman opened the public hearing. No public comments were received, and the public hearing was closed by the chairman. The Board then adopted the Hernando/Citrus MPO 2045 LRTP on December 4, 2019. The roll call vote was unanimous.

Key Themes

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.

Updates to the plan due directly to public comment include:

- Roadway improvements in northeast Citrus County (US-41, SR 200, Lecanto Highway)
- Additional east-west routes in each county
- Transit connections to the Florida's Turnpike
- Expanded local transit routes and availability

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



Chapter 6

PERFORMANCE MEASUREMENT



Chapter 6

Performance Measurement

As transportation technology advances and transportation agencies move into the future, the importance of evaluating transportation performance is increasing. Setting targets early in the process helps to determine whether the transportation goals are met in the future. An old saying also applies here – “You don’t know where you’re going until you know where you’ve been.” Without a clear understanding of current performance, as well as a clear vision of what is desired for the future, there will most likely not be a significant change in performance.

As mentioned in Chapter 2, Goals, Objectives, and Performance Measures, Performance measurement is a continuing effort that will guide the planning efforts of the MPO, the selection for funding of transportation projects and programs, and the annual evaluation of performance of the transportation system throughout the MPO area.

This chapter summarizes the performance for the Hernando/Citrus MPO 2045 LRTP based on the Goals, Objectives, and Performance Targets outlined in Chapter 2. The chapter also includes a discussion on environmental mitigation.

Performance Evaluation

This section provides an overview of Performance Targets related to the Goals and Objectives identified in Chapter 2. The Hernando/Citrus MPO 2045 LRTP goals include the following six items: Safety, Economy, Mobility, Intermodal, Livability, and Preservation.

Performance Measures were established through Federal Highway Administration (FHWA) and combined, address each of the national Planning goal areas. MPOs are required to conduct performance-based planning by setting data-driven performance targets for the performance measures and program transportation investments that are expected to achieve those targets. This plan’s Performance Measures are included in **Table 38**.

The **Performance Indicators** below are established by the Hernando/Citrus MPO and are used to evaluate this LRTP. The Performance Indicators evaluate the projected results of this LRTP's Cost Feasible Plan, and are listed below in **Table 39**.

Existing and future (2045) performance is also included within the table. Three categories were developed to assess the 2045 performance in the 2045 column:

- The target is met or is improved from the existing condition
- The target is met by 2045
- The target is not met by 2045

As shown in the **Table 39**, 12 of the 15 targets will either be met by 2045 and/or the performance will be improved from existing conditions. Three of the 15 targets that do not meet the standard relate to travel time reliability. This is due to the assumption that Hernando County and Citrus County will experience significant amounts of growth in some concentrated areas. The 2045 performance is expected to stay relatively consistent with existing levels based on the current funding picture. The targets are meant to be reviewed continuously and the performance evaluation is a picture at this time, which could change should funding arise that allows for additional transit expansion and new transit service to help relieve densely populated areas.

Table 38. FAST Act Safety Performance Measures
Performance Measure 1 (PM1) – Safety

Objective	Performance Measure	Target	2045	Comments
Reduce transportation-related crashes, injuries, and fatalities using current design standards, advanced technologies, and education	Number of fatalities	Decrease 5% per year	Improved; Target not met	Planning focused on high crash locations identified through congestion management process and other bicycle/pedestrian safety efforts. See crash maps in Technical Appendix R
	Rate of fatalities	Decrease 5% per year	Improved; Target not met	
	Number of serious injuries	Decrease 5% per year	Improved; Target not met	
	Rate of serious injuries	Decrease 5% per year	Improved; Target not met	
	Number of non-motorized fatalities and non-motorized serious injuries	Decrease 5% per year	Improved; Target not met	

Table 38. FAST Act Safety Performance Measures (Continued)

Performance Measure 2 (PM2) – Pavement & Bridge

Objective	Performance Measure	Target	2045	Comments
Maintain pavement conditions	Percent of Interstate pavements in good condition	Maintain/Increase	Maintained	
	Percent of Interstate pavements in poor condition	Maintain/Decrease	Maintained	
	Percent of non-Interstate NHS pavements in good condition	Maintain/Increase	Maintained	
	Percent of non-Interstate NHS pavements in poor condition	Maintain/Decrease	Maintained	
Maintain Bridge Condition	Percent of NHS bridges by deck area in good condition	Maintain/Increase	Maintained	
	Percent of NHS bridges by deck area in poor condition	Maintain/Decrease	Maintained	
Maintain Transit Infrastructure and Rolling Stock	Does the plan minimize impacts on established neighborhoods?	Yes/No	Yes	

Table 38. FAST Act Safety Performance Measures (Continued)

Performance Measure 3 (PM3) – System & Freight

Objective	Performance Measure	Target	2045	Comments
Provide travel time reliability on the National Highway System	Percent of person-miles on the Interstate system that are reliable— Level of Travel Time Reliability (Interstate LOTTR)	Maintain/Increase	Target not met	Cost Feasible V/C is increased from base condition
	Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Maintain/Increase	Target not met	
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems	Freight travel time reliability	Maintain/Increase	Target not met	Some corridors experience an increase in travel time reliability. However, most major corridors are expected experience a decrease in travel time reliability by 2045

Table 39. 2045 LRTP Performance Evaluation

Goal 1 - SAFETY: Increase safety of the counties' transportation system.

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

Table 39. 2045 L RTP Performance Evaluation (Continued)
Goal 2 – ECONOMY: Support economic development in the two counties.

Objective	Performance Indicator	Hernando	Citrus	Comments
Improved access and connections to port, rail, and airport facilities	Lane miles of projects that improve access and connections to the port, rail, and airport facilities	Increased	Increased	Cost Feasible Plan includes improvements to roads nearby Brooksville-Tampa Bay Regional Airport, Crystal River Airport, and Inverness Airport
Support economic development in specific geographic areas (Brooksville CBD, Brooksville-Tampa Bay Regional Airport, I-75/SR-50 Planned Development District, CR 491 in Citrus County)	Maintain LOS on corridors providing access to these areas.	Maintained	Maintained	See identified activity center areas in Technical Appendix S
	Projects identified and funded to improve access to targeted growth areas.	Maintained	Maintained	N/A
Ensure that regional and local markets are adequately served by the transportation system	Number of regional transit routes	Increased	Maintained	East Hernando Connector Express
	Are regional and local markets served by the identified projects?	Yes	Yes	N/A
Identify transportation issues regarding Hernando and Citrus Counties' Activity Centers and targeted multimodal corridors within the community and identify measures for preserving and enhancing the commercial and social integrity of these areas	Are transportation issues in Hernando/Citrus County Activity Centers and Activity Corridors identified?	Yes	Yes	Consideration of Brooksville Bypass corridors; Improvements on US-41, SR 50, SR 44
	Are methods to preserve and enhance Activity Centers and Multimodal Corridors identified in the plan?	Yes	Yes	Additional services for both counties
Identify and provide for special land use needs within the Suncoast Parkway Corridor, especially at interchange areas	Does the plan identify special land use need within the Suncoast Parkway Corridor?	Yes	Yes	N/A

Table 39. 2045 LRTP Performance Evaluation (Continued)

Goal 3 – MOBILITY: Provide for mobility needs of the community.

Objective	Performance Indicator	Hernando	Citrus	Comments
Provide for the transportation needs of older adults, persons with disabilities, and low-income population of Hernando and Citrus counties and ensure the facilities are designed in such a manner as to not impair their use by these populations	% of low-income population and older adults within ¼ mile of bus stops	Increased	Increased	N/A
	% service area coverage	Maintain	Maintain	N/A
Use other forms of transportation to reduce the demand for highway usage on congested facilities	% of congested roads with transit	Decreased	Decreased	Additional roadways became congested without adding transit
	Miles of bicycle/sidewalk facilities on congested facilities	Increased	Increased	Additional sidewalks and trails
Address and promote alternative forms of transportation such as mass transit, high occupancy toll (HOT), ridesharing, and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rate	Are alternative modes of transportation considered when developing operational management strategies?	Yes	Yes	N/A
Ensure that existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users	% of major road network with bicycle facilities	Increased	Increased	N/A
	% of major road network with sidewalk facilities	Increased	Increased	N/A
Identify projects in corridors that allow high density and intensity land uses to be served by public transit	Include map identifying potential high transit ridership areas?	Yes	Yes	N/A
Fund provision of mobility services to transportation disadvantaged where fixed route public transportation is not available	% of major road network serviced by transit	Maintain	Maintain	N/A

Objective	Performance Indicator	Hernando	Citrus	Comments
Include provisions for non-motorized modes in new projects and in reconstructions	Do roadway projects include bicycle/ pedestrian facilities consistent with local policies?	Yes	Yes	N/A
	Are operations and maintenance costs included in the identified projects?	Yes	Yes	N/A
Where effective, consider transportation demand and systems management strategies to reduce the demand for or delay the need for major improvements to the transportation system	Does the plan include TDM strategies?	Yes	Yes	N/A
Identify corridors that provide for the interconnection of urbanized areas through a well-developed network of roadways	Does the plan identify corridors that connect the urbanized areas?	Yes	Yes	N/A
Review and document emergency evacuation routes	Does the plan identify evacuation routes?	Yes	Yes	N/A
	Does the plan consider projects that maintain or enhance evacuation routes?	Yes	Yes	N/A
	Total lane miles of evacuation routes	Increased	Increased	N/A
	Is an evacuation plan in place?	Yes	Yes	Hernando/Citrus MPO supports the Florida Statewide Regional Evacuation Study Program. (Technical Appendix T)

Table 39. 2045 LRTP Performance Evaluation (Continued)

Goal 4 – SUSTAINABILITY: Maintain the existing transportation system.

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

* Not available at the county level

Table 39. 2045 LRTP Performance Evaluation (Continued)

Goal 5 – LIVABILITY: Preserve, and where possible, enhance social, cultural, physical and natural environmental values.

Objective	Performance Indicator	Hernando	Citrus	Comments
Sensitivity to preserving the quality of the environment and in responding to air quality and energy conservation consistent with required federal regulations	% miles severely congested	Maintained	Maintained	N/A
Constrain the development of highway facilities within corridors that are scenic in nature and, when appropriate, apply “parkway” treatments that enhance the overall social and aesthetic values to the community	Scenic highway facility miles of roadway network	Maintained	Maintained	N/A
Minimize disruption to established communities, activity centers, redevelopment areas, and infill areas	Does the plan minimize impacts on established neighborhoods?	Yes	Yes	N/A
Identify routes that avoid or minimize impacts to the community	Miles of designated evacuation routes	Increased	Increased	Additional lanes on existing evacuation routes; Suncoast Parkway 2
	Has an analysis been done to determine if planned projects disproportionately impact low-income, minority, and older-adult populations?	Yes	Yes	N/A
	Does the plan include mitigation strategies on projects that impact the environment and the low-income, minority, and older-adult populations?	No adverse impact projects identified	No adverse impact projects identified	Environmental and Environmental Justice mitigation was considered throughout the development of this plan and is described later in this chapter
Consider Context Classification in the design and operation of major transportation facilities	Does the plan preserve the character of surrounding areas and corridors?	Yes	Yes	N/A

Table 39. 2045 LRTP Performance Evaluation (Continued)

Goal 6 – SYSTEM PRESERVATION: Preserve and maintain transportation infrastructure and transit assets

Objective	Performance Indicator	Hernando	Citrus	Comments
Maintain pavement conditions	Percent of Interstate pavements in good condition	Maintained	Maintained	N/A
	Percent of Interstate pavements in poor condition	Maintained	Maintained	N/A
	Percent of non-Interstate NHS pavements in good condition	Maintained	Maintained	N/A
	Percent of non-Interstate NHS pavements in poor condition	Maintained	Maintained	N/A
Maintain Bridge Condition	Percent of NHS bridges by deck area in good condition	Maintained	Maintained	N/A
	Percent of NHS bridges by deck area in poor condition	Maintained	Maintained	N/A
Maintain Transit Infrastructure and Rolling Stock	Does the plan minimize impacts on established neighborhoods?	Yes	Yes	N/A

Network Performance

Travel Demand Model Results

In addition to the performance evaluation and targets, the network performance was evaluated for the purpose of reviewing the performance of different scenarios. The FDOT District Seven Regional Travel Demand Model indicates that the Cost Feasible Network is effective in managing congestion and travel delay throughout much of Hernando County and Citrus County. An overall analysis of volume/capacity (V/C) ratios for both county's road networks for several different scenarios was conducted to demonstrate the level of congestion expected in 2045. For this analysis, the road networks were divided into five categories or classifications which consists of the following:

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

While the overall performance of the road network is satisfactory, there are some individual corridors and areas in the county that exhibit deficient roadway segments. These roads are depicted on **Figure 28** and **Figure 29**, which highlight for each county the V/C of the 2045 roadway network. A V/C ratio of 1.0 or greater has a potential deficiency. It is generally considered that roads with a V/C ratio of greater than 1.5 have a significant deficiency. There are no corridors in Hernando County or Citrus County that are projected to be experiencing a V/C of 1.5 or greater in the year 2045.

Corridor segments that exhibit potential deficiency of V/C over 1.2 include:

In Hernando County

- Lake Lindsey Road from US-98 to Simmons Lake Rodd
- US-41 from Old Crystal River Road to Snow Memorial Highway
- Intersection at Cortez Boulevard (SR 50) and Sunrise Road

In Citrus County

- Carl Rose Highway (SR 200) at Lecanto Highway (CR 491)

Figure 28. 2045 Model Network - Hernando County

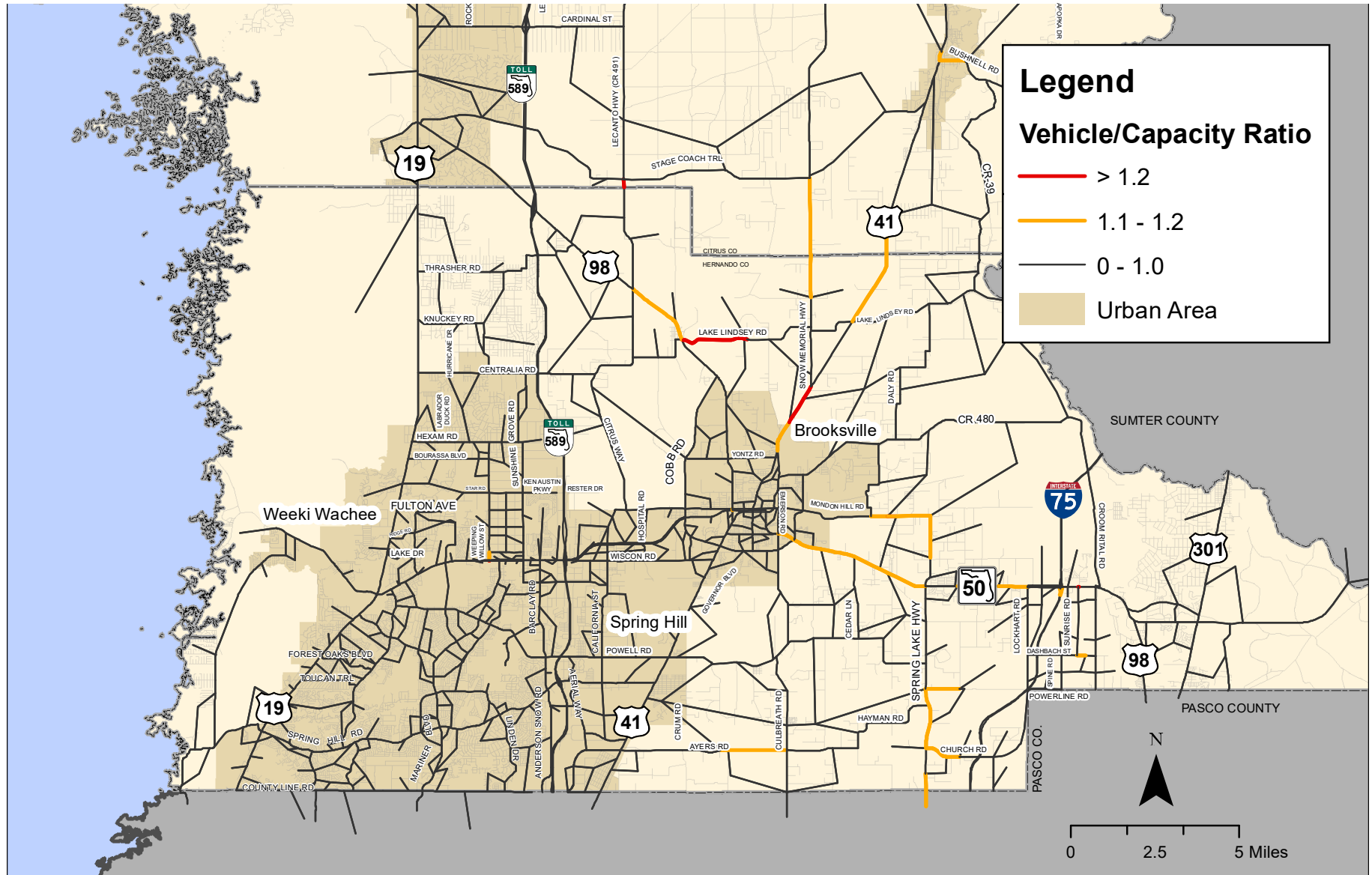
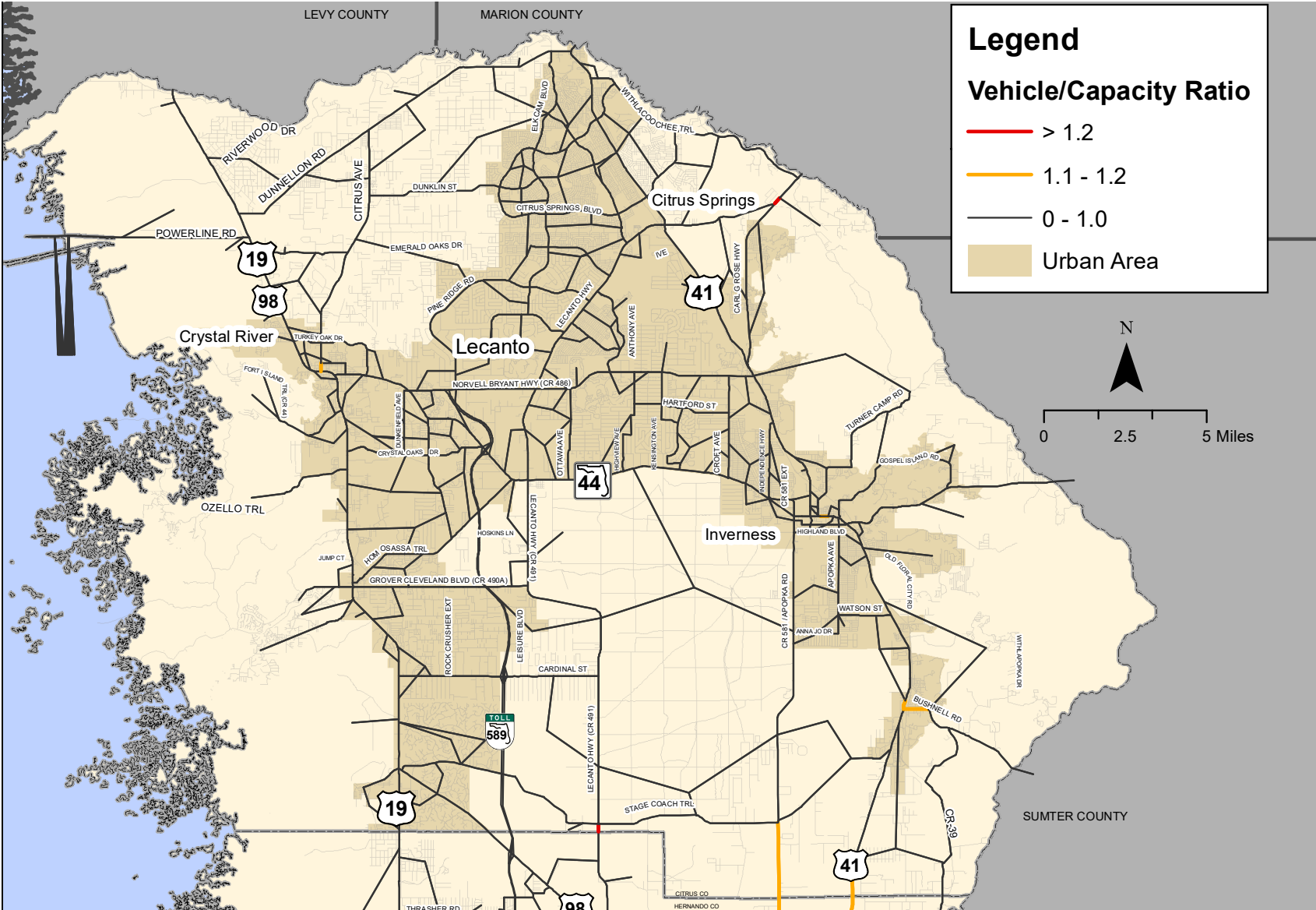


Figure 29. 2045 Model Network - Citrus County



Environmental Justice

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

The Hernando/Citrus MPO 2045 LRTP performed an Environmental Justice analysis to be consistent with the MPO’s mission as well as the goals and objectives of this LRTP. The analysis used data provided by the U.S. Census Bureau, 2013-2017 American Community Survey (ACS) 5-Year Estimates, which are the most recent data available at the time of this analysis. The ACS 5-year estimates are more reliable than the more current 1-year estimates. **Table 40** shows the ACS data used for the plan’s EJ analysis.

Table 40. Environmental Justice Populations Summary

	Citrus County	Hernando County	Florida Statewide
<i>Estimate; Population for whom poverty status is determined</i>	138,743	176,462	19,858,469
Population Below Poverty Level	24,123	25,322	3,070,972
Percent Below Poverty Level	17.39%	14.35%	15.46%
<i>Estimate; Population for whom race is determined</i>	141,373	179,144	20,278,447
Minority Population	9,774	18,520	4,934,450
Percent Minority Population	6.91%	10.34%	24.33%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

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

Two Environmental Justice workshops were conducted during the development of the plan—one focusing on each county. The Hernando County EJ Workshop was held April 24, 2019, and the Citrus County EJ Workshop was held May 2, 2019. Items that were discussed included the initial transportation Needs Assessment and potential effects to the areas identified as Environmental Justice Areas as described above.

Figure 30 and **Figure 31** show where the higher levels of EJ populations are located by U.S. Census tract in each Hernando County and Citrus County. Additional information on EJ is found in **Technical Appendix Q**.

Figure 30. Hernando County Environmental Justice Populations

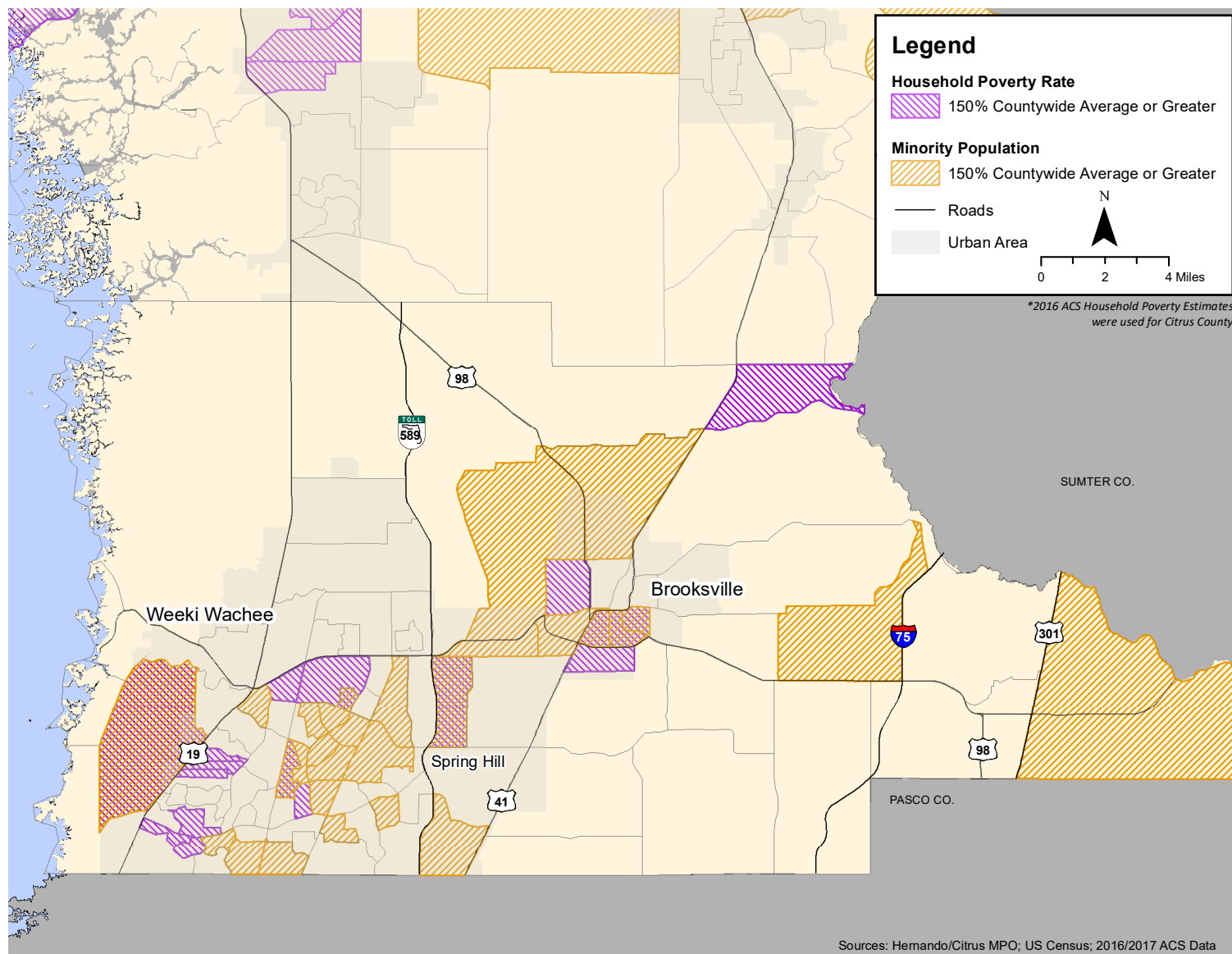
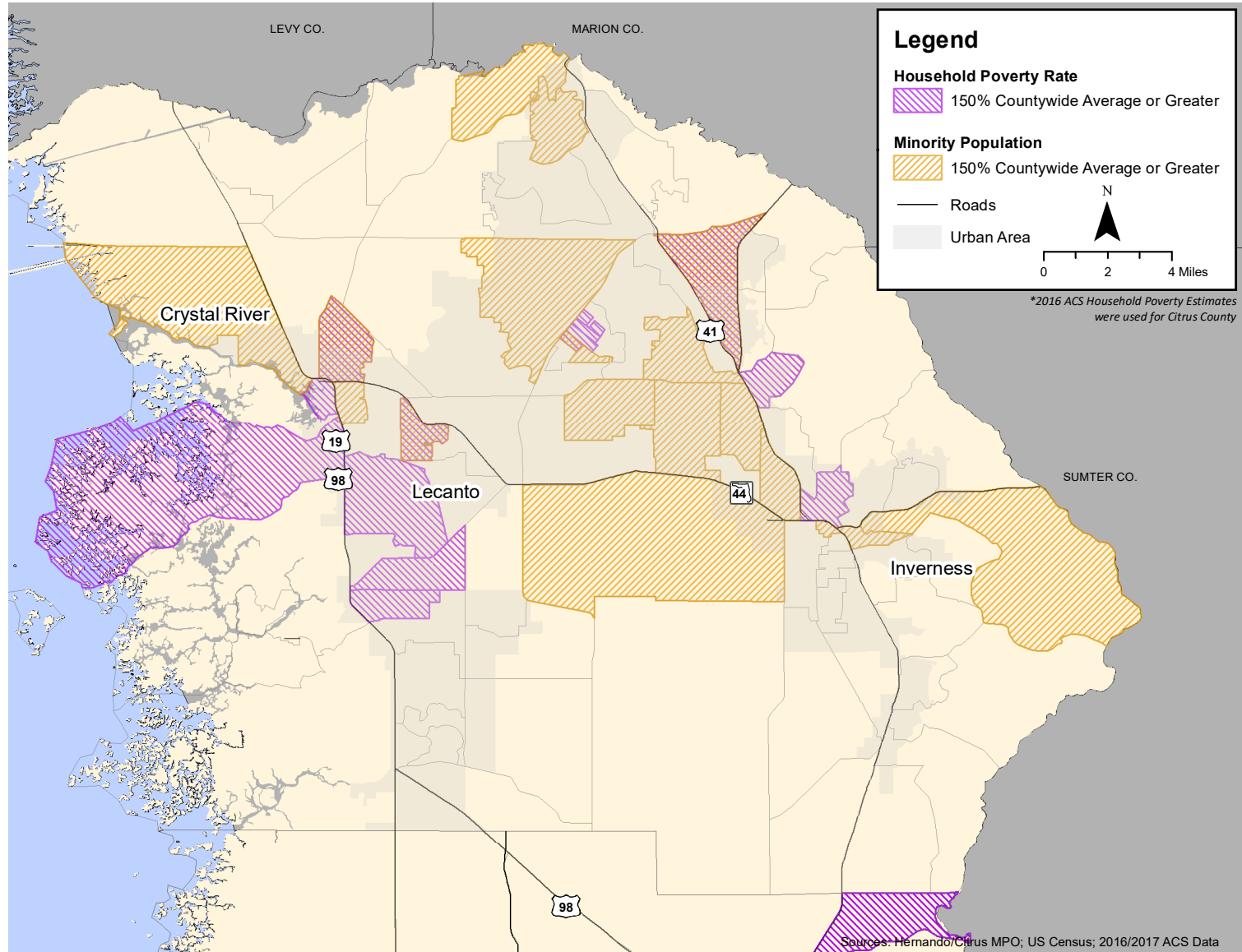


Figure 31. Citrus County Environmental Justice Populations



Environmental Mitigation

Regional Environmental Consultation Workshop

As part of the development of this LRTP, coordination was conducted between the Hillsborough, Pinellas, Pasco, Citrus and Hernando MPOs with Federal, State, and Tribal wildlife, land management and regulatory agencies. A major consultation workshop occurred in June 2019, which consisted of discussions about potential environmental mitigation strategies to include as a part of the Long Range Transportation Plan updates for each MPO in the region. The discussions from this workshop were considered when developing this plan.

FDOT Requirements

The Hernando/Citrus MPO 2045 LRTP addresses potential environmental mitigation activities as required by federal regulations.

23 Code of Federal Regulations (CFR) 450.322:

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

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

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

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

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

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

- Avoid impacts altogether
- Minimize a proposed activity/project size or its involvement
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operation during the life of the action

Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site

Sections 373.47137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by MPOs may include, but are not limited to, the items presented **Table 41**.

Table 41. Potential Environmental Mitigation Opportunities

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

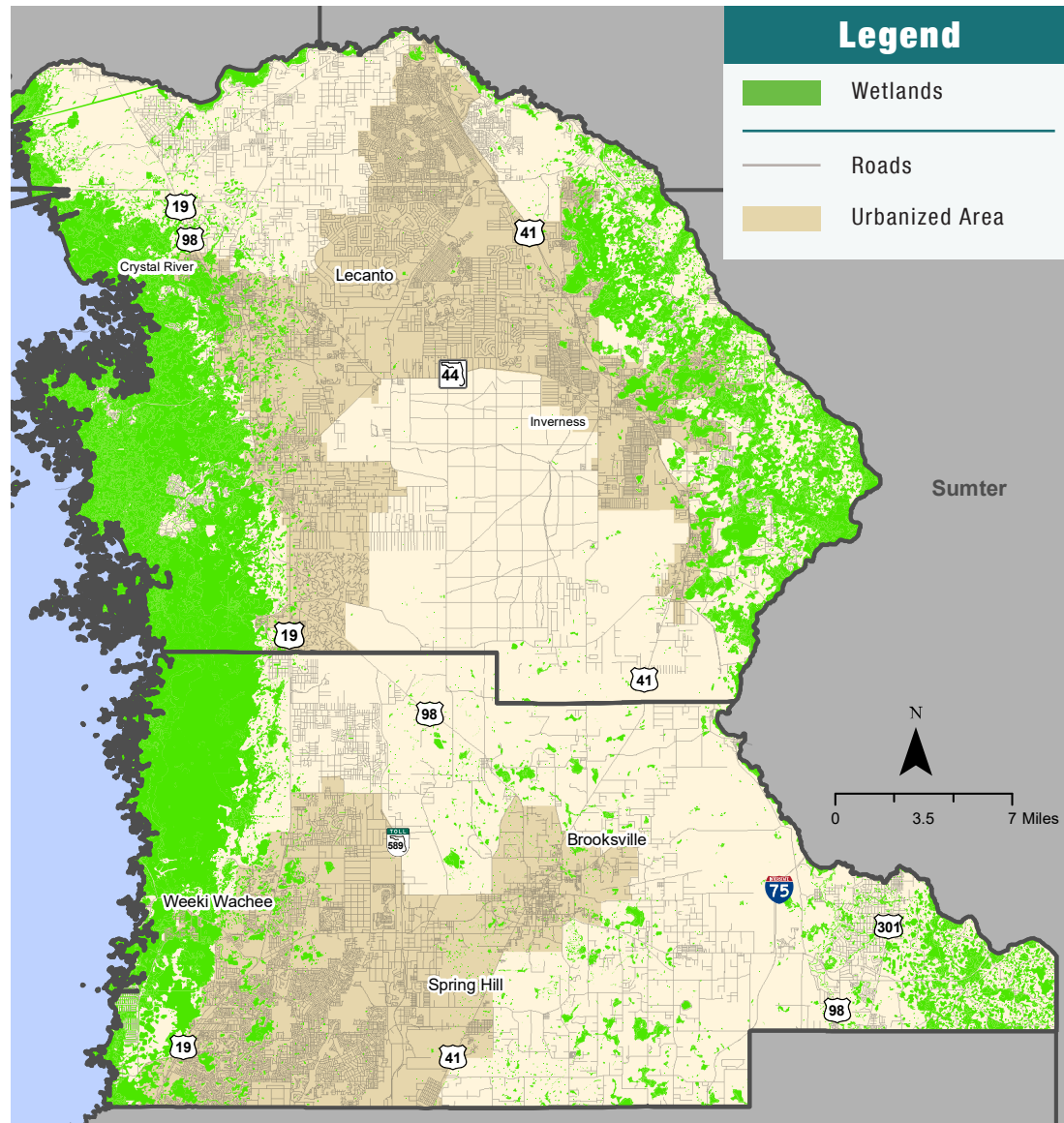
Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative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

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

Wetlands

The Cost Feasible Plan roadway projects do not include new transportation corridors. There are wetlands adjacent to several of the existing corridors as shown in Figure 6-5. As mentioned above, the MPO has and will continue to coordinate with FDOT, FDEP, Florida Fish and Wildlife Conservation Commission (FWC), and Southwest Florida Water Management District (SWFMD) to mitigate transportation impacts on the environment including wetlands.

Figure 32. Hernando/Citrus Wetlands

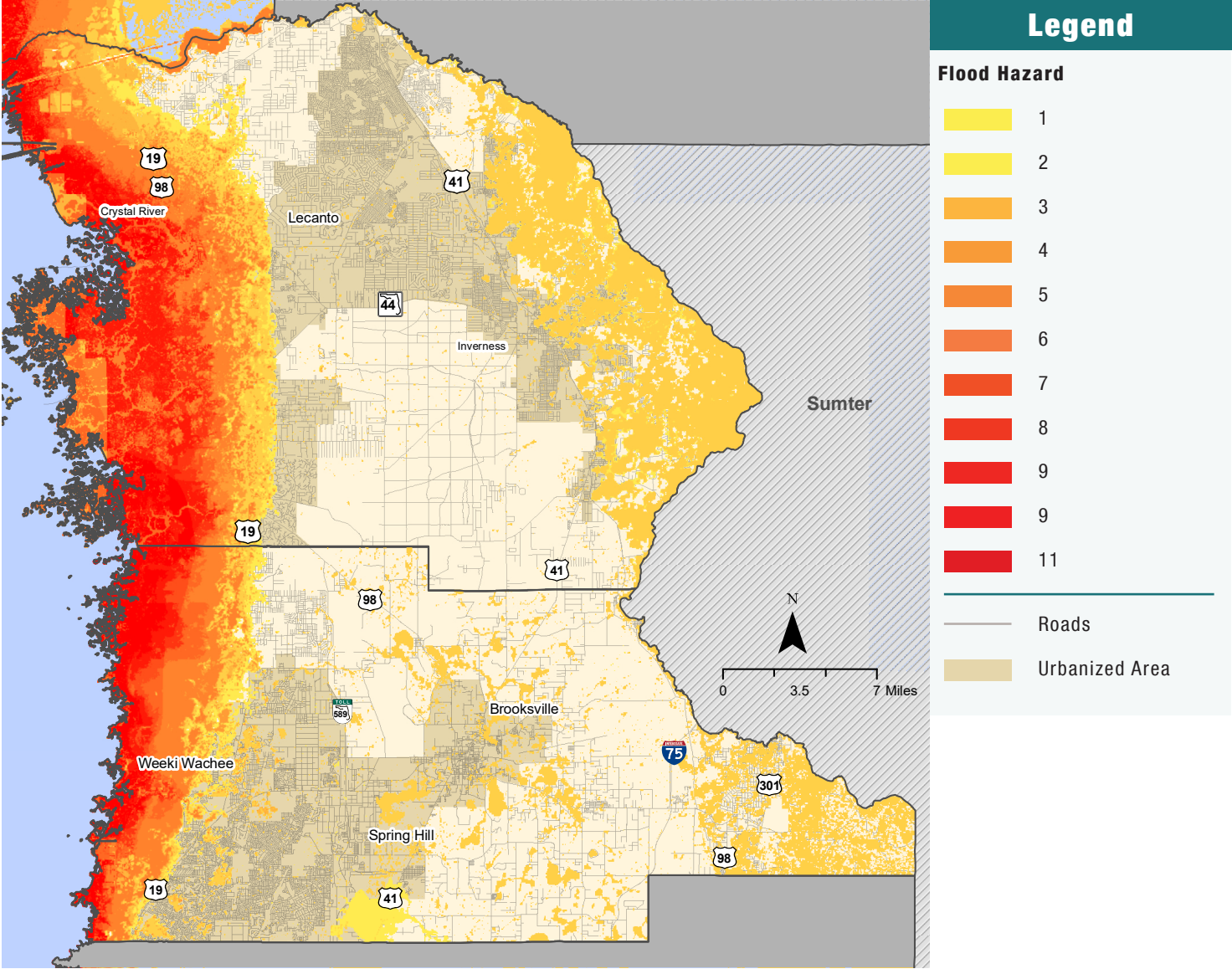


FLOOD ZONES

Floods are one of the most common hazards in the United States. The Hernando/Citrus MPO has used flood zone mapping to display vulnerable areas depicted in Figure 6-8. It is important to specifically understand the impacts to transportation infrastructure such as major roads and bridges and evacuation routes.

The Hernando/Citrus MPO will coordinate with the municipalities, counties, and other local and regional agencies to mitigate impacts to the transportation system from climate change. One of these strategies include using data and available information to understand transportation infrastructure that is vulnerable to extreme weather events.

Figure 33. Hernando/Citrus Flood Zones



WILDLIFE AND HABITAT COORDINATION

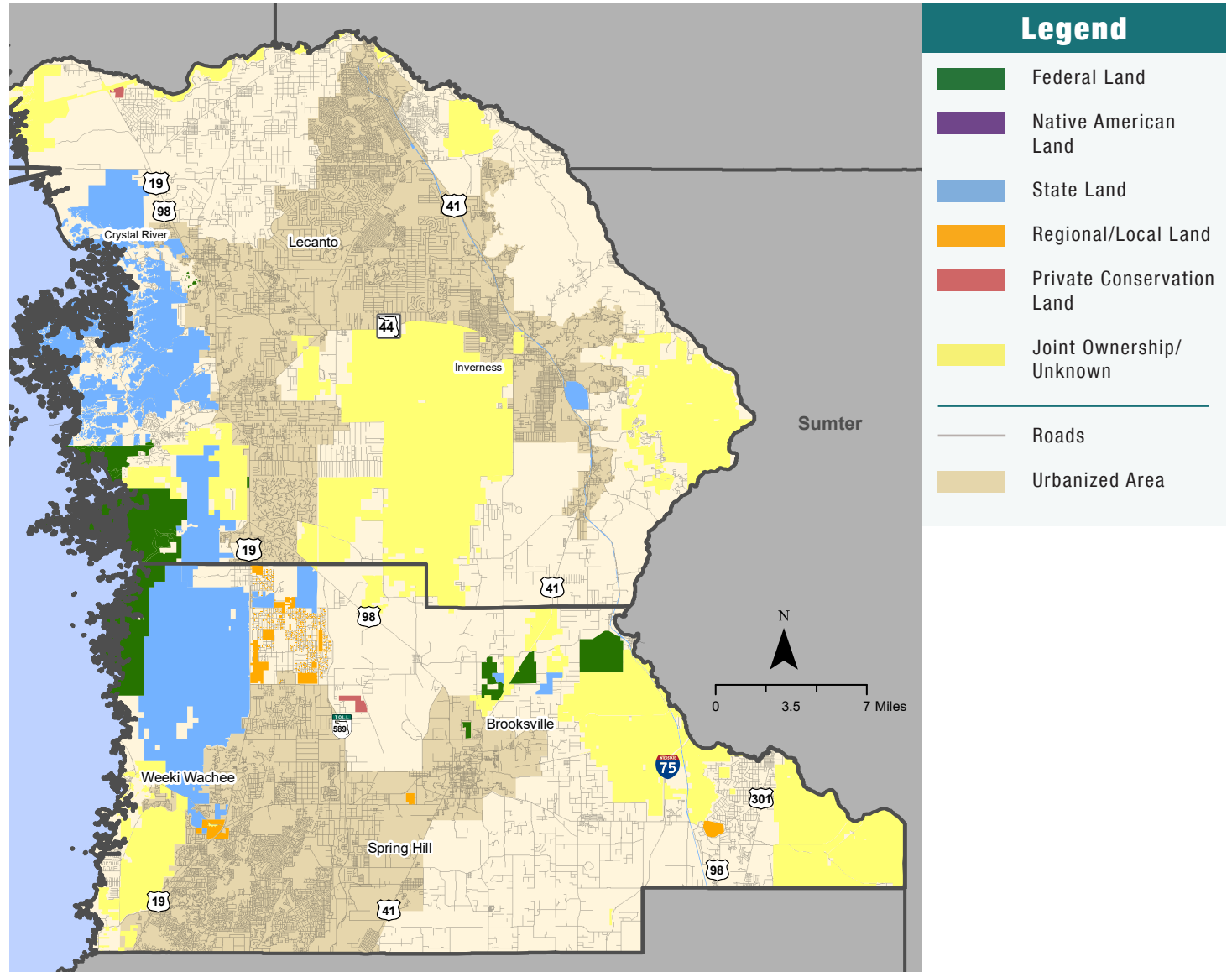
Potential wildlife and habitat impacts must be coordinated as another step of Environmental Mitigation. The importance of not only preserving land but connecting wildlife corridors to create an integrated ecosystem is paramount in considering transportation impacts. Hernando County and Citrus County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

Generally, this plan does not identify many needs that would potentially impact these areas. The few identified needs that may need additional coordination as the projects move closer to implementation are listed below in **Table 42**.

Table 42. Planned Projects with Potential Environmental Impacts

County	Project	Need Level	Area of Concern
Citrus	SR 200 (Carl G Rose Hwy) (Lecanto Hwy (CR 491) to Marion County Line)	Unfunded Need	Withlacoochee River
Hernando	SR 50 (US-301 to Sumter County Line)	Interim (2025-2035)	Richloam WMA

Figure 34. Hernando/Citrus Protected Areas



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Chapter 7

IMPLEMENTATION



Chapter 7

Implementation

The Hernando/Citrus MPO 2045 LRTP represents a significant milestone in addressing the multimodal surface transportation needs of Hernando County and Citrus County; as well as the Tampa Bay Region. For key elements of the Plan to move forward, there are many essential follow up actions beyond normal project development activities that will need to be undertaken by the MPO and its agency and community partners. The implementation of the Plan will also be reliant upon the support and cooperation of many key local and regional partners including the local municipalities, Hernando County, Citrus County, the FDOT District Seven, the West Central Florida Metropolitan Planning Organizations (MPO) Chairs Coordinating Committee/Tampa Bay Area Regional Transportation Authority (TBARTA), and neighboring counties and MPOs, among others.

Implementation Action Items

Major Program Priorities of the Hernando/Citrus MPO

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

ILLUSTRATIVE/UNFUNDED PRIORITY PROJECTS

Illustrative projects represent high priority projects that are not currently cost feasible but could be added to the Plan, should funding become available in the future. These projects include segments of Cobb Rd (US-98) from Cortez Blvd (SR 50) to Ponce De Leon Blvd in Hernando County and segments of Homosassa Trail (CR 490) from US-19 to SR 44 in Citrus County. This also include the potential development of two MCORES corridors: the Suncoast Connector and the Northern Turnpike Connector. The full list of Illustrative Projects can be found in **Appendix C (PDV) and D (YOE)**.

COMPLIANCE WITH AND THE FAST ACT

The Hernando Citrus MPO 2045 LRTP is governed by the Fixing America's Surface Transportation Act (FAST Act) which was signed into law on December 4, 2015. The FAST Act enacted changes to the MAP-21 planning processes for the development of long range transportation plans, and this is the first Hernando/Citrus LRTP update to be regulated by the FAST Act.

Plan Amendment Process

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

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

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

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

The LRTP can be revised at any time. It is important to note that the MPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Hernando/Citrus MPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long range plan is to be distributed in accordance with the FDOT MPO Handbook requirements. **Figure 34**, summarizes the LRTP amendment process.

Figure 35. Summary of the LRTP Process

District provides financial estimates as needed.

MPO amends the Long Range Transportation Plan because of changes in the TIP that must be consistent with the plan or for other reasons.

MPO prepares a draft of the plan documenting the amendment(s).

The MPO provides ample opportunities for public input into the process at key stages in the plan development.

The MPO revises the plan based on public input and comments from other agencies.

MPO approves final amended plan.

The MPO and FDOT District distribute the final amended plan according to the MPO Handbook.

The Next Five Years

The Hernando/Citrus MPO has a clear vision for the transportation system within the two counties providing connections to the rest of the region. This LRTP seeks to address local and regional mobility needs, including placing a priority on smaller high value projects and mobility improvements to promote safety and economic development. A hallmark feature of the Hernando/Citrus MPO 2045 Long Range Transportation Plan is it supports the Hernando and Citrus communities through investing in safe, multimodal improvements that enhance the character of the area. The Hernando/Citrus MPO 2045 LRTP will remain in effect for five years until its update, which should be completed by December 2025.

The Hernando/Citrus MPO 2045 LRTP was developed to address the planning requirements available at the time that the plan was developed, including the Federal requirements of the FAST Act.

FDOT developed a checklist that includes the requirements of FAST Act and incorporates the expectations and guidelines from federal agencies and the Florida Metropolitan Planning Advisory Council (MPOAC) regarding 2045 LRTPs for MPOs in Florida. This check list is provided in Appendix F and is intended to document how a 2045 LRTP (1) meets requirements in federal code and regulation and state statute and (2) addresses expectations and guidelines from the federal agencies and the MPOAC.

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Appendix A

REVENUE FORECAST

Present Day Value (\$2019) Forecasted Revenues						
Jurisdiction	Revenue	2025	2026-2030	2031-2035	2036-2045	Total All Years
State - Hernando	SIS	\$0	\$0	\$8,258,065	\$32,758,537	\$41,016,601
	TRIP	\$323,661	\$2,084,181	\$1,987,906	\$3,086,622	\$7,482,370
	TALL	\$184,949	\$775,315	\$660,269	\$995,771	\$2,616,304
	TALT	\$184,949	\$791,989	\$674,468	\$1,019,927	\$2,671,333
	Other Arterial & Construction	\$8,757,344.71	\$47,957,012.77	\$44,064,058	\$69,325,524	\$170,103,940
State- Citrus	TRIP	\$264,574.19	\$1,703,697.44	\$1,624,997.61	\$2,523,134.36	\$6,116,404
	TALL	\$151,185.25	\$633,775.45	\$539,731.35	\$813,985.08	\$2,138,677
	TALT	\$151,185.25	\$647,405.03	\$551,338.48	\$833,731.35	\$2,183,660
	Other Arterial & Construction	\$7,158,621.68	\$39,202,078.14	\$36,019,813.13	\$56,669,597.67	\$139,050,111
Total State		\$17,176,471	\$93,795,455	\$94,380,645	\$168,026,829	\$373,379,400
Hernando	Impact Fees	\$2,042,016.81	\$9,712,121.21	\$9,974,193.55	\$17,868,292.68	\$39,596,624
	Impact Fees 100%	\$9,294,117.65	\$44,159,090.91	\$45,322,580.65	\$81,243,902.44	\$180,019,692
	Gas Taxes	\$2,370,151.26	\$10,865,242.42	\$9,511,303.23	\$14,969,024.39	\$37,715,721
	Developer	-	-	-	\$79,519,545.85	\$79,519,546
Citrus	Impact Fees 100%	\$2,806,722.69	\$13,348,484.85	\$12,167,741.94	\$22,848,780.49	\$51,171,730
	Impact Fees	\$1,403,361.34	\$6,674,242.42	\$6,083,870.97	\$11,424,390.24	\$25,585,865
	Gas Taxes	\$3,078,487.39	\$14,324,393.94	\$12,835,870.97	\$20,856,097.56	\$51,094,850
Total County		\$8,894,017	\$41,576,000	\$38,405,239	\$144,637,351	\$233,512,606
GRAND TOTAL		\$26,070,487	\$135,371,455	\$132,785,884	\$312,664,180	\$606,892,006

Year of Expenditure Forecasted Revenues						
Jurisdiction	Revenue	2025	2026-2030	2031-2035	2036-2045	Total All Years
State - Hernando	SIS	\$0	\$0	\$12,800,000	\$67,155,000	\$79,955,000
	TRIP	\$385,157	\$2,751,119	\$3,081,254	\$6,327,575	\$12,545,104
	TALL	\$220,090	\$1,023,416	\$1,023,416	\$2,041,331	\$4,308,253
	TALT	\$220,090	\$1,045,425	\$1,045,425	\$2,090,851	\$4,401,791
	Other Arterial & Construction	\$10,421,240	\$63,303,257	\$68,299,290	\$142,117,325	\$284,141,111
State- Citrus	TRIP	\$314,843	\$2,248,881	\$2,518,746	\$5,172,425	\$10,254,896
	TALL	\$179,910	\$836,584	\$836,584	\$1,668,669	\$3,521,747
	TALT	\$179,910	\$854,575	\$854,575	\$1,709,149	\$3,598,209
	Other Arterial & Construction	\$8,518,760	\$51,746,743	\$55,830,710	\$116,172,675	\$232,268,889
Total State		\$20,440,000	\$123,810,000	\$146,290,000	\$344,455,000	\$634,995,000
Hernando	Impact Fees	\$2,430,000	\$12,820,000	\$15,460,000	\$36,630,000	\$67,340,000
	Impact Fees 100%	\$11,060,000	\$58,290,000	\$70,250,000	\$166,550,000	\$306,150,000
	Gas Taxes	\$2,820,480	\$14,342,120	\$14,742,520	\$30,686,500	\$62,591,620
	Developer	-	-	-	-	\$163,015,069
Citrus	Impact Fees 100%	\$3,340,000	\$17,620,000	\$18,860,000	\$46,840,000	\$86,660,000
	Impact Fees	\$1,670,000	\$8,810,000	\$9,430,000	\$23,420,000	\$43,330,000
	Gas Taxes	\$3,663,400	\$18,908,200	\$19,895,600	\$42,755,000	\$85,222,200
Total County		\$10,583,880	\$54,880,320	\$59,528,120	\$133,491,500	\$421,498,889
GRAND TOTAL		\$31,023,880	\$178,690,320	\$205,818,120	\$477,946,500	\$1,056,493,889

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Appendix

B

FY 2019/20 – 2023/24 REVENUES AND PROJECTS

FY 2019/20-2023/24
Proposed Adoption:
June 18, 2019

Transportation Improvement Program



1661 Blaise Drive
Brooksville, Florida 34601
Phone: 352.754.4

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

Fiscal Summary of TIP Projects for FY 2019/20 - 2023/24

A Fund Summary of the TIP is provided below to demonstrate financial feasibility of the projects programmed in the next five years.

Table 10: Five-Year TIP Fund Summary for the FDOT District 7 by Fund Name, 2020-2024

FUND	FUND NAME	<2020	2020	2021	2022	2023	2024	>2024	ALL YEARS
ACID	ADV CONSTRUCTION SAFETY (HSID)	\$ -	\$ 1,414,509	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,414,509
ACNP	ADVANCE CONSTRUCTION NHPP	\$ 3,545,395	\$ 60,902,585	\$ 6,055,711	\$ -	\$ -	\$ 36,932,171	\$ -	\$ 107,435,862
ACSA	ADVANCE CONSTRUCTION (SA)	\$ 533,181	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 533,181
ACSL	ADVANCE CONSTRUCTION (SL)	\$ 31,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,902
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	\$ -	\$ 71,732	\$ 2,296,421	\$ -	\$ -	\$ -	\$ -	\$ 2,368,153
CM	CONGESTION MITIGATION - AQ	\$ -	\$ 73,503	\$ -	\$ 1,843,091	\$ -	\$ -	\$ -	\$ 1,916,594
D	UNRESTRICTED STATE PRIMARY	\$ 50,105,906	\$ 3,150,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ 3,230,000	\$ -	\$ 66,175,906
DC	STATE PRIMARY PE CONSULTANTS	\$ 1,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,626
DDR	DISTRICT DEDICATEDREVENUE	\$ 10,484,229	\$ 13,452,442	\$ 21,236,122	\$ 14,861,121	\$ 7,653,746	\$ -	\$ -	\$ 67,687,660
DI	ST. - S/W INTER/INTRASTATE HWY	\$ 22,408,597	\$ -	\$ -	\$ -	\$ 8,564,545	\$ -	\$ -	\$ 30,973,142
DIH	STATE IN-HOUSE PRODUCT SUPPORT	\$ 1,741,524	\$ 2,184,630	\$ 634,284	\$ 472,868	\$ 287,236	\$ -	\$ -	\$ 5,320,542
DPTO	STATE - PTO	\$ 2,541,205	\$ 991,510	\$ 1,346,190	\$ 1,180,081	\$ 888,106	\$ 1,109,480	\$ -	\$ 8,056,572
DS	STATE PRIMARY HIGHWAYS & PTO	\$ 9,080,583	\$ 1,011,267	\$ -	\$ 5,096,376	\$ 3,916,244	\$ -	\$ -	\$ 19,104,470
DU	STATE PRIMARY/FEDERAL REIMB	\$ 11,633,398	\$ 525,543	\$ 614,001	\$ 669,656	\$ 705,884	\$ 734,671	\$ -	\$ 14,883,153
EB	EQUITY BONUS	\$ 1,009,491	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,009,491
FAA	FEDERAL AVIATION ADMIN	\$ -	\$ 7,394,300	\$ 486,000	\$ 12,219,900	\$ -	\$ -	\$ -	\$ 20,100,200
FTA	FEDERAL TRANSIT ADMINISTRATION	\$ 10,093,786	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 900,000	\$ -	\$ -	\$ 16,393,786
GFSA	GF STPBG ANY AREA	\$ -	\$ 9,188,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,188,493
GFSL	GF STPBG <200K<5K (SMALL URB)	\$ -	\$ 1,836,008	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,836,008
GFSN	GF STPBG <5K (RURAL)	\$ -	\$ 291,351	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 291,351
GMR	GROWTHMANAGEMENT FOR SIS	\$ 2,417,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,417,000
GRSC	GROWTH MANAGEMENT FOR SCOP	\$ -	\$ 605,287	\$ 653,795	\$ 678,513	\$ 731,923	\$ -	\$ -	\$ 2,669,518
HSP	SAFETY (HIWAY SAFETY PROGRAM)	\$ 100,709	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,709
LF	LOCAL FUNDS	\$ 16,676,320	\$ 9,782,537	\$ 2,522,738	\$ 3,095,397	\$ 1,410,616	\$ 1,540,868	\$ -	\$ 35,028,476
LFP	LOCAL FUNDS FOR PARTICIPATING	\$ -	\$ 499,162	\$ 533,316	\$ 488,933	\$ 486,428	\$ -	\$ -	\$ 2,007,839
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	\$ 821,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 821,170
NHRE	NAT HWY PERFORM - RESURFACING	\$ -	\$ 2,181,385	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,181,385

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

FUND	FUND NAME	<2020	2020	2021	2022	2023	2024	>2024	ALL YEARS
PKBD	TURNPIKE MASTER BOND FUND	\$ 92,476,314	\$ -	\$ -	\$ 12,000,000	\$ -	\$ 64,714,000	\$ -	\$ 169,190,314
PKED	2012 SB1998- TURNPIKE FEEDER RD	\$ 6,524,808	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,524,808
PKYI	TURNPIKE IMPROVEMENT	\$ 83,695,742	\$ 5,968,372	\$ 2,200,000	\$ 7,041,004	\$ -	\$ -	\$ -	\$ 98,905,118
PKYO	TURNPIKE TOLL COLLECTION/OPER.	\$ -	\$ 82,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82,080
PKYR	TURNPIKE RENEWAL & REPLACEMENT	\$ 4,145	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,145
PL	METRO PLAN (85%FA; 15% OTHER)	\$ 896,637	\$ 507,012	\$ 507,012	\$ 507,012	\$ 507,012	\$ -	\$ -	\$ 2,924,685
RED	REDISTR. OF FA (SEC 1102F)	\$ 48,983	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,983
SA	STP, ANY AREA	\$ 7,541,030	\$ 6,513,200	\$ -	\$ -	\$ 64,750	\$ -	\$ -	\$ 14,118,980
SCED	2012 SB1998-SMALL CO OUTREACH	\$ -	\$ 256,410	\$ 256,410	\$ 256,410	\$ 256,410	\$ -	\$ -	\$ 1,025,640
SCOP	SMALL COUNTY OUTREACH PROGRAM	\$ -	\$ 245,599	\$ 249,231	\$ 251,684	\$ 167,618	\$ -	\$ -	\$ 914,132
SCWR	2015 SB2514A-SMALL CO OUTREACH	\$ -	\$ 299,487	\$ 300,385	\$ 280,188	\$ 303,333	\$ -	\$ -	\$ 1,183,393
SL	STP, AREAS <= 200K	\$ 5,181,114	\$ 2,014,102	\$ 3,262,479	\$ 12,500	\$ 12,500	\$ 12,500	\$ -	\$ 10,495,195
SN	STP, MANDATORY NON-URBAN <= 5K	\$ 682,749	\$ 1,385,819	\$ 686,660	\$ 684,162	\$ 670,360	\$ 684,458	\$ -	\$ 4,794,208
SR2S	SAFE ROUTES - INFRASTRUCTURE	\$ 34,746	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,746
SR2T	SAFE ROUTES - TRANSFER	\$ 1,533,513	\$ 648,898	\$ 2,234,516	\$ 510,551	\$ -	\$ -	\$ -	\$ 4,927,478
TALL	TRANSPORTATION ALTS- <200K	\$ 16,626	\$ 344,553	\$ 338,573	\$ 348,236	\$ 348,774	\$ 348,387	\$ -	\$ 1,745,149
TALN	TRANSPORTATION ALTS- < 5K	\$ -	\$ 54,693	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,693
TALT	TRANSPORTATION ALTS- ANY AREA	\$ 762,879	\$ 1,109,544	\$ 525,782	\$ 2,470,716	\$ 246,242	\$ 314,982	\$ -	\$ 5,430,145
TLWR	2015 SB2514A-TRAIL NETWORK	\$ 5,553,619	\$ 7,755,285	\$ -	\$ 14,376,388	\$ -	\$ -	\$ -	\$ 27,685,292
Grand Total		\$ 348,178,927	\$ 144,541,298	\$ 51,969,626	\$ 84,374,787	\$ 31,351,727	\$ 109,621,517	\$ -	\$ 770,037,882
								FEDERAL	\$ 36,493,986
								STATE	\$ 696,507,581
								LOCAL	\$ 37,036,315

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

Summary of TIP Roadway (Capacity) Projects for FY 2019/20 - 2023/24

County	Project	From	To	Mi	Imprv Type	PE Time	PE Cost	PE Revenue Source	ROW Time	ROW Cost	ROW Revenue Source	CST Time	CST Cost	CST Revenue Source	PDV Total	Funded Level
HERNANDO	SR 50	E OF US-98	E OF US-301	4.308	2U-4D	< 2020	\$5,060,933	STATE	< 2020	\$5,145,587	STATE	< 2020 - 2020	\$24,433,351	STATE	\$36,938,012	FULL
						-			2020 (RR/UTIL)	\$2,088,673	LOCAL	2020	\$48,704	LOCAL		
												< 2020 - 2020 (ENV)	\$160,764	STATE		
HERNANDO	SR 50	WINDMERE RD	E OF US-98	3.488	4D-6D	< 2020	\$5,236,773	STATE	< 2020 - 2020	\$3,341,465	STATE	< 2020 - 2020	\$39,881,044	STATE	\$56,036,153	FULL
									2020 (RR/UTIL)	\$4,893,272	LOCAL	2020	\$177,901	LOCAL		
												< 2020 (ENV)	\$5,698	STATE		
												2022 (CONTRACT INCENTIVES)	\$2,500,000	STATE		
HERNANDO	SR 50	COBB RD	W OF BUCK HOPE RD	1.273	4D-6D	< 2020	\$3,228,059	STATE	< 2020	\$1,842,282	STATE	2023	\$8,683,498	STATE	\$13,923,813	FULL
												< 2020 (ENV)	\$25,000	STATE		
												2022 (ENV)	\$144,974	STATE		
HERNANDO	SR 50	W OF BUCK HOPE RD	W OF JEFFERSON ST	2.517	4D-6D	< 2020	\$6,124,453	STATE	2020 - 2021	\$4,146,800	STATE	2024	\$36,932,171	STATE	\$47,356,814	FULL
												< 2020 - 2024 (ENV)	\$153,390	STATE		
HERNANDO	SR 50	LOCKHART RD	E OF REMINGTON RD	0.355	4D-6D	< 2020	\$1,163,794	STATE	2020 (RR & UTIL)	\$350,000	LOCAL	<2020 - 2020	\$5,746,625	STATE	\$7,260,419	FULL
HERNANDO	SR 50	US-301	SUMTER C/L	4.771	2U - 4D				2022	\$4,664,700	STATE	2020 (ENV)	\$1,000,000	STATE	\$5,664,700	PARTIAL
CITRUS	SUNCOAST PKWY 2	HERNANDO C/L	S OF GROVER CLEVELAND BLVD	7.41	00 - 4D	< 2020	\$6,562,019	STATE	< 2020	\$17,209,094	STATE	< 2020 - 2021	\$71,063,426	STATE	\$106,640,092	FULL
									< 2020 (RR/UTIL)	\$11,605,553	STATE	2020 (ENV)	\$200,000	STATE		
CITRUS	SUNCOAST PKWY 2	SR 44	CR 486	3	00 - 4D	< 2020 - 2020	\$7,589,150	STATE	< 2020 - 2022	\$11,783,743	STATE	< 2020 - 2024	\$64,715,135	STATE	\$96,488,028	FULL
									2021 - 2022 (RR/UTIL)	\$12,400,000	STATE			STATE		
HERNANDO	SUNCOAST PKWY 2	US-98	CITRUS C/L	1.451	00 - 4D	< 2020 (PLANNING)	\$958	STATE	< 2020 - 2020	\$22,276,405	STATE	< 2020	\$32,617,814	STATE	\$91,625,999	FULL
						< 2020 (PDE)	\$3,189,295	STATE	< 2020 (RR/UTIL)	\$40,209	STATE	< 2020 - 2020 (ENV)	\$1,396,489	STATE		
						< 2020	\$32,104,829	STATE								
CITRUS	US-19	CARDINAL ST	GREEN ACRES ST	4.09	4U-6D	< 2020; 2023	\$2,406,257	STATE							\$2,406,257	PARTIAL
CITRUS	US-41	SR 44	S OF WITHLACOOCHEE TRAIL BRIDGE	0.998	2U-4D	COMPLETE	COMPLETE	COMPLETE	< 2020 - 2022	\$18,603,240	STATE	2023	\$12,284,687	STATE	\$30,887,927	FULL
CITRUS	US-41	S OF WITHLACOOCHEE TRAIL BRIDGE	E OF LIVE OAK LN	0.899	2U-4D	COMPLETE	COMPLETE	COMPLETE	2020 - 2022	\$8,175,502	STATE				\$8,175,502	PARTIAL
CITRUS	US-41	E OF LIVE OAK LN	E OF ARLINGTON	0.897	2U-4D	COMPLETE	COMPLETE	COMPLETE	2024	\$671,958	STATE				\$671,958	PARTIAL
														TOTAL	\$504,075,674	
														STATE	\$496,517,124	
														LOCAL	\$7,558,550	

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

Summary of TIP Public Transportation Projects for FY 2019/20 - 2023/24

County	Project	Time	Cost	Revenue Source	PDV Total
CITRUS	CAPITAL FOR FIXED RTE	< 2020 - 2024	\$5,309,585	STATE	\$10,673,445
		< 2020 - 2024	\$5,363,860	LOCAL	
CITRUS	OPS	< 2020 - 2024	\$4,483,109	STATE	\$5,922,255
		< 2020 - 2024	\$1,439,146	LOCAL	
CITRUS	OPS	< 2020 - 2022	\$6,145,165	FEDERAL	\$12,290,330
		< 2020 - 2022	\$6,145,165	LOCAL	
CITRUS	OPS	< 2020 - 2024	\$2,320,261	STATE	\$4,640,522
		< 2020 - 2024	\$2,320,261	LOCAL	
HERNANDO	FIXED RTE	< 2020 - 2024	\$6,722,796	STATE	\$13,412,489
		< 2020 - 2024	\$6,689,693	LOCAL	
HERNANDO	FTA	< 2020 - 2023	\$10,248,621	FEDERAL	\$10,248,621
HERNANDO	OPS	< 2020 - 2024	\$3,042,065	STATE	\$6,135,581
		< 2020 - 2024	\$3,093,516	LOCAL	
HERNANDO	OPS	< 2020 - 2024	\$603,887	STATE	\$1,207,774
		< 2020 - 2024	\$603,887	LOCAL	
HERNANDO	PTO	< 2020 - 2024	\$1,659,951	STATE	\$1,845,396
		< 2020 - 2024	\$185,445	LOCAL	
				TOTAL	\$66,376,413
				LOCAL	\$25,840,973
				STATE	\$24,141,654
				FEDERAL	\$16,393,786

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

Summary of TIP Bicycle, Pedestrian, and Trails Projects for FY 2019/20 - 2023/24

County	Project	From	To	Mi	Imprv Type	PE Time	PE Cost	PE Revenue Source	ROW Time	ROW Cost	ROW Revenue Source	CST Time	CST Cost	CST Revenue Source	PDV Total	Funded Level
HERNANDO	BROOKSVILLE ES				SW	< 2020	\$951	STATE				2020	\$311,331	STATE	\$366,130	FULL
						< 2020	\$53,848	STATE								
HERNANDO	DELTONA BLVD	ELGIN BLVD	SR 50	0.524	SW	< 2020	\$58,680	STATE				2021	\$236,727	STATE	\$295,407	FULL
HERNANDO	EAST SIDE ES	US-98	ROPER RD	0.782	SW	2022	\$239,996	STATE							\$239,996	PARTIAL
HERNANDO	ELGIN BLVD	DELTONA BLVD	MARINER BLVD	2.54	SW	2020	\$102,070	STATE				2022	\$915,718	STATE	\$1,017,788	FULL
HERNANDO	EXPLORER K8				SW	< 2020	\$7,296	STATE				< 2020 - 2022	\$880,766	STATE	\$993,362	FULL
						< 2020	\$105,300	STATE								
CITRUS	FOREST RIDGE ELEM	CR 486	W LAKE BEVERLY DR	1.605	SW	< 2020	\$539,548	STATE				2021	\$1,613,721	STATE	\$2,153,269	FULL
HERNANDO	FOX CHAPEL MS	DELTONA BLVD	NORTHCLIFF BLVD	1.55	SW	2022	\$270,555	STATE							\$270,555	PARTIAL
HERNANDO	GOOD NEIGHBOR TRAIL CONNECTOR	W OF SUNCOAST PKWY	SR 50	4.075	TRAIL	< 2020	\$2,483,823	STATE	< 2020	\$ 2,001,275	STATE	< 2020 - 2020	\$5,286,946	STATE	\$9,809,102	FULL
												2020 (ENV)	\$37,058	STATE		
HERNANDO	GOOD NEIGHBOR TRAIL GAP	W OF SR 50	GOOD NEIGHBOR TRL	2.179	TRAIL	< 2020	\$2,721,854	STATE	< 2020 - 2020	\$ 3,920,800	STATE	2023	\$15,518,109	STATE	\$22,283,886	FULL
									< 2020 - 2022 (RR/UTIL)	\$ 123,123	STATE					
HERNANDO	JD FLOYD ES				SW	< 2020	\$71,162	STATE				2020	\$495,094	STATE	\$566,256	FULL
HERNANDO	LINDEN DR	CORONADO DR	SPRING HILL DR	0.953	SW	< 2020	\$46,000	STATE				2021	\$532,261	STATE	\$578,261	FULL
CITRUS	N TURKEY OAK DR	US-19	SR 44	3.284	SW	< 2020	\$707,705	STATE				2021	\$620,795	STATE	\$1,328,500	FULL
CITRUS	PLEASANT GROVE ELEM	PLEASANT GROVE RD	DRUID RD	11.897	SW	< 2020	\$384,292	STATE				2020	\$648,898	STATE	\$1,033,190	FULL
HERNANDO	S LINDEN DR	COUNTY LINE RD	SPRING HILL DR	2.61	SW	2022	\$93,610	STATE				2024	\$663,369	STATE	\$756,979	FULL
CITRUS	US-19 TRAIL	HERNANDO C/L	W GREEN ACRES	6.811	TRAIL	< 2020	\$1,119,345	STATE	< 2020	\$ 509	STATE	2021	\$8,817,066	STATE	\$9,936,920	FULL
HERNANDO	W LANDOVER BLVD	NORTHCLIFF BLVD	ELGIN BLVD	1.233	SW	2021	\$95,367	STATE				2023	\$595,016	STATE	\$690,383	FULL
HERNANDO	WESTSIDE ES				SW	< 2020	\$65,479	STATE				2020	\$313,237	STATE	\$378,716	FULL
															TOTAL	\$52,698,700
															State	\$52,698,700

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

Summary of TIP Aviation Projects for FY 2019/20 - 2023/24

County	Project	CST Time	CST Cost	CST Revenue Source	PDV Total	Funded Level
CITRUS	INVERNESS AIRPORT - 432997	2023	\$136,000	STATE	\$170,000	FULL
		2023	\$34,000	LOCAL		
CITRUS	INVERNESS AIRPORT - 436828	2020	\$55,000	STATE	\$1,066,326	FULL
		2020	\$990,000	FEDERAL		
		2020	\$21,326	LOCAL		
CITRUS	INVERNESS AIRPORT - 436829	2020	\$165,000	STATE	\$206,250	FULL
		2020	\$41,250	LOCAL		
CITRUS	INVERNESS AIRPORT - 436830	2020	\$124,800	STATE	\$156,000	FULL
		2020	\$31,200	LOCAL		
CITRUS	INVERNESS AIRPORT - 438511	2021	\$409,600	STATE	\$512,000	FULL
		2021	\$102,400	LOCAL		
CITRUS	INVERNESS AIRPORT - 440559	2022	\$84,880	STATE	\$1,061,000	FULL
		2022	\$954,900	FEDERAL		
		2022	\$21,220	LOCAL		
CITRUS	INVERNESS AIRPORT - 444482	2024	\$323,354	STATE	\$404,194	FULL
		2022	\$80,840	LOCAL		
CITRUS	INVERNESS AIRPORT - 444483	2020	\$8,160	STATE	\$102,000	FULL
		2020	\$91,800	FEDERAL		
		2022	\$2,040	LOCAL		

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

County	Project	CST Time	CST Cost	CST Revenue Source	PDV Total	Funded Level
HERNANDO	BROOKSVILLE-TB REGIONAL - 438513	2021	\$600,000	STATE	\$750,000	FULL
		2022	\$150,000	LOCAL		
HERNANDO	BROOKSVILLE-TB REGIONAL - 438514	2021	\$43,200	STATE	\$540,000	FULL
		2021	\$486,000	FEDERAL		
		2021	\$10,800	LOCAL		
HERNANDO	BROOKSVILLE-TB REGIONAL - 444468	2022	\$617,500	STATE	\$12,500,000	FULL
		2022	\$11,265,000	FEDERAL		
		2022	\$617,500	LOCAL		
HERNANDO	BROOKSVILLE-TB REGIONAL - 444774	2022	\$1,000,000	STATE	\$1,250,000	FULL
		2022	\$250,000	LOCAL		
HERNANDO	BROOKSVILLE-TB REGIONAL - 444806	2020	\$577,473	STATE	\$7,016,223	FULL
		2020	\$6,312,500	FEDERAL		
		2020	\$126,250	LOCAL		
				TOTAL	\$25,733,993	
				FEDERAL	\$20,100,200	
				STATE	\$4,144,967	
				LOCAL	\$1,488,826	

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

Summary of Operations, Maintenance, and Planning Projects for FY 2019/20 - 2023/24

County	Project	From	To	Imprv Type	PE Time	PE Cost	PE Revenue Source	CST Time	CST Cost	CST Revenue Source	PDV Total
CITRUS	CR 491	GROVER CLEVELAND BLVD	OCALA ST	RESURFACING				2020	\$1,406,783	STATE	\$1,905,945
								2020	\$499,162	LOCAL	
CITRUS	E TRAILS END	E WYMAR TRL	S WITHLAPOPKA DR	RESURFACING				2023	\$579,210	STATE	\$772,280
								2023	\$193,070	LOCAL	
CITRUS	E TURNER CAMP RD	E BANKS RD	E MATTHEW MEADOW CT	RESURFACING				2022	\$566,032	STATE	\$754,710
								2022	\$188,678	LOCAL	
CITRUS	E WITHLACOOCHIEE TR	E SCOTT LN	SR 200	RESURFACING				2022	\$270,768	STATE	\$361,024
								2022	\$90,256	LOCAL	
CITRUS	E WITHLACOOCHIEE TRL	W OF E TASHA CT	E SCOTT LN	RESURFACING				2023	\$880,074	STATE	\$1,173,432
								2022	\$293,358	LOCAL	
HERNANDO	I-75	S OF US-98	N OF US-98	LANDSCAPING	< 2020	\$266,506	STATE	< 2020 - 2020	\$1,325,202	STATE	\$1,591,708
HERNANDO	I-75	SR 50 NB RAMP		LANDSCAPING	< 2020	\$186,763	STATE	2020	\$1,588,054	STATE	\$1,774,817
HERNANDO	I-75	PASCO C/L	N OF CHURCH ST	LANDSCAPING				2020	\$848,212	STATE	\$848,212
CITRUS	N DELTONA BLVD	W HOMEWAY LOOP	W CITRUS SPRINGS BLVD	RESURFACING				2021	\$367,500	STATE	\$490,000
								2021	\$122,500	LOCAL	
CITRUS	PLANNING MODELS				< 2020 - 2024	\$200,000	STATE				\$200,000
HERNANDO	PLANNING MODELS				< 2020 - 2024	\$200,000	STATE				\$200,000

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

County	Project	From	To	Imprv Type	PE Time	PE Cost	PE Revenue Source	CST Time	CST Cost	CST Revenue Source	PDV Total
CITRUS	ROUTINE MAINTENANCE				< 2020 - 2024	\$3,915,332	STATE				\$3,915,332
CITRUS	ROUTINE MAINTENANCE				< 2020 - 2024	\$19,070,880	STATE				\$19,070,880
HERNANDO	ROUTINE MAINTENANCE				< 2020 - 2024	\$42,772,900	STATE				\$42,772,900
HERNANDO	ROUTINE MAINTENANCE				< 2020 - 2024	\$216,794	STATE				\$216,794
CITRUS	S CANARY PALM TERR	W GREEN ACRE ST	W OAKLAWN ST	RESURFACING				2021	\$93,375	STATE	\$124,500
								2021	\$31,125	LOCAL	
CITRUS	S GREAT OAKS DR	FLORAL PARK DR	E ORANGE AVE	RESURFACING				2022	\$364,256	STATE	\$485,675
								2022	\$121,419	LOCAL	
CITRUS	SR 44	US-19	E OF NE 10TH AVE	RESURFACING	<2020 - 2020	\$680,836	STATE	2022	\$1,448,898	STATE	\$2,129,734
CITRUS	SR 44	US-19	E OF NE 10TH AVE	URBAN CORRIDOR IMPROVEMENTS				2022	\$320,755	STATE	\$320,755
HERNANDO	UPWP 20				< 2020 - 2020	\$1,403,649	STATE				\$1,403,649
HERNANDO	UPWP 22				2021 - 2022	\$1,014,024	STATE				\$1,014,024
HERNANDO	UPWP 24				2023	\$507,012	STATE				\$507,012
CITRUS	US-19	HERNANDO C/L	W GREEN ACRES	RESURFACING	< 2020 - 2020	\$18,223,371	STATE				\$18,223,371
CITRUS	US-41	E NORVELL BRYANT HWY		LIGHTING				2020	\$71,732	STATE	\$71,732
HERNANDO	US-41	N OF INGRAM ST	S OF OAKS MHP	RESURFACING	< 2020	\$1,182,464	STATE	2021	\$12,002,241	STATE	\$13,209,705
					2020 (ENV)	\$25,000	STATE				
HERNANDO	US-98	N OF LANDFILL RD	CITRUS C/L	RESURFACING	< 2020 - 2020	\$282,274	STATE	2022	\$2,683,642	STATE	\$2,965,916
HERNANDO	US-98	S OF CITRUS WAY	N OF CITRUS WAY	RAB	< 2020 - 2020	\$229,491	STATE	2021	\$2,296,421	STATE	\$2,525,912

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

County	Project	From	To	Imprv Type	PE Time	PE Cost	PE Revenue Source	CST Time	CST Cost	CST Revenue Source	PDV Total
CITRUS	W CITRUS SPRINGS BLVD	N SANTOS DR	US 41	RESURFACING	2021	\$998,946	STATE				\$1,518,764
					2021	\$519,818	LOCAL				
CITRUS	W YULEE DR	W BRADSHAW ST	US-19	RESURFACING				2022	\$265,739	STATE	\$354,319
								2022	\$88,580	LOCAL	
CITRUS	WITHLACOOCHEE TRL	HERNANDO C/L	MARION C/L	RESURFACING STUDY	2020	\$250,000	STATE				\$250,000
										TOTAL	\$121,153,102
										STATE	\$ 119,005,136
										LOCAL	\$ 2,147,966

Hernando/Citrus MPO 2045 Long Range Transportation Plan
Appendix C - FY 2019/20 - 2023/24 Transportation Improvement Program (TIP)

TRANSPORTATION DISADVANTAGED FIVE YEAR WORK PROGRAM
FISCAL YEARS 2020-2024

PROJECT DESCRIPTION	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024		ALL YEARS
Citrus County							
Section 5311 - Capital for fixed route	\$ 605,734	\$ -	\$ 644,022	\$ -	\$ 650,000		
Section 5311 – Operating/Admin. assistance	\$ 825,000	\$ 850,000	\$ 875,000	\$ 900,000	\$ 900,000		
Section 5310 – Operating assistance	\$ -	\$ -	\$ -	\$ -	\$ -		
Commission for the Transportation Disadvantaged – Planning Grant	MISC\$22,447TDTF	MISC\$22,447TDTF	MISC\$22,447TDTF	MISC\$22,447TDTF	MISC\$22,447TDTF		
							\$ 6,249,756
Hernando County							
Section 5311 – Operating/Administrative Assistance	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000		
Section 5310 – Operating Assistance	\$ 300,000	\$ 325,000	\$ 350,000	\$ 375,000	\$ 375,000		
CTD Trip & Equipment Grant	\$ 650,000	\$ 700,000	\$ 800,000	\$ 800,000	\$ 825,000		
CTD Mobility Enhancement Grant	\$ -	\$ -	\$ -	\$ -	\$ -		
Shirley Conroy Grant	\$ 132,000	\$ -	\$ 132,000	\$ -	\$ 132,000		
Commission for the Transportation Disadvantaged – Planning Grant	MISC\$23,237TDTF	MISC\$23,237TDTF	MISC\$23,237TDTF	MISC\$23,237TDTF	MISC\$23,237TDTF		
							\$ 2,975,000
						TOTAL	\$13,624,176
						FED	\$ 9,224,756
						STATE	\$ 4,399,420
						LOCAL	-

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Appendix C

2045 LRTP ROADWAY PROJECTS AND COSTS PDV (2025-2045)

2045 LRTP Roadway Projects and Costs - Present Day Value (PDV)

Abbreviation Definitions

Abbreviation	Meaning
00	No Existing/Substandard Road
2U	2 Lane Undivided Road
4U	4 Lane Undivided Road
4D	4 Lane Divided Road
6D	6 Lane Divided Road
CR	County Road
SR	State Road
US	US Road
PE	Preliminary Engineering
ROW	Right of Way
CST	Construction
PDV	Present Day Value
YOE	Year of Expenditure
SIS	Strategic Intermodal System

Tier 2 + 3: 2045 Hernando County Cost Feasible Priority Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
BARCLAY RD	ELGIN BLVD	SAN ANTONIO RD	1.03	2U-4D	2025	\$ 281,005	County	2026-2030	\$ 562,009	County	2026-2030	\$ 2,248,037	County	2031-2035	\$ 5,620,092	County	\$ 8,713,168	Fully Funded
BARCLAY RD	SAN ANTONIO RD	LUCKY LN	1.62	2U-4D	< 2025	\$ 441,968	County	< 2025	\$ 883,937	County	2025	\$ 3,535,747	County	2026-2030	\$ 8,839,368	County	\$ 13,703,045	Fully Funded
BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	0.28	2U-4D	2025	\$ 75,253	County	2026-2030	\$ 150,506	County	2026-2030	\$ 602,024	County	2031-2035	\$ 1,505,061	County	\$ 2,332,844	Fully Funded
CALIFORNIA ST	CORTEZ BLVD (SR50)	SAM C	0.51	00-2U	2026-2030	\$ 126,289	County	2026-2030	\$ 252,577	County	2036-2045	\$ 1,010,309	County	2036-2045	\$ 2,525,773	County	\$ 3,914,948	Fully Funded
COUNTY LINE RD	EAST RD	MARINER BLVD	2.70	2U-4D	2036-2045	\$ 1,425,600	County	2036-2045	IN PE	Pasco County	2036-2045	\$ 8,916,600	Pasco County	2036-2045	\$ 21,931,800	Pasco County / TRIP	\$ 32,274,000	Fully Funded
DELTONA BLVD	NORTHCLIFFE BLVD	ELGIN BLVD	0.95	2U-4D	2026-2030	\$ 259,844	County	2026-2030	\$ 519,689	County	2026-2030	\$ 2,078,755	County	2036-2045	\$ 5,196,888	County	\$ 8,055,177	Fully Funded
DELTONA BLVD	ELGIN BLVD	CORTEZ BLVD (SR50)	0.53	2U-4D	2026-2030	\$ 145,381	County	2026-2030	\$ 290,761	County	2026-2030	\$ 1,163,045	County	2036-2045	\$ 2,907,612	County	\$ 4,506,798	Fully Funded
DOWNY WOODPECKER RD	THRASHER AVE	VELVET SCOOTER AVE	0.09	00-2U	2026-2030	\$ 21,454	County	2026-2030	\$ 42,907	County	2026-2030	\$ 171,629	Acquired	2036-2045	\$ 429,072	County	\$ 665,062	Fully Funded
EMERSON RD	JEFFERSON ST (SR50)	MONDON HILL RD	0.78	00-2U	2026-2030	\$ 193,045	Other Arterial & Const	2026-2030	\$ 386,090	Other Arterial & Const	2026-2030	\$ 1,544,358	Other Arterial & Const	2026-2030	\$ 3,860,895	Other Arterial & Const	\$ 5,986,412	Fully Funded
EMERSON RD	MONDON HILL RD	BROAD ST	0.56	00-2U	2026-2030	\$ 140,487	Other Arterial & Const	2026-2030	\$ 280,974	Other Arterial & Const	2026-2030	\$ 1,123,894	Other Arterial & Const	2026-2030	\$ 2,809,735	Other Arterial & Const	\$ 4,357,115	Fully Funded
SUNSHINE GROVE RD EXT	VELVET SCOOTER AVE	SUNSHINE GROVE RD EXT	0.38	00-2U	2026-2030	\$ 95,600	County	2026-2030	\$ 191,201	County	2031-2035	\$ 764,804	Acquired	2031-2035	\$ 1,912,010	County	\$ 2,965,640	Fully Funded
SUNSHINE GROVE RD EXT	SUNSHINE GROVE RD EXT	N SUNCOAST PKWY (SR589)	0.35	00-2U	2026-2030	\$ 86,176	County	2026-2030	\$ 172,353	County	2031-2035	\$ 689,411	Acquired	2031-2035	\$ 1,723,528	County	\$ 2,673,494	Fully Funded
CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	0.99	00-2U	2025	\$ 245,815	County	2026-2030	\$ 491,630	County	2026-2030	\$ 1,966,522	County	2036-2045	\$ 4,916,304	County	\$ 7,620,272	Fully Funded
CORTEZ BLVD (SR50 WB FRONTAGE)	MARINER BLVD	HIGHPOINT BLVD	0.99	00-2U	2025	\$ 245,815	County	2026-2030	\$ 491,630	County	2026-2030	\$ 1,966,522	County	2036-2045	\$ 4,916,304	County	\$ 7,620,272	Fully Funded
POWELL RD	BARCLAY AVE	CALIFORNIA ST	1.67	2U-4D	2036-2045	\$ 454,987	County	2036-2045	\$ 910,041	County	2036-2045	\$ 3,640,163	County	2036-2045	\$ 9,100,408	Split	\$ 14,107,600	Fully Funded
															\$ 1,820,082	County		
															\$ 7,280,326	Other Arterial & Const		
Congestion Management Plan 2025														2025	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2030														2026-2030	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2035														2031-2035	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2040														2036-2045	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2045														2036-2045	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded

Tier 2 + 3: 2045 Hernando County Cost Feasible Priority Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
BROAD ST (US41/SR45)	COUNTY LINE RD	AYERS RD	1.37	2U-4D	2025	\$ 795,742	Other Arterial & Const	2026-2030	\$ 1,591,484	Other Arterial & Const	2026-2030	\$ 7,957,421	Other Arterial & Const	2031-2035	\$ 15,914,842	Other Arterial & Const	\$ 26,259,490	Fully Funded
BROAD ST (US41/SR45)	SPRING HILL DR	POWELL RD	0.86	4D-6D	2025	\$ 200,263	Other Arterial & Const	2026-2030	\$ 400,525	Other Arterial & Const	2026-2030	\$ 2,002,627	Other Arterial & Const	2031-2035	\$ 4,005,254	Other Arterial & Const	\$ 6,610,695	Fully Funded
COBB RD (US98)	CORTEZ BLVD (SR50)	FORT DADE AVE	0.26	2U-4D	2026-2030	\$ 33,670	Other Arterial & Const	2026-2030	\$ 67,327	Other Arterial & Const	2026-2030	\$ 269,308	Other Arterial & Const	2031-2035	\$ 673,271	Other Arterial & Const	\$ 1,045,600	Fully Funded
COBB RD (US98)	FORT DADE AVE	YONTZ RD	1.50	2U-4D	2026-2030	\$ 410,018	Other Arterial & Const	2026-2030	\$ 820,097	Other Arterial & Const	2026-2030	\$ 3,280,388	Other Arterial & Const	2031-2035	\$ 8,200,969	Other Arterial & Const	\$ 12,713,500	Fully Funded
COBB RD (US98)	YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	2.72	2U-4D	2026-2030	\$ 743,107	Other Arterial & Const	2026-2030	\$ 1,486,323	Other Arterial & Const	2031-2035	\$ 5,945,293	Other Arterial & Const	2036-2045	\$ 14,863,234	Other Arterial & Const	\$ 23,040,000	Fully Funded
CORTEZ BLVD (SR50)	TREIMAN BLVD (US301/SR35)	SUMTER COUNTY LINE	5.01	2U-4D	2025	Complete	SIS	2025	Complete	SIS	2025	TIP	SIS	2026-2030	\$ 51,682,487	SIS	\$ 51,684,512	Fully Funded
CORTEZ BLVD (SR50)	N SUNCOAST PKWY (SR589)	COBB RD	3.98	4D-6D	2031-2035	\$ 4,600,000	SIS	2036-2045	\$ 5,516,690	SIS	2036-2045	\$ 9,512,195	SIS	2036-2045	\$ 13,868,000	SIS	\$ 33,496,886	Fully Funded
PONCE DE LEON BLVD (US98/SR700)	BROAD ST (US41/SR45)	JEFFERSON ST (SR50A)	0.36	2U-4D	2026-2030	\$ 206,626	Other Arterial & Const	2026-2030	\$ 413,252	Other Arterial & Const	2026-2030	\$ 2,066,260	Other Arterial & Const	2031-2035	\$ 4,132,519	Other Arterial & Const	\$ 6,818,657	Fully Funded
PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	2.54	2U-4D	2031-2035	\$ 1,476,563	Other Arterial & Const	2031-2035	\$ 2,953,126	Other Arterial & Const	2036-2045	\$ 14,765,630	Other Arterial & Const	2036-2045	\$ 29,531,261	Other Arterial & Const	\$ 48,726,580	Fully Funded
PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	1.49	2U-4D	2026-2030	\$ 349,155	Other Arterial & Const	2026-2030	\$ 698,310	Other Arterial & Const	2036-2045	\$ 3,491,549	Other Arterial & Const	2031-2035	\$ 6,983,099	Other Arterial & Const	\$ 11,522,113	Fully Funded
DASHBACH RD	LOCKHART RD	I-75	0.29	00-2U	2031-2035	\$ 72,852	Developer	2031-2035	\$ 145,698	Developer	2036-2045	\$ 582,791	Developer	2036-2045	\$ 1,456,977	Developer	\$ 2,258,300	Fully Funded
DASHBACH RD	I-75	SPINE RD	0.72	00-2U	2031-2035	\$ 178,308	Developer	2031-2035	\$ 356,602	Developer	2036-2045	\$ 1,426,409	Developer	2036-2045	\$ 3,566,022	Developer	\$ 5,527,300	Fully Funded
DASHBACH RD	SPINE RD	SUNRISE RD	0.53	00-2U	2031-2035	\$ 131,111	Developer	2031-2035	\$ 262,212	Developer	2036-2045	\$ 1,048,848	Developer	2036-2045	\$ 2,622,121	Developer	\$ 4,064,300	Fully Funded
DASHBACH RD	SUNRISE RD	KETTERING RD	0.49	00-2U	2031-2035	\$ 121,107	Developer	2031-2035	\$ 242,205	Developer	2036-2045	\$ 968,821	Developer	2036-2045	\$ 2,422,052	Developer	\$ 3,754,200	Fully Funded
EXILE RD	CORTEZ BLVD (SR50)	FLOCK AVE	1.27	2U-4D	2026-2030	\$ 735,947	Developer	2026-2030	\$ 1,471,920	Developer	2031-2035	\$ 5,887,679	Developer	2031-2035	\$ 14,719,198	Developer	\$ 22,814,700	Fully Funded
HOSPITAL RD	CORTEZ BLVD (SR50)	FORT DADE AVE	1.03	00-2U	2026-2030	\$ 257,375	Developer	2026-2030	\$ 514,730	Developer	2026-2030	\$ 2,058,918	Developer	2026-2030	\$ 5,147,295	Developer	\$ 7,978,300	Fully Funded
LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	2.04	2U-4D	2026-2030	\$ 557,526	Developer	2026-2030	\$ 1,115,134	Developer	2026-2030	\$ 4,460,537	Developer	2026-2030	\$ 11,151,343	Developer	\$ 17,284,500	Fully Funded
NEW ROAD C	LOCKHART RD	CORTEZ BLVD (US 98/SR 50)	1.00	00-2U	2031-2035	\$ 249,100	Developer	2031-2035	\$ 498,180	Developer	2031-2035	\$ 1,992,720	Developer	2031-2035	\$ 4,981,800	Developer	\$ 7,721,800	Fully Funded
SPINE RD	POWERLINE RD	DASHBACH RD	1.00	00-2U	2031-2035	\$ 249,573	Developer	2031-2035	\$ 499,127	Developer	2031-2035	\$ 1,996,506	Developer	2031-2035	\$ 4,991,265	Developer	\$ 7,736,500	Fully Funded
SUNSHINE GROVE RD EXT	N SUNCOAST PKWY (SR589)	PONCE DE LEON BLVD (US98/SR700)	1.27	00-2U	2026-2030	\$ 316,726	Developer	2026-2030	\$ 633,427	Developer	2026-2030	\$ 2,533,708	Developer	2026-2030	\$ 6,334,269	Developer	\$ 9,822,200	Fully Funded
SUNRISE RD	DASHBACH RD	CORTEZ BLVD (US98/SR50)	2.07	2U-4D	2031-2035	\$ 563,468	Developer	2031-2035	\$ 1,127,019	Developer	2036-2045	\$ 4,508,078	Developer	2036-2045	\$ 11,270,194	Developer	\$ 17,468,800	Fully Funded
POWERLINE RD	LOCKHART RD	KETTERING RD	2.02	2U-4D	2031-2035	\$ 549,965	Developer	2031-2035	\$ 577,020	Developer	2031-2035	\$ 2,308,078	Developer	2036-2045	\$ 5,770,195	Developer	\$ 9,205,258	Fully Funded
STAR RD	EXILE RD	WEeping WILLOW ST	0.76	00-2D	2026-2030	\$ 195,135	Developer	2026-2030	\$ 390,201	Developer	2026-2030	\$ 1,560,806	Developer	2026-2030	\$ 3,902,015	Developer	\$ 6,048,200	Fully Funded

	County Facility
	State Facility
	Developer Road

Tier 4: 2045 Hernando County Illustrative Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	1.75	2U-4D	2036-2045	\$ 476,071	Unfunded	2036-2045	\$ 952,142	Unfunded	2036-2045	\$ 3,808,567	Unfunded	2036-2045	\$ 9,521,418	Unfunded	\$ 14,758,198	Unfunded
ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	1.10	2U-4D	2036-2045	\$ 301,171	Unfunded	2036-2045	\$ 602,387	Unfunded	2036-2045	\$ 2,409,546	Unfunded	2036-2045	\$ 6,023,866	Unfunded	\$ 9,336,970	Unfunded
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	0.35	2U-4D	2036-2045	\$ 94,116	Unfunded	2036-2045	\$ 188,246	Unfunded	2036-2045	\$ 752,983	Unfunded	2036-2045	\$ 1,882,458	Unfunded	\$ 2,917,803	Unfunded
COUNTY LINE RD	1/4 MI W OF MARINER	MARINER BLVD	0.25	2U-4D	2036-2045	\$ 68,205	Unfunded	2036-2045	\$ 136,410	Unfunded	2036-2045	\$ 682,050	Unfunded	2036-2045	\$ 1,364,100	Unfunded	\$ 2,250,765	Unfunded
COUNTY LINE RD	MARINER BLVD	1/4 MI E OF MARINER	0.25	2U-4D	2036-2045	\$ 68,205	Unfunded	2036-2045	\$ 136,410	Unfunded	2036-2045	\$ 682,050	Unfunded	2036-2045	\$ 1,364,100	Unfunded	\$ 2,250,765	Unfunded
COUNTY LINE RD	1/4 MI E OF MARINER	FARNSWORTH BLVD	0.75	2U-4D	2036-2045	\$ 204,615	Unfunded	2036-2045	\$ 409,230	Unfunded	2036-2045	\$ 2,046,150	Unfunded	2036-2045	\$ 4,092,300	Unfunded	\$ 6,752,295	Unfunded
COUNTY LINE RD	FARNSWORTH BLVD	LINDEN DR	1.45	2U-4D	2036-2045	\$ 395,043	Unfunded	2036-2045	\$ 790,087	Unfunded	2036-2045	\$ 3,950,434	Unfunded	2036-2045	\$ 7,900,867	Unfunded	\$ 13,036,431	Unfunded
COUNTY LINE RD	LINDEN DR	OAK CHASE BLVD	0.76	2U-4D	2036-2045	\$ 207,343	Unfunded	2036-2045	\$ 414,686	Unfunded	2036-2045	\$ 2,073,432	Unfunded	2036-2045	\$ 4,146,864	Unfunded	\$ 6,842,326	Unfunded
RESTER DR	N SUNCOAST PKWY (SR589)	FORT DADE AVE	1.77	00-2U	2026-2030	\$ 68,205	County	2031-2035	\$ 136,410	County	2036-2045	\$ 682,050	County	2036-2045	\$ 1,364,100	Unfunded	\$ 2,250,765	Unfunded
VELVET SCOTER AVE	DOWNEY WOODPECKER RD	COURLAN RD	0.14	00-4D	2036-2045	\$ 68,205	Unfunded	2036-2045	\$ 136,410	Unfunded	2036-2045	\$ 682,050	Unfunded	2036-2045	\$ 1,364,100	Unfunded	\$ 2,250,765	Unfunded
CORTEZ BLVD (US98/SR50)	W of Jefferson St/SR 50A/Brooksville Bypass	W of I-75	7.20	4D-6D	2036-2045	\$ 8,200,000	SIS	2036-2045	\$ 8,200,000	SIS	2036-2045	\$ 2,046,150	SIS	2036-2045	\$ 4,092,300	Unfunded	\$ 6,752,295	Partially Funded
MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	2.02	2U-4D	2031-2035	\$ 395,043	Other Arterial & Const	2031-2035	\$ 790,087	Other Arterial & Const	2036-2045	\$ 3,950,434	Unfunded	2036-2045	\$ 7,900,867	Unfunded	\$ 13,036,431	Partially Funded
PONCE DE LEON BLVD (US98/SR700)	LAKE LINDSEY RD	CITRUS WAY	2.16	4D-6D	2026-2030	\$ 207,343	Other Arterial & Const	2026-2030	\$ 414,686	Other Arterial & Const	2036-2045	\$ 2,073,432	Other Arterial & Const	2036-2045	\$ 4,146,864	Unfunded	\$ 6,842,326	Partially Funded
PONCE DE LEON BLVD (US98/SR700)	CITRUS WAY	LANDFILL RD	2.60	2U-4D	2026-2030	\$ 441,972	Other Arterial & Const	2026-2030	\$ 883,908	Other Arterial & Const	2036-2045	\$ 3,535,633	Other Arterial & Const	2036-2045	\$ 8,839,083	Unfunded	\$ 13,702,600	Partially Funded
I-75 (SR93)	PASCO C/L	SUMTER COUNTY LINE	7.83	Managed Lanes	2036-2045	\$ 52,527	SIS	2036-2045	\$ 8,146,000	SIS	2036-2045	\$ 21,092,450	Unfunded	2036-2045	\$ 21,295,308	Unfunded	TBD	Partially Funded

	County Facility
	State Facility

F 0K\$ t12:501 550\$21WY\$y0 9 9y0m2yY\$y01f (0mR0 LK1A\$ 2f 0K1a L12:501 1a 12yR\$R Other t12:501Y1H0 9y31ySS1y3 02a1 1a 1y0mR\$R 1y 0K\$ 55a1y LK1A\$ 2f 0K1a 0f0\$

Tier 5: 2045 Hernando County Unfunded Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
AERIAL WAY	CORPORATE BLVD	SPRING HILL DR	0.78	2U-4D	2036-2045	\$ 213,891	Unfunded	2036-2045	\$ 427,782	Unfunded	2036-2045	\$ 2,138,909	Unfunded	2036-2045	\$ 4,277,818	Unfunded	\$ 7,058,399	Unfunded
BOURASSA BLVD	US19 (SR55)	BLANKS ST	1.41	00-2U	2036-2045	\$ 352,213	Unfunded	2036-2045	\$ 704,427	Unfunded	2036-2045	\$ 3,522,133	Unfunded	2036-2045	\$ 7,044,265	Unfunded	\$ 11,623,038	Unfunded
BOURASSA BLVD	BLANKS ST	WEEPING WILLOW ST	1.01	00-2U	2036-2045	\$ 250,585	Unfunded	2036-2045	\$ 501,169	Unfunded	2036-2045	\$ 2,505,845	Unfunded	2036-2045	\$ 5,011,691	Unfunded	\$ 8,269,290	Unfunded
CHURCH RD	SPRING LAKE HWY	MYERS RD	2.10	2U-4D	2036-2045	\$ 300,102	Unfunded	2036-2045	\$ 600,203	Unfunded	2036-2045	\$ 3,001,017	Unfunded	2036-2045	\$ 6,002,033	Unfunded	\$ 9,903,355	Unfunded
CRUM RD	AYERS RD	POWELL RD	2.75	00-2U	2036-2045	\$ 684,748	Unfunded	2036-2045	\$ 1,369,497	Unfunded	2036-2045	\$ 6,847,484	Unfunded	2036-2045	\$ 13,694,968	Unfunded	\$ 22,596,698	Unfunded
ELWOOD RD	SWALLOW NEST	STERLING HILL	0.84	00-2U	2036-2045	\$ 209,983	Unfunded	2036-2045	\$ 419,966	Unfunded	2036-2045	\$ 2,099,829	Unfunded	2036-2045	\$ 4,199,657	Unfunded	\$ 6,929,435	Unfunded
EXILE RD	FLOCK AVE	FURLEY AVE	0.34	00-2U	2036-2045	\$ 85,438	Unfunded	2036-2045	\$ 170,876	Unfunded	2036-2045	\$ 854,379	Unfunded	2036-2045	\$ 1,708,757	Unfunded	\$ 2,819,450	Unfunded
EXILE RD EXT	FURLEY AVE	STAR RD	0.71	00-2U	2036-2045	\$ 176,356	Unfunded	2036-2045	\$ 352,711	Unfunded	2036-2045	\$ 1,763,557	Unfunded	2036-2045	\$ 3,527,114	Unfunded	\$ 5,819,739	Unfunded
EXILE RD EXT	STAR RD	BOURASSA BLVD	1.10	00-2U	2036-2045	\$ 274,746	Unfunded	2036-2045	\$ 549,493	Unfunded	2036-2045	\$ 2,747,463	Unfunded	2036-2045	\$ 5,494,925	Unfunded	\$ 9,066,627	Unfunded
EXILE RD EXT	BOURASSA BLVD	HEXAM RD	0.50	00-2U	2036-2045	\$ 123,300	Unfunded	2036-2045	\$ 246,599	Unfunded	2036-2045	\$ 1,232,996	Unfunded	2036-2045	\$ 2,465,991	Unfunded	\$ 4,068,885	Unfunded
FURLEY AVE	FULTON AVE	EXILE RD	0.46	00-2U	2036-2045	\$ 115,080	Unfunded	2036-2045	\$ 230,159	Unfunded	2036-2045	\$ 1,150,796	Unfunded	2036-2045	\$ 2,301,592	Unfunded	\$ 3,797,626	Unfunded
GOVERNOR BLVD	POWELL RD	JOHN MARTIN LN	1.45	00-2D	2036-2045	\$ 12,240	Unfunded	2036-2045	\$ 24,481	Unfunded	2036-2045	\$ 122,404	Unfunded	2036-2045	\$ 244,808	Unfunded	\$ 403,933	Unfunded
HEXAM RD	SUNSHINE GROVE RD	SUNSHINE GROVE RD (N)	0.13	2U-4D	2036-2045	\$ 18,032	Unfunded	2036-2045	\$ 36,064	Unfunded	2036-2045	\$ 180,319	Unfunded	2036-2045	\$ 360,637	Unfunded	\$ 595,051	Unfunded
HEXAM RD	SUNSHINE GROVE RD (N)	US19 (SR55)	3.16	2U-4D	2036-2045	\$ 861,293	Unfunded	2036-2045	\$ 1,722,585	Unfunded	2036-2045	\$ 8,612,927	Unfunded	2036-2045	\$ 17,225,855	Unfunded	\$ 28,422,660	Unfunded
HORSE LAKE RD	BROAD ST (US41/SR45)	WISCON RD	1.06	00-2U	2036-2045	\$ 265,032	Unfunded	2036-2045	\$ 530,064	Unfunded	2036-2045	\$ 2,650,318	Unfunded	2036-2045	\$ 5,300,635	Unfunded	\$ 8,746,048	Unfunded
HURRICANE DR	CENTRALIA RD	KNUCKEY RD	1.47	00-2U	2036-2045	\$ 365,415	Unfunded	2036-2045	\$ 730,830	Unfunded	2036-2045	\$ 3,654,150	Unfunded	2036-2045	\$ 7,308,301	Unfunded	\$ 12,058,696	Unfunded
KETTERING RD	POWERLINE RD	DASHBACH RD	0.99	2U-4D	2036-2045	\$ 141,679	Unfunded	2036-2045	\$ 283,358	Unfunded	2036-2045	\$ 1,416,789	Unfunded	2036-2045	\$ 2,833,578	Unfunded	\$ 4,675,404	Unfunded
LABRADOR DUCK RD	HEXAM RD	CENTRALIA RD	2.09	00-2U	2036-2045	\$ 519,353	Unfunded	2036-2045	\$ 1,038,705	Unfunded	2036-2045	\$ 5,193,527	Unfunded	2036-2045	\$ 10,387,053	Unfunded	\$ 17,138,637	Unfunded
LAKE DR	US 19	NIGHTWALKER RD	1.11	00-2U	2036-2045	\$ 275,244	Unfunded	2036-2045	\$ 550,489	Unfunded	2036-2045	\$ 2,752,445	Unfunded	2036-2045	\$ 5,504,889	Unfunded	\$ 9,083,067	Unfunded
LAKE DR	NIGHTWALKER RD	EXILE RD	0.97	00-2U	2036-2045	\$ 242,365	Unfunded	2036-2045	\$ 484,729	Unfunded	2036-2045	\$ 2,423,646	Unfunded	2036-2045	\$ 4,847,291	Unfunded	\$ 7,998,031	Unfunded
LOCKHART RD	MYERS RD	POWERLINE RD	1.52	2U-4D	2036-2045	\$ 218,100	Unfunded	2036-2045	\$ 436,199	Unfunded	2036-2045	\$ 2,180,996	Unfunded	2036-2045	\$ 4,361,993	Unfunded	\$ 7,197,288	Unfunded
LOCKHART RD	I-75 (SR93)	DASHBACH RD	1.00	2U-4D	2036-2045	\$ 142,681	Unfunded	2036-2045	\$ 285,361	Unfunded	2036-2045	\$ 1,426,807	Unfunded	2036-2045	\$ 2,853,613	Unfunded	\$ 4,708,462	Unfunded
MYERS RD	CHURCH RD	LOCKHART RD	1.14	2U-4D	2036-2045	\$ 163,432	Unfunded	2036-2045	\$ 326,863	Unfunded	2036-2045	\$ 1,634,316	Unfunded	2036-2045	\$ 3,268,632	Unfunded	\$ 5,393,243	Unfunded
NEW ROAD A	BROAD ST (US 41)	HORSE LAKE RD	0.58	00-2U	2036-2045	\$ 143,227	Unfunded	2036-2045	\$ 286,454	Unfunded	2036-2045	\$ 1,432,268	Unfunded	2036-2045	\$ 2,864,535	Unfunded	\$ 4,726,483	Unfunded

Tier 5: 2045 Hernando County Unfunded Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
SPRING LAKE HWY	PASCO COUNTY LINE	CHURCH RD	1.25	2U-4D	2036-2045	\$ 179,460	Unfunded	2036-2045	\$ 358,920	Unfunded	2036-2045	\$ 1,794,599	Unfunded	2036-2045	\$ 3,589,199	Unfunded	\$ 5,922,178	Unfunded
SPRING LAKE HWY	CHURCH RD	AYERS RD EXT	0.76	2U-4D	2036-2045	\$ 109,050	Unfunded	2036-2045	\$ 218,100	Unfunded	2036-2045	\$ 1,090,498	Unfunded	2036-2045	\$ 2,180,996	Unfunded	\$ 3,598,644	Unfunded
SPRING LAKE HWY	AYERS RD EXT	AYERS/HAYMAN RD	0.52	2U-4D	2036-2045	\$ 74,274	Unfunded	2036-2045	\$ 148,548	Unfunded	2036-2045	\$ 742,741	Unfunded	2036-2045	\$ 1,485,482	Unfunded	\$ 2,451,045	Unfunded
SPRING LAKE HWY	AYERS/HAYMAN RD	HICKORY HILL RD	0.51	2U-4D	2036-2045	\$ 73,129	Unfunded	2036-2045	\$ 146,258	Unfunded	2036-2045	\$ 731,292	Unfunded	2036-2045	\$ 1,462,584	Unfunded	\$ 2,413,264	Unfunded
SPRING LAKE HWY	HICKORY HILL RD	POWELL RD	0.75	2U-4D	2036-2045	\$ 107,762	Unfunded	2036-2045	\$ 215,524	Unfunded	2036-2045	\$ 1,077,618	Unfunded	2036-2045	\$ 2,155,237	Unfunded	\$ 3,556,140	Unfunded
SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	2.30	2U-4D	2036-2045	\$ 628,577	Unfunded	2036-2045	\$ 1,257,155	Unfunded	2036-2045	\$ 6,285,773	Unfunded	2036-2045	\$ 12,571,546	Unfunded	\$ 20,743,050	Unfunded
STERLING HILLS	LINDEN DR	ELWOOD RD	0.83	00-2U	2036-2045	\$ 206,496	Unfunded	2036-2045	\$ 412,991	Unfunded	2036-2045	\$ 2,064,956	Unfunded	2036-2045	\$ 4,129,912	Unfunded	\$ 6,814,355	Unfunded
SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	1.50	2U-4D	2036-2045	\$ 409,230	Unfunded	2036-2045	\$ 818,460	Unfunded	2036-2045	\$ 4,092,300	Unfunded	2036-2045	\$ 8,184,600	Unfunded	\$ 13,504,590	Unfunded
SUNSHINE GROVE RD EXT	CENTRALIA RD	QUIGLEY AVE	1.54	00-2U	2036-2045	\$ 383,848	Unfunded	2036-2045	\$ 767,695	Unfunded	2036-2045	\$ 3,838,477	Unfunded	2036-2045	\$ 7,676,954	Unfunded	\$ 12,666,974	Unfunded
SUNSHINE GROVE RD EXT	QUIGLEY AVE	VELVET SCOOTER AVE	1.61	00-2U	2036-2045	\$ 399,789	Unfunded	2036-2045	\$ 799,579	Unfunded	2036-2045	\$ 3,997,895	Unfunded	2036-2045	\$ 7,995,789	Unfunded	\$ 13,193,052	Unfunded
YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	HOWELL AV	1.44	2U-4D	2036-2045	\$ 391,770	Unfunded	2036-2045	\$ 783,539	Unfunded	2036-2045	\$ 3,917,695	Unfunded	2036-2045	\$ 7,835,390	Unfunded	\$ 12,928,394	Unfunded
BROAD ST (US41/SR45)	BENTON AVE	OLD HOSPITAL DR	0.20	2U-2D	2036-2045	\$ 1,651	Unfunded	2036-2045	\$ 3,301	Unfunded	2036-2045	\$ 16,507	Unfunded	2036-2045	\$ 33,014	Unfunded	\$ 54,472	Unfunded
BROAD ST (US41/SR45)	OLD HOSPITAL DR	MILDRED AVE	0.05	2U-2D	2036-2045	\$ 423	Unfunded	2036-2045	\$ 847	Unfunded	2036-2045	\$ 4,233	Unfunded	2036-2045	\$ 8,465	Unfunded	\$ 13,967	Unfunded
BROAD ST (US41/SR45)	N OF OAK ST	CROOM RD	0.39	2U-4D	2036-2045	\$ 223,458	Unfunded	2036-2045	\$ 446,916	Unfunded	2036-2045	\$ 2,234,579	Unfunded	2036-2045	\$ 4,469,157	Unfunded	\$ 7,374,109	Unfunded
BROAD ST (US41/SR45)	CROOM RD	CHATFIELD DR	0.31	2U-4D	2036-2045	\$ 179,927	Unfunded	2036-2045	\$ 359,854	Unfunded	2036-2045	\$ 1,799,271	Unfunded	2036-2045	\$ 3,598,542	Unfunded	\$ 5,937,594	Unfunded
BROAD ST (US41/SR45)	CHATFIELD DR	YONTZ RD	0.26	2U-4D	2036-2045	\$ 151,487	Unfunded	2036-2045	\$ 302,974	Unfunded	2036-2045	\$ 1,514,870	Unfunded	2036-2045	\$ 3,029,740	Unfunded	\$ 4,999,071	Unfunded
BROAD ST (US41/SR45)	YONTZ RD	HOWELL AVE	0.20	2U-4D	2036-2045	\$ 117,243	Unfunded	2036-2045	\$ 234,486	Unfunded	2036-2045	\$ 1,172,428	Unfunded	2036-2045	\$ 2,344,856	Unfunded	\$ 3,869,013	Unfunded
BROAD ST (US41/SR45)	HOWELL AVE	URBAN BOUNDARY	0.92	2U-4D	2036-2045	\$ 532,236	Unfunded	2036-2045	\$ 1,064,472	Unfunded	2036-2045	\$ 5,322,360	Unfunded	2036-2045	\$ 10,644,719	Unfunded	\$ 17,563,787	Unfunded
BROAD ST (US41/SR45)	URBAN BOUNDARY	SNOW MEMORIAL HWY	1.28	2U-4D	2036-2045	\$ 741,184	Unfunded	2036-2045	\$ 1,482,367	Unfunded	2036-2045	\$ 7,411,836	Unfunded	2036-2045	\$ 14,823,671	Unfunded	\$ 24,459,058	Unfunded
JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	1.45	00-2D	2036-2045	\$ 360,931	Unfunded	2036-2045	\$ 721,863	Unfunded	2036-2045	\$ 3,609,314	Unfunded	2036-2045	\$ 7,218,628	Unfunded	\$ 11,910,737	Unfunded
JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	1.45	00-2D	2036-2045	\$ 360,931	Unfunded	2036-2045	\$ 721,863	Unfunded	2036-2045	\$ 3,609,314	Unfunded	2036-2045	\$ 7,218,628	Unfunded	\$ 11,910,737	Unfunded

	County Facility
	State Facility

Tier 2 + 3: Citrus County Cost Feasible Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
CR 491 (LECANTO HWY)	LEISURE BLVD	G. CLEVELAND BLVD, W	0.40	2D-4D	2025	\$ 109,128	County	2026-2030	\$ 218,256	County	2026-2030	\$ 1,091,280	County	2026-2030	\$ 2,182,560	County	\$ 3,601,224	Fully Funded
CR 491 (LECANTO HWY)	PINE RIDGE BLVD, W	FOREST RIDGE BLVD, N	0.37	2U-4D	2026-2030	\$ 100,671	County	2026-2030	\$ 201,341	County	2026-2030	\$ 1,006,706	County	2031-2035	\$ 2,013,412	County	\$ 3,322,129	Fully Funded
CR 491 (LECANTO HWY)	FOREST RIDGE BLVD, N	DELTONA BLVD, N	1.76	2U-4D	2025	\$ 480,436	County	2026-2030	\$ 960,872	County	2031-2035	\$ 4,804,360	County	2036-2045	\$ 9,608,720	County	\$ 15,854,389	Fully Funded
CR 491 (LECANTO HWY)	DELTONA BLVD, N	US 41, N	1.36	2U-4D	2025	\$ 370,490	County	2026-2030	\$ 740,979	County	2026-2030	\$ 3,704,896	County	2031-2035	\$ 7,409,791	County	\$ 12,226,155	Fully Funded
CROFT AVE	STEVENS ST, E	HAYES RD	0.70	2U-4D	2031-2035	\$ 6,575	County	2031-2035	\$ 381,948	County	2036-2045	\$ 1,909,740	County	2036-2045	\$ 3,819,480	County	\$ 6,117,743	Fully Funded
LEISURE BLVD	WHIPPOORWILL ST, W	CR 491, S	0.31	00-2U	2025	\$ 76,222	County	2026-2030	\$ 152,443	County	2026-2030	\$ 762,215	County	2031-2035	\$ 1,524,431	County	\$ 2,515,311	Fully Funded
WATSON ST	APOPKA AVE	US 41	0.96	00-2U	2031-2035	\$ 238,728	County	2031-2035	\$ 477,456	County	2036-2045	\$ 2,387,279	County	2036-2045	\$ 4,774,557	county	\$ 7,878,019	Fully Funded
SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	1.06	2U-4D	2025	\$ 617,556	Other Arterial & Const	2026-2030	\$ 1,235,112	Other Arterial & Const	2031-2035	\$ 6,175,562	Other Arterial & Const	2036-2045	\$ 12,351,125	Other Arterial & Const	\$ 20,379,356	Partially Funded
US 41 (FLORIDA AVE)	WITHLACOOCHEE TRAIL BRIDGE	LIVE OAK LN	0.90	2U-4D	< 2025	\$ 341,281	Other Arterial &	< 2025	\$ 1,044,738	Other Arterial &	< 2025	\$ 5,223,690	Other Arterial &	2026-2030	\$ 10,447,380	Other Arterial &	\$ 17,057,089	Fully Funded
US 41 (FLORIDA AVE)	LIVE OAK LN	ARLINGTON ST, E	0.90	2U-4D	< 2025	\$ 376,918	Other Arterial &	< 2025	\$ 1,044,738	Other Arterial &	2025	\$ 5,223,690	Other Arterial &	2026-2030	\$ 10,447,380	Other Arterial &	\$ 17,092,726	Fully Funded
US 41 (FLORIDA AVE)	ARLINGTON ST, E	SR 200, N	3.80	2U-4D	< 2025	\$ 188,691	Other Arterial &	< 2025	\$ 4,411,116	Other Arterial &	2031-2035	\$ 22,055,580	Other Arterial &	2036-2045	\$ 44,111,160	Other Arterial &	\$ 70,766,547	Fully Funded

	County Facility
	State Facility

Tier 4: 2045 Citrus County Illustrative Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
CR 490 (HOMOSASSA TRAIL)	US 19, S	CANADIAN WAY, S	0.52	2U-4D	2025	\$ 142,412	County	2026-2030	\$ 284,824	County	2031-2035	\$ 1,424,120	County	2036-2045	\$ 2,848,241	Unfunded	\$ 4,699,597	Partially Funded
CR 490 (HOMOSASSA TRAIL)	CANADIAN WAY, S	ROCK CRUSHER RD, S	3.09	2U-4D	2025	\$ 841,650	County	2026-2030	\$ 1,683,299	County	2036-2045	\$ 6,733,198	Unfunded	2036-2045	\$ 16,832,994	Unfunded	\$ 26,091,141	Partially Funded
CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	0.50	2U-4D	2036-2045	\$ 137,501	Unfunded	2036-2045	\$ 275,003	Unfunded	2026-2030	\$ 1,375,013	County	2036-2045	\$ 2,750,026	Unfunded	\$ 4,537,542	Partially Funded
CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44, W	2.08	2U-4D	2036-2045	\$ 566,647	Unfunded	2036-2045	\$ 1,133,294	Unfunded	2036-2045	\$ 5,666,471	Unfunded	2036-2045	\$ 11,332,943	Unfunded	\$ 18,699,356	Partially Funded
CR 490A (GROVER CLEVELAND BLVD)	US 19, S	CLARIDGE AVE, S	2.60	2U-4D	2036-2045	\$ 709,878	Unfunded	2036-2045	\$ 1,419,755	Unfunded	2036-2045	\$ 5,679,021	Unfunded	2036-2045	\$ 14,197,553	Unfunded	\$ 22,006,207	Partially Funded
CR 490A (GROVER CLEVELAND BLVD)	CLARIDGE AVE, S	CORBETT AVE, S	1.50	2U-4D	2036-2045	\$ 407,866	Unfunded	2036-2045	\$ 815,732	Unfunded	2036-2045	\$ 3,262,927	Unfunded	2036-2045	\$ 8,157,318	Unfunded	\$ 12,643,843	Partially Funded
CR 490A (GROVER CLEVELAND BLVD)	CORBETT AVE, S	CR 491, S	1.29	2U-4D	2036-2045	\$ 350,847	Unfunded	2036-2045	\$ 701,693	Unfunded	2036-2045	\$ 2,806,772	Unfunded	2036-2045	\$ 7,016,930	Unfunded	\$ 10,876,242	Partially Funded
CR 491 (LECANTO HWY)	W AUDUBON PARK PATH	HORACE ALLEN ST, W	1.35	2D-4D	2036-2045	\$ 366,943	Unfunded	2036-2045	\$ 733,886	Unfunded	2036-2045	\$ 3,669,429	Unfunded	2036-2045	\$ 7,338,858	Unfunded	\$ 12,109,116	Partially Funded
CR 491 (LECANTO HWY)	US 41, N	TRAM RD, N	1.73	2U-4D	2031-2035	\$ 471,706	County	2031-2035	\$ 943,412	County	2036-2045	\$ 3,773,646	County	2036-2045	\$ 9,434,116	Unfunded	\$ 14,622,879	Partially Funded
CR 491 (LECANTO HWY)	TRAM RD, N	SR 200, N	1.77	2U-4D	2031-2035	\$ 483,710	County	2036-2045	\$ 967,420	County	2036-2045	\$ 3,869,679	County	2036-2045	\$ 9,674,197	Unfunded	\$ 14,995,006	Partially Funded
CROFT AVE	SR 44, E	STEVENS ST, E	1.79	2U-4D	2026-2030	\$ 488,484	County	2026-2030	\$ 976,968	County	2031-2035	\$ 4,884,842	County	2031-2035	\$ 9,769,684	Unfunded	\$ 16,119,979	Partially Funded
LEISURE BLVD	CARDINAL ST	WHIPPOORWILL ST, W	2.15	00-2U	2036-2045	\$ 535,070	Unfunded	2036-2045	\$ 1,070,140	Unfunded	2036-2045	\$ 4,280,562	Unfunded	2036-2045	\$ 10,701,405	Unfunded	\$ 16,587,177	Partially Funded
SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	4.29	2U-4D	2026-2030	\$ 2,491,120	Other Arterial & Const	2026-2030	\$ 4,982,239	Other Arterial & Const	2031-2035	\$ 24,911,197	Other Arterial & Const	2036-2045	\$ 49,822,394	Unfunded	\$ 82,206,951	Partially Funded
SR 200 (CARL G ROSE HWY)	CR 491, N	CR 39, E	1.07	2U-4D	2025	\$ 229,871	Other Arterial & Const	2025	\$ 459,743	Other Arterial & Const	2036-2045	\$ 2,298,715	unfunded	2036-2045	\$ 4,597,430	Unfunded	\$ 7,585,759	Partially Funded
SR 200 (CARL G ROSE HWY)	CR 39, E	MARION COUNTY LINE	0.18	2U-4D	2025	\$ 38,384	Other Arterial & Const	2025	\$ 76,768	Other Arterial & Const	2036-2045	\$ 383,838	unfunded	2036-2045	\$ 767,676	Unfunded	\$ 1,266,665	Partially Funded
US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	GREEN ACRES ST, W	1.40	4D-6D	2025	\$ 2,342,585	SIS	2025	\$ 1,400,000	SIS	2026-2030	\$ 2,205,929	Unfunded	2036-2045	\$ 4,411,857	Unfunded	\$ 7,279,564	Partially Funded

	County Facility
	State Facility

Tier 5: 2045 Citrus County Unfunded Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
ANTHONY AVE	CR 486	OVERDRIVE CIR	2.72	00-2U	2036-2045	\$ 676,279	Unfunded	2036-2045	\$ 1,352,559	Unfunded	2036-2045	\$ 5,410,235	Unfunded	2036-2045	\$ 13,525,587	Unfunded	\$ 20,964,660	Unfunded
ANTHONY AVE	OVERDRIVE CIR	CR 491	0.91	00-2U	2036-2045	\$ 227,419	Unfunded	2036-2045	\$ 454,838	Unfunded	2036-2045	\$ 1,819,353	Unfunded	2036-2045	\$ 4,548,383	Unfunded	\$ 7,049,994	Unfunded
CARDINAL ST	US 19, S	GROSS AVE, S	1.00	2U-4D	2036-2045	\$ 272,820	Unfunded	2036-2045	\$ 545,640	Unfunded	2036-2045	\$ 2,182,560	Unfunded	2036-2045	\$ 5,456,400	Unfunded	\$ 8,457,420	Unfunded
CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	2.24	2U-4D	2036-2045	\$ 610,517	Unfunded	2036-2045	\$ 1,221,033	Unfunded	2036-2045	\$ 4,884,133	Unfunded	2036-2045	\$ 12,210,332	Unfunded	\$ 18,926,014	Unfunded
CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	2.91	2U-4D	2036-2045	\$ 794,506	Unfunded	2036-2045	\$ 1,589,013	Unfunded	2036-2045	\$ 6,356,051	Unfunded	2036-2045	\$ 15,890,128	Unfunded	\$ 24,629,699	Unfunded
COUNTRY OAKS TER	S.R. 44	C.R. 486	2.80	00-2U	2036-2045	\$ 698,448	Unfunded	2036-2045	\$ 1,396,897	Unfunded	2036-2045	\$ 5,587,587	Unfunded	2036-2045	\$ 13,968,967	Unfunded	\$ 21,651,899	Unfunded
CR 581 EXTENSION	SR 44	FOREST DR	0.43	2U-4D	2036-2045	\$ 116,767	Unfunded	2036-2045	\$ 233,534	Unfunded	2036-2045	\$ 934,136	Unfunded	2036-2045	\$ 2,335,339	Unfunded	\$ 3,619,776	Unfunded
CR 581 EXTENSION	FOREST DR	US 41	1.39	00-4D	2036-2045	\$ 515,809	Unfunded	2036-2045	\$ 1,031,617	Unfunded	2036-2045	\$ 4,126,469	Unfunded	2036-2045	\$ 10,316,173	Unfunded	\$ 15,990,067	Unfunded
CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	1.37	2U-4D	2036-2045	\$ 374,309	Unfunded	2036-2045	\$ 748,618	Unfunded	2036-2045	\$ 2,994,472	Unfunded	2036-2045	\$ 7,486,181	Unfunded	\$ 11,603,580	Unfunded
CRYSTAL OAKS DR	URBAN BOUNDARY	SR 44, W	0.39	2U-4D	2036-2045	\$ 105,854	Unfunded	2036-2045	\$ 211,708	Unfunded	2036-2045	\$ 846,833	Unfunded	2036-2045	\$ 2,117,083	Unfunded	\$ 3,281,479	Unfunded
DUNKLIN ST	CR 495, N	HUSKY AV,E, N	2.98	2U-4D	2036-2045	\$ 426,038	Unfunded	2036-2045	\$ 852,077	Unfunded	2036-2045	\$ 3,408,308	Unfunded	2036-2045	\$ 8,520,769	Unfunded	\$ 13,207,193	Unfunded
DUNKLIN ST	HUSKY AV,E, N	CITRUS SPRINGS BLVD	1.12	2U-4D	2036-2045	\$ 159,854	Unfunded	2036-2045	\$ 319,708	Unfunded	2036-2045	\$ 1,278,831	Unfunded	2036-2045	\$ 3,197,077	Unfunded	\$ 4,955,470	Unfunded
EMERALD OAKS DR	CR 495	HAZELWOOD DR	4.67	00-2U	2036-2045	\$ 513,860	Unfunded	2036-2045	\$ 1,027,720	Unfunded	2036-2045	\$ 4,110,880	Unfunded	2036-2045	\$ 10,277,201	Unfunded	\$ 15,929,661	Unfunded
HORACE ALLEN ST	MAYLEN AVE, S	CR 491	1.02	00-2U	2036-2045	\$ 112,197	Unfunded	2036-2045	\$ 224,394	Unfunded	2036-2045	\$ 897,576	Unfunded	2036-2045	\$ 2,243,940	Unfunded	\$ 3,478,107	Unfunded
HOSKINS LN	CR 490 (HOMOSASSA TRAIL)	CR 491 (LECANTO HWY)	2.31	00-2U	2036-2045	\$ 574,152	Unfunded	2036-2045	\$ 1,148,305	Unfunded	2036-2045	\$ 4,593,220	Unfunded	2036-2045	\$ 11,483,049	Unfunded	\$ 17,798,726	Unfunded
LEE ANN LN	S.R. 44	C.R. 491	1.14	00-2U	2036-2045	\$ 282,966	Unfunded	2036-2045	\$ 565,932	Unfunded	2036-2045	\$ 2,263,730	Unfunded	2036-2045	\$ 5,659,325	Unfunded	\$ 8,771,953	Unfunded
MAYLEN AVE	LEE ANN LN	C.R. 486	2.07	00-2U	2036-2045	\$ 227,367	Unfunded	2036-2045	\$ 454,734	Unfunded	2036-2045	\$ 1,818,935	Unfunded	2036-2045	\$ 4,547,337	Unfunded	\$ 7,048,372	Unfunded
OVERDRIVE CIR	ANTHONY AVE	US 41	1.70	00-2U	2036-2045	\$ 422,208	Unfunded	2036-2045	\$ 844,415	Unfunded	2036-2045	\$ 3,377,660	Unfunded	2036-2045	\$ 8,444,151	Unfunded	\$ 13,088,434	Unfunded
PINE RIDGE BLVD	MUSTANG BLVD, W	CR 486, W	1.04	2U-4D	2036-2045	\$ 284,551	Unfunded	2036-2045	\$ 569,103	Unfunded	2036-2045	\$ 2,276,410	Unfunded	2036-2045	\$ 5,691,025	Unfunded	\$ 8,821,089	Unfunded
ROCK CRUSHER EXTENSION	CARDINAL ST	GROVER CLEVELAND BLVD	2.76	00-2U	2036-2045	\$ 688,485	Unfunded	2036-2045	\$ 1,376,970	Unfunded	2036-2045	\$ 5,507,878	Unfunded	2036-2045	\$ 13,769,695	Unfunded	\$ 21,343,028	Unfunded
ROCK CRUSHER EXTENSION	GROVER CLEVELAND BLVD	CR 490	1.50	00-2U	2036-2045	\$ 373,884	Unfunded	2036-2045	\$ 747,768	Unfunded	2036-2045	\$ 2,991,073	Unfunded	2036-2045	\$ 7,477,682	Unfunded	\$ 11,590,407	Unfunded
S LINE RD	S.R. 44	SOUTHERN ST	0.27	00-2U	2036-2045	\$ 67,752	Unfunded	2036-2045	\$ 135,505	Unfunded	2036-2045	\$ 542,020	Unfunded	2036-2045	\$ 1,355,050	Unfunded	\$ 2,100,327	Unfunded

Tier 5: 2045 Citrus County Unfunded Projects Present Day Costs (PDC)

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
SANCTION RD	C.R. 491	MAYLEN AVE	1.00	00-2U	2036-2045	\$ 249,090	Unfunded	2036-2045	\$ 498,180	Unfunded	2036-2045	\$ 1,992,720	Unfunded	2036-2045	\$ 4,981,800	Unfunded	\$ 7,721,790	Unfunded
SOUTHERN ST	S.R. 44	S LINE RD	0.92	00-2U	2036-2045	\$ 228,665	Unfunded	2036-2045	\$ 457,329	Unfunded	2036-2045	\$ 1,829,317	Unfunded	2036-2045	\$ 4,573,292	Unfunded	\$ 7,088,603	Unfunded
SR 44 (GULF TO LAKE HWY)	CROFT AVE, S	INDEPENDENCE HWY	1.40	4D-6D	2036-2045	\$ 328,548	Unfunded	2036-2045	\$ 657,095	Unfunded	2036-2045	\$ 3,285,475	Unfunded	2036-2045	\$ 6,570,951	Unfunded	\$ 10,842,068	Unfunded
SR 44 (GULF TO LAKE HWY)	US 41	CR 470, E	3.50	4D-6D	2036-2045	\$ 819,378	Unfunded	2036-2045	\$ 1,638,757	Unfunded	2036-2045	\$ 8,193,783	Unfunded	2036-2045	\$ 16,387,567	Unfunded	\$ 27,039,485	Unfunded
SR 44 (GULF TO LAKE HWY)	CR 470, E	SHAD TERR, S	0.65	4D-6D	2036-2045	\$ 151,745	Unfunded	2036-2045	\$ 303,491	Unfunded	2036-2045	\$ 1,517,454	Unfunded	2036-2045	\$ 3,034,908	Unfunded	\$ 5,007,598	Unfunded
SR 44 (GULF TO LAKE HWY)	SHAD TERR, S	LITTLE JOHN AVE, S	1.18	4D-6D	2036-2045	\$ 277,263	Unfunded	2036-2045	\$ 554,526	Unfunded	2036-2045	\$ 2,772,632	Unfunded	2036-2045	\$ 5,545,264	Unfunded	\$ 9,149,686	Unfunded
SR 44 (GULF TO LAKE HWY)	LITTLE JOHN AVE, S	SUMTER COUNTY LINE	1.43	4D-6D	2036-2045	\$ 186,124	Unfunded	2036-2045	\$ 372,248	Unfunded	2036-2045	\$ 1,861,242	Unfunded	2036-2045	\$ 3,722,484	Unfunded	\$ 6,142,099	Unfunded
SR 44 (GULF TO LAKE HWY)	CR 490, W	CR 491, N	0.49	4D-6D	2036-2045	\$ 115,682	Unfunded	2036-2045	\$ 231,365	Unfunded	2036-2045	\$ 1,156,825	Unfunded	2036-2045	\$ 2,313,649	Unfunded	\$ 3,817,521	Unfunded
SR 44 (GULF TO LAKE HWY)	CR 491, N	COUNTY LANDFILL	2.97	4D-6D	2036-2045	\$ 696,202	Unfunded	2036-2045	\$ 1,392,405	Unfunded	2036-2045	\$ 6,962,023	Unfunded	2036-2045	\$ 13,924,046	Unfunded	\$ 22,974,675	Unfunded
SR 44 (GULF TO LAKE HWY)	CRYSTAL OAKS	SUNCOAST PKWY	0.13	4D-6D	2036-2045	\$ 31,145	Unfunded	2036-2045	\$ 62,291	Unfunded	2036-2045	\$ 311,453	Unfunded	2036-2045	\$ 622,906	Unfunded	\$ 1,027,794	Unfunded
SR 44 (GULF TO LAKE HWY)	SUNCOAST PKWY	CR 490, W	1.23	4D-6D	2036-2045	\$ 287,099	Unfunded	2036-2045	\$ 574,197	Unfunded	2036-2045	\$ 2,870,986	Unfunded	2036-2045	\$ 5,741,971	Unfunded	\$ 9,474,252	Unfunded
SR 44 (GULF TO LAKE HWY)	COUNTY LANDFILL	KENSINGTON AVE, S	1.23	4D-6D	2036-2045	\$ 288,738	Unfunded	2036-2045	\$ 577,476	Unfunded	2036-2045	\$ 2,887,378	Unfunded	2036-2045	\$ 5,774,756	Unfunded	\$ 9,528,347	Unfunded
SR 44 (GULF TO LAKE HWY)	KENSINGTON AVE, S	CROFT AVE, S	2.04	4D-6D	2036-2045	\$ 478,654	Unfunded	2036-2045	\$ 957,307	Unfunded	2036-2045	\$ 4,786,537	Unfunded	2036-2045	\$ 9,573,074	Unfunded	\$ 15,795,572	Unfunded
SR 44 (MAIN ST)	INDEPENDENCE HWY	CR 581, S	0.94	4D-6D	2036-2045	\$ 220,593	Unfunded	2036-2045	\$ 441,186	Unfunded	2036-2045	\$ 2,205,929	Unfunded	2036-2045	\$ 4,411,857	Unfunded	\$ 7,279,564	Unfunded
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, N	CR 39	1.25	2U-4D	2036-2045	\$ 726,673	Unfunded	2036-2045	\$ 1,453,347	Unfunded	2036-2045	\$ 7,266,733	Unfunded	2036-2045	\$ 14,533,466	Unfunded	\$ 23,980,220	Unfunded
US 41 (FLORIDA AVE)	CR 39	CR 488, W	1.03	2U-4D	2036-2045	\$ 599,331	Unfunded	2036-2045	\$ 1,198,663	Unfunded	2036-2045	\$ 5,993,314	Unfunded	2036-2045	\$ 11,986,627	Unfunded	\$ 19,777,935	Unfunded
US 41 (FLORIDA AVE)	COUNTRY CLUB BLVD, W	CITRUS SPRINGS BLVD, N	1.18	2U-4D	2036-2045	\$ 682,272	Unfunded	2036-2045	\$ 1,364,544	Unfunded	2036-2045	\$ 6,822,720	Unfunded	2036-2045	\$ 13,645,439	Unfunded	\$ 22,514,975	Unfunded
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	COUNTRY CLUB BLVD, W	1.60	2U-4D	2036-2045	\$ 927,263	Unfunded	2036-2045	\$ 1,854,526	Unfunded	2036-2045	\$ 9,272,630	Unfunded	2036-2045	\$ 18,545,260	Unfunded	\$ 30,599,680	Unfunded
US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	1.04	2U-4D	2036-2045	\$ 602,814	Unfunded	2036-2045	\$ 1,205,628	Unfunded	2036-2045	\$ 6,028,138	Unfunded	2036-2045	\$ 12,056,277	Unfunded	\$ 19,892,856	Unfunded
US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	5.26	2U-4D	2036-2045	\$ 3,053,653	Unfunded	2036-2045	\$ 6,107,306	Unfunded	2036-2045	\$ 30,536,531	Unfunded	2036-2045	\$ 61,073,062	Unfunded	\$ 100,770,552	Unfunded

	County Facility
	State Facility

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Appendix

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2045 LRTP ROADWAY PROJECTS AND COSTS YOE (2025-2045)

2045 LRTP Roadway Projects and Costs - Year of Expenditure (YOE)

Abbreviation Definitions

Abbreviation	Meaning
00	No Existing/Substandard Road
2U	2 Lane Undivided Road
4U	4 Lane Undivided Road
4D	4 Lane Divided Road
6D	6 Lane Divided Road
CR	County Road
SR	State Road
US	US Road
PE	Preliminary Engineering
ROW	Right of Way
CST	Construction
PDV	Present Day Value
YOE	Year of Expenditure
SIS	Strategic Intermodal System

Tier 2 + 3: 2045 Hernando County Cost Feasible Priority Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
BARCLAY RD	ELGIN BLVD	SAN ANTONIO RD	1.03	2U-4D	2025	\$ 334,395	County	2026-2030	\$ 741,852	County	2026-2030	\$ 2,967,409	County	2031-2035	\$ 8,711,143	County	\$ 12,754,799	Fully Funded
BARCLAY RD	SAN ANTONIO RD	LUCKY LN	1.62	2U-4D	< 2025	Complete	County	< 2025	Committed	County	2025	\$ 4,207,539	County	2026-2030	\$ 11,667,966	County	\$ 15,875,505	Fully Funded
BARCLAY RD	LUCKY LN	CORTEZ BLVD (SR50)	0.28	2U-4D	2025	\$ 89,551	County	2026-2030	\$ 198,668	County	2026-2030	\$ 794,672	County	2031-2035	\$ 2,332,844	County	\$ 3,415,735	Fully Funded
CALIFORNIA ST	CORTEZ BLVD (SR50)	SAM C	0.51	00-2U	2026-2030	\$ 166,701	County	2026-2030	\$ 333,402	County	2036-2045	\$ 2,071,134	County	2036-2045	\$ 5,177,834	County	\$ 7,749,070	Fully Funded
COUNTY LINE RD	EAST RD	MARINER BLVD	2.70	2U-4D	2036-2045	\$ 2,922,480	County	2036-2045	IN PE	Pasco County	2036-2045	\$ 18,279,030	Pasco County	2036-2045	\$ 44,960,190	Pasco County / TRIP	\$ 66,161,700	Fully Funded
DELTONA BLVD	NORTHCLIFFE BLVD	ELGIN BLVD	0.95	2U-4D	2026-2030	\$ 342,995	County	2026-2030	\$ 685,989	County	2026-2030	\$ 2,743,957	County	2036-2045	\$ 10,653,621	County	\$ 14,426,562	Fully Funded
DELTONA BLVD	ELGIN BLVD	CORTEZ BLVD (SR50)	0.53	2U-4D	2026-2030	\$ 191,902	County	2026-2030	\$ 383,805	County	2026-2030	\$ 1,535,219	County	2036-2045	\$ 5,960,604	County	\$ 8,071,531	Fully Funded
DOWNY WOODPECKER RD	THRASHER AVE	VELVET SCOOTER AVE	0.09	00-2U	2026-2030	\$ 28,319	County	2026-2030	\$ 56,638	County	2026-2030	\$ 226,550	Acquired	2036-2045	\$ 879,599	County	\$ 1,191,105	Fully Funded
EMERSON RD	JEFFERSON ST (SR50)	MONDON HILL RD	0.78	00-2U	2026-2030	\$ 254,819	Other Arterial & Const	2026-2030	\$ 509,638	Other Arterial & Const	2026-2030	\$ 2,038,553	Other Arterial & Const	2026-2030	\$ 5,096,381	Other Arterial & Const	\$ 7,899,391	Fully Funded
EMERSON RD	MONDON HILL RD	BROAD ST	0.56	00-2U	2026-2030	\$ 185,443	Other Arterial & Const	2026-2030	\$ 370,885	Other Arterial & Const	2026-2030	\$ 1,483,540	Other Arterial & Const	2026-2030	\$ 3,708,850	Other Arterial & Const	\$ 5,748,718	Fully Funded
SUNSHINE GROVE RD EXT	VELVET SCOOTER AVE	SUNSHINE GROVE RD EXT	0.38	00-2U	2026-2030	\$ 126,193	County	2026-2030	\$ 252,385	County	2031-2035	\$ 1,185,446	Acquired	2031-2035	\$ 2,963,615	County	\$ 4,527,639	Fully Funded
SUNSHINE GROVE RD EXT	SUNSHINE GROVE RD EXT	N SUNCOAST PKWY (SR589)	0.35	00-2U	2026-2030	\$ 113,753	County	2026-2030	\$ 227,506	County	2031-2035	\$ 1,068,588	Acquired	2031-2035	\$ 2,671,469	County	\$ 4,081,315	Fully Funded
CORTEZ BLVD (SR50 EB FRONTAGE)	HIGHPOINT BLVD	MARINER BLVD	0.99	00-2U	2025	\$ 292,520	County	2026-2030	\$ 648,952	County	2026-2030	\$ 2,595,809	County	2036-2045	\$ 10,078,424	County	\$ 13,615,705	Fully Funded
CORTEZ BLVD (SR50 WB FRONTAGE)	MARINER BLVD	HIGHPOINT BLVD	0.99	00-2U	2025	\$ 292,520	County	2026-2030	\$ 648,952	County	2026-2030	\$ 2,595,809	County	2036-2045	\$ 10,078,424	County	\$ 13,615,705	Fully Funded
POWELL RD	BARCLAY AVE	CALIFORNIA ST	1.67	2U-4D	2036-2045	\$ 932,723	County	2036-2045	\$ 1,865,584	County	2036-2045	\$ 7,462,334	County	2036-2045	\$ 18,655,836	Split	\$ 28,916,477	Fully Funded
															\$ 3,731,167	County		
															\$ 14,924,669	Other Arterial & Const		
Congestion Management Plan 2025														2025	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2030														2026-2030	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2035														2031-2035	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2040														2036-2045	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded
Congestion Management Plan 2045														2036-2045	\$ 2,500,000	Other Arterial & Const	\$ 2,500,000	Fully Funded

Tier 2 + 3: 2045 Hernando County Cost Feasible Priority Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
BROAD ST (US41/SR45)	COUNTY LINE RD	AYERS RD	1.37	2U-4D	2025	\$ 946,933	Other Arterial & Const	2026-2030	\$ 2,100,759	Other Arterial & Const	2026-2030	\$ 10,503,796	Other Arterial & Const	2031-2035	\$ 24,668,005	Other Arterial & Const	\$ 38,219,494	Fully Funded
BROAD ST (US41/SR45)	SPRING HILL DR	POWELL RD	0.86	4D-6D	2025	\$ 238,313	Other Arterial & Const	2026-2030	\$ 528,694	Other Arterial & Const	2026-2030	\$ 2,643,468	Other Arterial & Const	2031-2035	\$ 6,208,144	Other Arterial & Const	\$ 9,618,618	Fully Funded
COBB RD (US98)	CORTEZ BLVD (SR50)	FORT DADE AVE	0.26	2U-4D	2026-2030	\$ 44,444	Other Arterial & Const	2026-2030	\$ 88,872	Other Arterial & Const	2026-2030	\$ 355,487	Other Arterial & Const	2031-2035	\$ 1,043,569	Other Arterial & Const	\$ 1,532,372	Fully Funded
COBB RD (US98)	FORT DADE AVE	YONTZ RD	1.50	2U-4D	2026-2030	\$ 541,224	Other Arterial & Const	2026-2030	\$ 1,082,528	Other Arterial & Const	2026-2030	\$ 4,330,112	Other Arterial & Const	2031-2035	\$ 12,711,502	Other Arterial & Const	\$ 18,665,366	Fully Funded
COBB RD (US98)	YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	2.72	2U-4D	2026-2030	\$ 980,902	Other Arterial & Const	2026-2030	\$ 1,961,947	Other Arterial & Const	2031-2035	\$ 9,215,205	Other Arterial & Const	2036-2045	\$ 30,469,629	Other Arterial & Const	\$ 42,627,682	Fully Funded
CORTEZ BLVD (SR50)	TREIMAN BLVD (US301/SR35)	SUMTER COUNTY LINE	5.01	2U-4D	2025	Complete	SIS	2025	Complete	SIS	2025	Complete	SIS	2026-2030	\$ 74,178,256	SIS	\$ 10,289,000	Fully Funded
CORTEZ BLVD (SR50)	N SUNCOAST PKWY (SR589)	COBB RD	3.98	4D-6D	2031-2035	\$ 4,600,000	SIS	2036-2045	IN PE	SIS	2036-2045	\$ 19,500,000	SIS	2036-2045	\$ 29,220,000	SIS	\$ 53,320,000	Fully Funded
PONCE DE LEON BLVD (US98/SR700)	BROAD ST (US41/SR45)	JEFFERSON ST (SR50A)	0.36	2U-4D	2026-2030	\$ 272,746	Other Arterial & Const	2026-2030	\$ 545,493	Other Arterial & Const	2026-2030	\$ 2,727,463	Other Arterial & Const	2031-2035	\$ 6,405,405	Other Arterial & Const	\$ 9,951,106	Fully Funded
PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	2.54	2U-4D	2031-2035	\$ 2,288,673	Other Arterial & Const	2031-2035	\$ 4,577,345	Other Arterial & Const	2036-2045	\$ 30,269,542	Other Arterial & Const	2036-2045	\$ 60,539,085	Other Arterial & Const	\$ 97,674,645	Fully Funded
PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	1.49	2U-4D	2026-2030	\$ 460,885	Other Arterial & Const	2026-2030	\$ 921,769	Other Arterial & Const	2036-2045	\$ 7,157,676	Other Arterial & Const	2031-2035	\$ 10,823,803	Other Arterial & Const	\$ 19,364,132	Fully Funded
DASHBACH RD	LOCKHART RD	I-75	0.29	00-2U	2031-2035	\$ 112,920	Developer	2031-2035	\$ 225,831	Developer	2036-2045	\$ 1,194,721	Developer	2036-2045	\$ 2,986,803	Developer	\$ 4,520,276	Fully Funded
DASHBACH RD	I-75	SPINE RD	0.72	00-2U	2031-2035	\$ 276,378	Developer	2031-2035	\$ 552,733	Developer	2036-2045	\$ 2,924,138	Developer	2036-2045	\$ 7,310,346	Developer	\$ 11,063,595	Fully Funded
DASHBACH RD	SPINE RD	SUNRISE RD	0.53	00-2U	2031-2035	\$ 203,223	Developer	2031-2035	\$ 406,429	Developer	2036-2045	\$ 2,150,139	Developer	2036-2045	\$ 5,375,347	Developer	\$ 8,135,137	Fully Funded
DASHBACH RD	SUNRISE RD	KETTERING RD	0.49	00-2U	2031-2035	\$ 187,717	Developer	2031-2035	\$ 375,418	Developer	2036-2045	\$ 1,986,082	Developer	2036-2045	\$ 4,965,206	Developer	\$ 7,514,422	Fully Funded
EXILE RD	CORTEZ BLVD (SR50)	FLOCK AVE	1.27	2U-4D	2026-2030	\$ 971,450	Developer	2026-2030	\$ 1,942,934	Developer	2031-2035	\$ 9,125,903	Developer	2031-2035	\$ 22,814,756	Developer	\$ 34,855,043	Fully Funded
HOSPITAL RD	CORTEZ BLVD (SR50)	FORT DADE AVE	1.03	00-2U	2026-2030	\$ 339,735	Developer	2026-2030	\$ 679,443	Developer	2026-2030	\$ 2,717,772	Developer	2026-2030	\$ 6,794,430	Developer	\$ 10,531,380	Fully Funded
LOCKHART RD	DASHBACH RD	CORTEZ BLVD (SR50)	2.04	2U-4D	2026-2030	\$ 735,935	Developer	2026-2030	\$ 1,471,977	Developer	2026-2030	\$ 5,887,909	Developer	2026-2030	\$ 14,719,773	Developer	\$ 22,815,594	Fully Funded
NEW ROAD C	LOCKHART RD	CORTEZ BLVD (US 98/SR 50)	1.00	00-2U	2031-2035	\$ 386,105	Developer	2031-2035	\$ 772,179	Developer	2031-2035	\$ 3,088,716	Developer	2031-2035	\$ 7,721,790	Developer	\$ 11,968,790	Fully Funded
SPINE RD	POWERLINE RD	DASHBACH RD	1.00	00-2U	2031-2035	\$ 386,839	Developer	2031-2035	\$ 773,646	Developer	2031-2035	\$ 3,094,585	Developer	2031-2035	\$ 7,736,461	Developer	\$ 11,991,531	Fully Funded
SUNSHINE GROVE RD EXT	N SUNCOAST PKWY (SR589)	PONCE DE LEON BLVD (US98/SR700)	1.27	00-2U	2026-2030	\$ 418,079	Developer	2026-2030	\$ 836,124	Developer	2026-2030	\$ 3,344,494	Developer	2026-2030	\$ 8,361,235	Developer	\$ 12,959,931	Fully Funded
SUNRISE RD	DASHBACH RD	CORTEZ BLVD (US98/SR50)	2.07	2U-4D	2031-2035	\$ 873,376	Developer	2031-2035	\$ 1,746,880	Developer	2036-2045	\$ 9,241,559	Developer	2036-2045	\$ 23,103,898	Developer	\$ 34,965,713	Fully Funded
POWERLINE RD	LOCKHART RD	KETTERING RD	2.02	2U-4D	2031-2035	\$ 852,445	Developer	2031-2035	\$ 894,380	Developer	2031-2035	\$ 3,577,521	Developer	2036-2045	\$ 11,828,900	Developer	\$ 17,153,247	Fully Funded
STAR RD	EXILE RD	WEeping WILLOW ST	0.76	00-2D	2026-2030	\$ 257,578	Developer	2026-2030	\$ 515,066	Developer	2026-2030	\$ 2,060,264	Developer	2026-2030	\$ 5,150,660	Developer	\$ 7,983,568	Fully Funded

	County Facility
	State Facility
	Developer Road

Tier 4: 2045 Hernando County Illustrative Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	1.75	2U-4D	2036-2045	\$ 975,945	Unfunded	2036-2045	\$ 1,951,891	Unfunded	2036-2045	\$ 7,807,563	Unfunded	2036-2045	\$ 19,518,907	Unfunded	\$ 30,254,306	Unfunded
ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	1.10	2U-4D	2036-2045	\$ 617,401	Unfunded	2036-2045	\$ 1,234,892	Unfunded	2036-2045	\$ 4,939,570	Unfunded	2036-2045	\$ 12,348,924	Unfunded	\$ 19,140,788	Unfunded
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	0.35	2U-4D	2036-2045	\$ 192,938	Unfunded	2036-2045	\$ 385,904	Unfunded	2036-2045	\$ 1,543,616	Unfunded	2036-2045	\$ 3,859,039	Unfunded	\$ 5,981,496	Unfunded
COUNTY LINE RD	1/4 MI W OF MARINER	MARINER BLVD	0.25	2U-4D	2036-2045	\$ 139,820	Unfunded	2036-2045	\$ 279,641	Unfunded	2036-2045	\$ 1,398,203	Unfunded	2036-2045	\$ 2,796,405	Unfunded	\$ 4,614,068	Unfunded
COUNTY LINE RD	MARINER BLVD	1/4 MI E OF MARINER	0.25	2U-4D	2036-2045	\$ 139,820	Unfunded	2036-2045	\$ 279,641	Unfunded	2036-2045	\$ 1,398,203	Unfunded	2036-2045	\$ 2,796,405	Unfunded	\$ 4,614,068	Unfunded
COUNTY LINE RD	1/4 MI E OF MARINER	FARNSWORTH BLVD	0.75	2U-4D	2036-2045	\$ 419,461	Unfunded	2036-2045	\$ 838,922	Unfunded	2036-2045	\$ 4,194,608	Unfunded	2036-2045	\$ 8,389,215	Unfunded	\$ 13,842,205	Unfunded
COUNTY LINE RD	FARNSWORTH BLVD	LINDEN DR	1.45	2U-4D	2036-2045	\$ 809,839	Unfunded	2036-2045	\$ 1,619,678	Unfunded	2036-2045	\$ 8,098,389	Unfunded	2036-2045	\$ 16,196,778	Unfunded	\$ 26,724,683	Unfunded
COUNTY LINE RD	LINDEN DR	OAK CHASE BLVD	0.76	2U-4D	2036-2045	\$ 425,054	Unfunded	2036-2045	\$ 850,107	Unfunded	2036-2045	\$ 4,250,536	Unfunded	2036-2045	\$ 8,501,071	Unfunded	\$ 14,026,767	Unfunded
RESTER DR	N SUNCOAST PKWY (SR589)	FORT DADE AVE	1.77	00-2U	2026-2030	\$ 583,403	County	2031-2035	\$ 1,370,058	County	2036-2045	\$ 7,248,048	County	2036-2045	\$ 18,120,121	Unfunded	\$ 27,321,630	Unfunded
VELVET SCOTER AVE	DOWNY WOODPECKER RD	COURLAN RD	0.14	00-4D	2036-2045	\$ 107,680	Unfunded	2036-2045	\$ 215,375	Unfunded	2036-2045	\$ 861,501	Unfunded	2036-2045	\$ 2,153,752	Unfunded	\$ 3,338,309	Unfunded
CORTEZ BLVD (US98/SR50)	W of Jefferson St/SR 50A/Brooksville Bypass	W of I-75	7.20	4D-6D	2036-2045	PD&E Funded*;	SIS	2036-2045	\$ 8,200,000	SIS	2036-2045	\$ 10,289,000	SIS	2036-2045	\$ 78,999,121	Unfunded	\$ 89,288,121	Partially Funded
MCKETHAN RD (US98/SR700)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	2.02	2U-4D	2031-2035	\$ 674,832	Other Arterial & Const	2031-2035	\$ 1,349,665	Other Arterial & Const	2036-2045	\$ 8,925,202	Unfunded	2036-2045	\$ 17,850,404	Unfunded	\$ 28,800,103	Partially Funded
PONCE DE LEON BLVD (US98/SR700)	LAKE LINDSEY RD	CITRUS WAY	2.16	4D-6D	2026-2030	\$ 666,443	Other Arterial & Const	2026-2030	\$ 1,332,887	Other Arterial & Const	2036-2045	\$ 10,350,067	Other Arterial & Const	2036-2045	\$ 20,700,133	Unfunded	\$ 33,049,530	Partially Funded
PONCE DE LEON BLVD (US98/SR700)	CITRUS WAY	LANDFILL RD	2.60	2U-4D	2026-2030	\$ 739,505	Other Arterial & Const	2026-2030	\$ 1,479,009	Other Arterial & Const	2036-2045	\$ 11,484,733	Other Arterial & Const	2036-2045	\$ 22,969,465	Unfunded	\$ 36,672,712	Partially Funded
I-75 (SR93)	PASCO C/L	SUMTER COUNTY LINE	7.83	Managed Lanes	2036-2045	(In Design)	SIS	2036-2045	\$ 8,146,000	SIS	2036-2045	\$ 21,092,450	Unfunded	2036-2045	\$ 21,295,308	Unfunded	TBD	Partially Funded

	County Facility
	State Facility

* The Project Development & Environmental Study phase of this project is funded. Other Preliminary Engineering cost is included in the Design phase of this table.

Tier 5: 2045 Hernando County Unfunded Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
AERIAL WAY	CORPORATE BLVD	SPRING HILL DR	0.78	2U-4D	2036-2045	\$ 438,476	Unfunded	2036-2045	\$ 876,953	Unfunded	2036-2045	\$ 4,384,763	Unfunded	2036-2045	\$ 8,769,526	Unfunded	\$ 14,469,718	Unfunded
BOURASSA BLVD	US19 (SR55)	BLANKS ST	1.41	00-2U	2036-2045	\$ 722,037	Unfunded	2036-2045	\$ 1,444,074	Unfunded	2036-2045	\$ 7,220,372	Unfunded	2036-2045	\$ 14,440,744	Unfunded	\$ 23,827,227	Unfunded
BOURASSA BLVD	BLANKS ST	WEEPING WILLOW ST	1.01	00-2U	2036-2045	\$ 513,698	Unfunded	2036-2045	\$ 1,027,397	Unfunded	2036-2045	\$ 5,136,983	Unfunded	2036-2045	\$ 10,273,966	Unfunded	\$ 16,952,044	Unfunded
CHURCH RD	SPRING LAKE HWY	MYERS RD	2.10	2U-4D	2036-2045	\$ 615,208	Unfunded	2036-2045	\$ 1,230,417	Unfunded	2036-2045	\$ 6,152,084	Unfunded	2036-2045	\$ 12,304,168	Unfunded	\$ 20,301,878	Unfunded
CRUM RD	AYERS RD	POWELL RD	2.75	00-2U	2036-2045	\$ 1,403,734	Unfunded	2036-2045	\$ 2,807,468	Unfunded	2036-2045	\$ 14,037,342	Unfunded	2036-2045	\$ 28,074,685	Unfunded	\$ 46,323,230	Unfunded
ELWOOD RD	SWALLOW NEST	STERLING HILL	0.84	00-2U	2036-2045	\$ 430,465	Unfunded	2036-2045	\$ 860,930	Unfunded	2036-2045	\$ 4,304,649	Unfunded	2036-2045	\$ 8,609,298	Unfunded	\$ 14,205,341	Unfunded
EXILE RD	FLOCK AVE	FURLEY AVE	0.34	00-2U	2036-2045	\$ 175,148	Unfunded	2036-2045	\$ 350,295	Unfunded	2036-2045	\$ 1,751,476	Unfunded	2036-2045	\$ 3,502,953	Unfunded	\$ 5,779,872	Unfunded
EXILE RD EXT	FURLEY AVE	STAR RD	0.71	00-2U	2036-2045	\$ 361,529	Unfunded	2036-2045	\$ 723,058	Unfunded	2036-2045	\$ 3,615,292	Unfunded	2036-2045	\$ 7,230,585	Unfunded	\$ 11,930,464	Unfunded
EXILE RD EXT	STAR RD	BOURASSA BLVD	1.10	00-2U	2036-2045	\$ 563,230	Unfunded	2036-2045	\$ 1,126,460	Unfunded	2036-2045	\$ 5,632,299	Unfunded	2036-2045	\$ 11,264,597	Unfunded	\$ 18,586,585	Unfunded
EXILE RD EXT	BOURASSA BLVD	HEXAM RD	0.50	00-2U	2036-2045	\$ 252,764	Unfunded	2036-2045	\$ 505,528	Unfunded	2036-2045	\$ 2,527,641	Unfunded	2036-2045	\$ 5,055,282	Unfunded	\$ 8,341,215	Unfunded
FURLEY AVE	FULTON AVE	EXILE RD	0.46	00-2U	2036-2045	\$ 235,913	Unfunded	2036-2045	\$ 471,826	Unfunded	2036-2045	\$ 2,359,131	Unfunded	2036-2045	\$ 4,718,263	Unfunded	\$ 7,785,134	Unfunded
GOVERNOR BLVD	POWELL RD	JOHN MARTIN LN	1.45	00-2D	2036-2045	\$ 25,093	Unfunded	2036-2045	\$ 50,186	Unfunded	2036-2045	\$ 250,928	Unfunded	2036-2045	\$ 501,856	Unfunded	\$ 828,062	Unfunded
HEXAM RD	SUNSHINE GROVE RD	SUNSHINE GROVE RD (N)	0.13	2U-4D	2036-2045	\$ 36,965	Unfunded	2036-2045	\$ 73,931	Unfunded	2036-2045	\$ 369,653	Unfunded	2036-2045	\$ 739,306	Unfunded	\$ 1,219,855	Unfunded
HEXAM RD	SUNSHINE GROVE RD (N)	US19 (SR55)	3.16	2U-4D	2036-2045	\$ 1,765,650	Unfunded	2036-2045	\$ 3,531,300	Unfunded	2036-2045	\$ 17,656,501	Unfunded	2036-2045	\$ 35,313,002	Unfunded	\$ 58,266,454	Unfunded
HORSE LAKE RD	BROAD ST (US41/SR45)	WISCON RD	1.06	00-2U	2036-2045	\$ 543,315	Unfunded	2036-2045	\$ 1,086,630	Unfunded	2036-2045	\$ 5,433,151	Unfunded	2036-2045	\$ 10,866,302	Unfunded	\$ 17,929,399	Unfunded
HURRICANE DR	CENTRALIA RD	KNUCKEY RD	1.47	00-2U	2036-2045	\$ 749,101	Unfunded	2036-2045	\$ 1,498,202	Unfunded	2036-2045	\$ 7,491,008	Unfunded	2036-2045	\$ 14,982,016	Unfunded	\$ 24,720,327	Unfunded
KETTERING RD	POWERLINE RD	DASHBACH RD	0.99	2U-4D	2036-2045	\$ 290,442	Unfunded	2036-2045	\$ 580,883	Unfunded	2036-2045	\$ 2,904,417	Unfunded	2036-2045	\$ 5,808,835	Unfunded	\$ 9,584,578	Unfunded
LABRADOR DUCK RD	HEXAM RD	CENTRALIA RD	2.09	00-2U	2036-2045	\$ 1,064,673	Unfunded	2036-2045	\$ 2,129,346	Unfunded	2036-2045	\$ 10,646,729	Unfunded	2036-2045	\$ 21,293,459	Unfunded	\$ 35,134,207	Unfunded
LAKE DR	US 19	NIGHTWALKER RD	1.11	00-2U	2036-2045	\$ 564,251	Unfunded	2036-2045	\$ 1,128,502	Unfunded	2036-2045	\$ 5,642,511	Unfunded	2036-2045	\$ 11,285,022	Unfunded	\$ 18,620,287	Unfunded
LAKE DR	NIGHTWALKER RD	EXILE RD	0.97	00-2U	2036-2045	\$ 496,847	Unfunded	2036-2045	\$ 993,695	Unfunded	2036-2045	\$ 4,968,474	Unfunded	2036-2045	\$ 9,936,947	Unfunded	\$ 16,395,963	Unfunded
LOCKHART RD	MYERS RD	POWERLINE RD	1.52	2U-4D	2036-2045	\$ 447,104	Unfunded	2036-2045	\$ 894,209	Unfunded	2036-2045	\$ 4,471,043	Unfunded	2036-2045	\$ 8,942,085	Unfunded	\$ 14,754,441	Unfunded
LOCKHART RD	I-75 (SR93)	DASHBACH RD	1.00	2U-4D	2036-2045	\$ 292,495	Unfunded	2036-2045	\$ 584,991	Unfunded	2036-2045	\$ 2,924,954	Unfunded	2036-2045	\$ 5,849,907	Unfunded	\$ 9,652,347	Unfunded
MYERS RD	CHURCH RD	LOCKHART RD	1.14	2U-4D	2036-2045	\$ 335,035	Unfunded	2036-2045	\$ 670,070	Unfunded	2036-2045	\$ 3,350,348	Unfunded	2036-2045	\$ 6,700,696	Unfunded	\$ 11,056,149	Unfunded
NEW ROAD A	BROAD ST (US 41)	HORSE LAKE RD	0.58	00-2U	2036-2045	\$ 293,615	Unfunded	2036-2045	\$ 587,230	Unfunded	2036-2045	\$ 2,936,148	Unfunded	2036-2045	\$ 5,872,297	Unfunded	\$ 9,689,290	Unfunded

Tier 5: 2045 Hernando County Unfunded Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
SPRING LAKE HWY	PASCO COUNTY LINE	CHURCH RD	1.25	2U-4D	2036-2045	\$ 367,893	Unfunded	2036-2045	\$ 735,786	Unfunded	2036-2045	\$ 3,678,929	Unfunded	2036-2045	\$ 7,357,858	Unfunded	\$ 12,140,465	Unfunded
SPRING LAKE HWY	CHURCH RD	AYERS RD EXT	0.76	2U-4D	2036-2045	\$ 223,552	Unfunded	2036-2045	\$ 447,104	Unfunded	2036-2045	\$ 2,235,521	Unfunded	2036-2045	\$ 4,471,043	Unfunded	\$ 7,377,220	Unfunded
SPRING LAKE HWY	AYERS RD EXT	AYERS/HAYMAN RD	0.52	2U-4D	2036-2045	\$ 152,262	Unfunded	2036-2045	\$ 304,524	Unfunded	2036-2045	\$ 1,522,619	Unfunded	2036-2045	\$ 3,045,238	Unfunded	\$ 5,024,642	Unfunded
SPRING LAKE HWY	AYERS/HAYMAN RD	HICKORY HILL RD	0.51	2U-4D	2036-2045	\$ 149,915	Unfunded	2036-2045	\$ 299,830	Unfunded	2036-2045	\$ 1,499,149	Unfunded	2036-2045	\$ 2,998,298	Unfunded	\$ 4,947,191	Unfunded
SPRING LAKE HWY	HICKORY HILL RD	POWELL RD	0.75	2U-4D	2036-2045	\$ 220,912	Unfunded	2036-2045	\$ 441,824	Unfunded	2036-2045	\$ 2,209,118	Unfunded	2036-2045	\$ 4,418,235	Unfunded	\$ 7,290,088	Unfunded
SPRING LAKE HWY	POWELL RD	CORTEZ BLVD (SR50)	2.30	2U-4D	2036-2045	\$ 1,288,583	Unfunded	2036-2045	\$ 2,577,167	Unfunded	2036-2045	\$ 12,885,834	Unfunded	2036-2045	\$ 25,771,668	Unfunded	\$ 42,523,253	Unfunded
STERLING HILLS	LINDEN DR	ELWOOD RD	0.83	00-2U	2036-2045	\$ 423,316	Unfunded	2036-2045	\$ 846,632	Unfunded	2036-2045	\$ 4,233,160	Unfunded	2036-2045	\$ 8,466,320	Unfunded	\$ 13,969,428	Unfunded
SUNSHINE GROVE RD	KEN AUSTIN PKWY	HEXAM RD	1.50	2U-4D	2036-2045	\$ 838,922	Unfunded	2036-2045	\$ 1,677,843	Unfunded	2036-2045	\$ 8,389,215	Unfunded	2036-2045	\$ 16,778,430	Unfunded	\$ 27,684,410	Unfunded
SUNSHINE GROVE RD EXT	CENTRALIA RD	QUIGLEY AVE	1.54	00-2U	2036-2045	\$ 786,888	Unfunded	2036-2045	\$ 1,573,776	Unfunded	2036-2045	\$ 7,868,878	Unfunded	2036-2045	\$ 15,737,755	Unfunded	\$ 25,967,296	Unfunded
SUNSHINE GROVE RD EXT	QUIGLEY AVE	VELVET SCOOTER AVE	1.61	00-2U	2036-2045	\$ 819,568	Unfunded	2036-2045	\$ 1,639,137	Unfunded	2036-2045	\$ 8,195,684	Unfunded	2036-2045	\$ 16,391,367	Unfunded	\$ 27,045,756	Unfunded
YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	HOWELL AV	1.44	2U-4D	2036-2045	\$ 803,128	Unfunded	2036-2045	\$ 1,606,255	Unfunded	2036-2045	\$ 8,031,275	Unfunded	2036-2045	\$ 16,062,550	Unfunded	\$ 26,503,208	Unfunded
BROAD ST (US41/SR45)	BENTON AVE	OLD HOSPITAL DR	0.20	2U-2D	2036-2045	\$ 3,384	Unfunded	2036-2045	\$ 6,768	Unfunded	2036-2045	\$ 33,839	Unfunded	2036-2045	\$ 67,678	Unfunded	\$ 111,668	Unfunded
BROAD ST (US41/SR45)	OLD HOSPITAL DR	MILDRED AVE	0.05	2U-2D	2036-2045	\$ 868	Unfunded	2036-2045	\$ 1,735	Unfunded	2036-2045	\$ 8,677	Unfunded	2036-2045	\$ 17,353	Unfunded	\$ 28,633	Unfunded
BROAD ST (US41/SR45)	N OF OAK ST	CROOM RD	0.39	2U-4D	2036-2045	\$ 458,089	Unfunded	2036-2045	\$ 916,177	Unfunded	2036-2045	\$ 4,580,886	Unfunded	2036-2045	\$ 9,161,772	Unfunded	\$ 15,116,924	Unfunded
BROAD ST (US41/SR45)	CROOM RD	CHATFIELD DR	0.31	2U-4D	2036-2045	\$ 368,851	Unfunded	2036-2045	\$ 737,701	Unfunded	2036-2045	\$ 3,688,506	Unfunded	2036-2045	\$ 7,377,011	Unfunded	\$ 12,172,068	Unfunded
BROAD ST (US41/SR45)	CHATFIELD DR	YONTZ RD	0.26	2U-4D	2036-2045	\$ 310,548	Unfunded	2036-2045	\$ 621,097	Unfunded	2036-2045	\$ 3,105,484	Unfunded	2036-2045	\$ 6,210,967	Unfunded	\$ 10,248,096	Unfunded
BROAD ST (US41/SR45)	YONTZ RD	HOWELL AVE	0.20	2U-4D	2036-2045	\$ 240,348	Unfunded	2036-2045	\$ 480,696	Unfunded	2036-2045	\$ 2,403,478	Unfunded	2036-2045	\$ 4,806,956	Unfunded	\$ 7,931,477	Unfunded
BROAD ST (US41/SR45)	HOWELL AVE	URBAN BOUNDARY	0.92	2U-4D	2036-2045	\$ 1,091,084	Unfunded	2036-2045	\$ 2,182,167	Unfunded	2036-2045	\$ 10,910,837	Unfunded	2036-2045	\$ 21,821,675	Unfunded	\$ 36,005,763	Unfunded
BROAD ST (US41/SR45)	URBAN BOUNDARY	SNOW MEMORIAL HWY	1.28	2U-4D	2036-2045	\$ 1,519,426	Unfunded	2036-2045	\$ 3,038,853	Unfunded	2036-2045	\$ 15,194,263	Unfunded	2036-2045	\$ 30,388,526	Unfunded	\$ 50,141,069	Unfunded
JEFFERSON ST (SR50A)	COBB RD (CR485)	PONCE DE LEON BLVD (US98/SR700)	1.45	00-2D	2036-2045	\$ 739,909	Unfunded	2036-2045	\$ 1,479,819	Unfunded	2036-2045	\$ 7,399,094	Unfunded	2036-2045	\$ 14,798,188	Unfunded	\$ 24,417,010	Unfunded
PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	1.49	2U-4D	2036-2045	\$ 715,768	Unfunded	2036-2045	\$ 1,431,535	Unfunded	2036-2045	\$ 7,157,676	Unfunded	2036-2045	\$ 14,315,352	Unfunded	\$ 23,620,331	Unfunded
		County Facility																
		State Facility																

Tier 2 + 3: Citrus County Cost Feasible Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
CR 491 (LECANTO HWY)	LEISURE BLVD	G. CLEVELAND BLVD, W	0.40	2D-4D	2025	\$ 129,862	County	2026-2030	\$ 288,098	County	2026-2030	\$ 1,440,490	County	2026-2030	\$ 2,880,979	County	\$ 4,739,429	Fully Funded
CR 491 (LECANTO HWY)	PINE RIDGE BLVD, W	FOREST RIDGE BLVD, N	0.37	2U-4D	2026-2030	\$ 132,885	County	2026-2030	\$ 265,770	County	2026-2030	\$ 1,328,852	County	2031-2035	\$ 3,120,788	County	\$ 4,848,295	Fully Funded
CR 491 (LECANTO HWY)	FOREST RIDGE BLVD, N	DELTONA BLVD, N	1.76	2U-4D	2025	\$ 571,719	County	2026-2030	\$ 1,268,351	County	2031-2035	\$ 7,446,758	County	2036-2045	\$ 19,697,877	County	\$ 28,984,705	Fully Funded
CR 491 (LECANTO HWY)	DELTONA BLVD, N	US 41, N	1.36	2U-4D	2025	\$ 440,883	County	2026-2030	\$ 978,092	County	2026-2030	\$ 4,890,462	County	2031-2035	\$ 11,485,176	County	\$ 17,794,614	Fully Funded
CROFT AVE	STEVENS ST, E	HAYES RD	0.70	2U-4D	2031-2035	\$ 10,191	County	2031-2035	\$ 592,019	County	2036-2045	\$ 3,914,967	County	2036-2045	\$ 7,829,934	County	\$ 12,347,112	Fully Funded
LEISURE BLVD	WHIPPOORWILL ST, W	CR 491, S	0.31	00-2U	2025	\$ 90,704	County	2026-2030	\$ 201,225	County	2026-2030	\$ 1,006,124	County	2031-2035	\$ 2,362,868	County	\$ 3,660,921	Fully Funded
WATSON ST	APOPKA AVE	US 41	0.96	00-2U	2031-2035	\$ 370,028	County	2031-2035	\$ 740,056	County	2036-2045	\$ 4,893,921	County	2036-2045	\$ 9,787,842	county	\$ 15,791,848	Fully Funded
SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	1.06	2U-4D	2025	\$ 734,892	Other Arterial & Const	2026-2030	\$ 1,630,348	Other Arterial & Const	2031-2035	\$ 9,572,122	Other Arterial & Const	2036-2045	\$ 25,319,806	Other Arterial & Const	\$ 37,257,168	Partially Funded
US 41 (FLORIDA AVE)	WITHLACOOCHEE TRAIL BRIDGE	LIVE OAK LN	0.90	2U-4D	< 2025	Committed	Other Arterial &	< 2025	Committed	Other Arterial &	< 2025	On-Going	Other Arterial &	2026-2030	\$ 13,790,542	Other Arterial &	\$ 13,790,542	Fully Funded
US 41 (FLORIDA AVE)	LIVE OAK LN	ARLINGTON ST, E	0.90	2U-4D	< 2025	Committed	Other Arterial &	< 2025	Committed	Other Arterial &	2025	\$ 6,216,191	Other Arterial &	2026-2030	\$ 13,790,542	Other Arterial &	\$ 20,006,733	Fully Funded
US 41 (FLORIDA AVE)	ARLINGTON ST, E	SR 200, N	3.80	2U-4D	< 2025	Committed	Other Arterial &	< 2025	Committed	Other Arterial &	2031-2035	\$ 34,186,149	Other Arterial &	2036-2045	\$ 90,427,878	Other Arterial &	\$ 124,614,027	Fully Funded

	County Facility
	State Facility

Tier 4: 2045 Citrus County Illustrative Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
CR 490 (HOMOSASSA TRAIL)	US 19, S	CANADIAN WAY, S	0.52	2U-4D	2025	\$ 169,470	County	2026-2030	\$ 375,968	County	2031-2035	\$ 2,207,387	County	2036-2045	\$ 5,838,894	Unfunded	\$ 8,591,718	Partially Funded
CR 490 (HOMOSASSA TRAIL)	CANADIAN WAY, S	ROCK CRUSHER RD, S	3.09	2U-4D	2025	\$ 1,001,563	County	2026-2030	\$ 2,221,955	County	2036-2045	\$ 13,803,055	Unfunded	2036-2045	\$ 34,507,638	Unfunded	\$ 51,534,211	Partially Funded
CR 490 (HOMOSASSA TRAIL)	ROCK CRUSHER RD, S	URBAN BOUNDARY	0.50	2U-4D	2036-2045	\$ 281,878	Unfunded	2036-2045	\$ 563,755	Unfunded	2026-2030	\$ 1,815,017	County	2036-2045	\$ 5,637,552	Unfunded	\$ 8,298,202	Partially Funded
CR 490 (HOMOSASSA TRAIL)	URBAN BOUNDARY	SR 44, W	2.08	2U-4D	2036-2045	\$ 1,161,627	Unfunded	2036-2045	\$ 2,323,253	Unfunded	2036-2045	\$ 11,616,266	Unfunded	2036-2045	\$ 23,232,533	Unfunded	\$ 38,333,679	Partially Funded
CR 490A (GROVER CLEVELAND BLVD)	US 19, S	CLARIDGE AVE, S	2.60	2U-4D	2036-2045	\$ 1,455,249	Unfunded	2036-2045	\$ 2,910,498	Unfunded	2036-2045	\$ 11,641,993	Unfunded	2036-2045	\$ 29,104,983	Unfunded	\$ 45,112,724	Partially Funded
CR 490A (GROVER CLEVELAND BLVD)	CLARIDGE AVE, S	CORBETT AVE, S	1.50	2U-4D	2036-2045	\$ 836,125	Unfunded	2036-2045	\$ 1,672,250	Unfunded	2036-2045	\$ 6,689,001	Unfunded	2036-2045	\$ 16,722,502	Unfunded	\$ 25,919,878	Partially Funded
CR 490A (GROVER CLEVELAND BLVD)	CORBETT AVE, S	CR 491, S	1.29	2U-4D	2036-2045	\$ 719,235	Unfunded	2036-2045	\$ 1,438,471	Unfunded	2036-2045	\$ 5,753,883	Unfunded	2036-2045	\$ 14,384,707	Unfunded	\$ 22,296,296	Partially Funded
CR 491 (LECANTO HWY)	W AUDUBON PARK PATH	HORACE ALLEN ST, W	1.35	2D-4D	2036-2045	\$ 752,233	Unfunded	2036-2045	\$ 1,504,466	Unfunded	2036-2045	\$ 7,522,329	Unfunded	2036-2045	\$ 15,044,659	Unfunded	\$ 24,823,687	Partially Funded
CR 491 (LECANTO HWY)	US 41, N	TRAM RD, N	1.73	2U-4D	2031-2035	\$ 731,144	County	2031-2035	\$ 1,462,288	County	2036-2045	\$ 7,735,975	County	2036-2045	\$ 19,339,937	Unfunded	\$ 29,269,344	Partially Funded
CR 491 (LECANTO HWY)	TRAM RD, N	SR 200, N	1.77	2U-4D	2031-2035	\$ 749,750	County	2036-2045	\$ 1,983,210	County	2036-2045	\$ 7,932,842	County	2036-2045	\$ 19,832,104	Unfunded	\$ 30,497,907	Partially Funded
CROFT AVE	SR 44, E	STEVENS ST, E	1.79	2U-4D	2026-2030	\$ 644,799	County	2026-2030	\$ 1,289,598	County	2031-2035	\$ 7,571,505	County	2031-2035	\$ 15,143,011	Unfunded	\$ 24,648,913	Partially Funded
LEISURE BLVD	CARDINAL ST	WHIPPOORWILL ST, W	2.15	00-2U	2036-2045	\$ 1,096,894	Unfunded	2036-2045	\$ 2,193,788	Unfunded	2036-2045	\$ 8,775,152	Unfunded	2036-2045	\$ 21,937,879	Unfunded	\$ 34,003,713	Partially Funded
SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	4.29	2U-4D	2026-2030	\$ 3,288,278	Other Arterial &	2026-2030	\$ 6,576,556	Other Arterial &	2031-2035	\$ 38,612,356	Other Arterial &	2036-2045	\$ 102,135,909	Unfunded	\$ 150,613,098	Partially Funded
SR 200 (CARL G ROSE HWY)	CR 491, N	CR 39, E	1.07	2U-4D	2025	\$ 273,547	Other Arterial &	2025	\$ 547,094	Other Arterial &	2036-2045	\$ 4,712,365	unfunded	2036-2045	\$ 9,424,730	Unfunded	\$ 14,957,737	Partially Funded
SR 200 (CARL G ROSE HWY)	CR 39, E	MARION COUNTY LINE	0.18	2U-4D	2025	\$ 45,677	Other Arterial &	2025	\$ 91,353	Other Arterial &	2036-2045	\$ 786,868	unfunded	2036-2045	\$ 1,573,735	Unfunded	\$ 2,497,633	Partially Funded
US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	GREEN ACRES ST, W	1.40	4D-6D	2025	\$ 2,342,585	SIS	2025	\$ 1,666,000	SIS	2026-2030	\$ 2,911,826	Unfunded	2036-2045	\$ 9,044,307	Unfunded	\$ 15,964,717	Partially Funded

	County Facility
	State Facility

Tier 5: 2045 Citrus County Unfunded Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
ANTHONY AVE	CR 486	OVERDRIVE CIR	2.72	00-2U	2036-2045	\$ 1,386,373	Unfunded	2036-2045	\$ 2,772,745	Unfunded	2036-2045	\$ 11,090,981	Unfunded	2036-2045	\$ 27,727,453	Unfunded	\$ 42,977,553	Unfunded
ANTHONY AVE	OVERDRIVE CIR	CR 491	0.91	00-2U	2036-2045	\$ 466,209	Unfunded	2036-2045	\$ 932,419	Unfunded	2036-2045	\$ 3,729,674	Unfunded	2036-2045	\$ 9,324,186	Unfunded	\$ 14,452,488	Unfunded
CARDINAL ST	US 19, S	GROSS AVE, S	1.00	2U-4D	2036-2045	\$ 559,281	Unfunded	2036-2045	\$ 1,118,562	Unfunded	2036-2045	\$ 4,474,248	Unfunded	2036-2045	\$ 11,185,620	Unfunded	\$ 17,337,711	Unfunded
CARDINAL ST	GROSS AVE, S	SUNCOAST PKWY/HILLTOP RD, S	2.24	2U-4D	2036-2045	\$ 1,251,559	Unfunded	2036-2045	\$ 2,503,118	Unfunded	2036-2045	\$ 10,012,472	Unfunded	2036-2045	\$ 25,031,180	Unfunded	\$ 38,798,330	Unfunded
CARDINAL ST	SUNCOAST PKWY/HILLTOP RD, S	CR 491, S	2.91	2U-4D	2036-2045	\$ 1,628,738	Unfunded	2036-2045	\$ 3,257,476	Unfunded	2036-2045	\$ 13,029,905	Unfunded	2036-2045	\$ 32,574,763	Unfunded	\$ 50,490,882	Unfunded
COUNTRY OAKS TER	S.R. 44	C.R. 486	2.80	00-2U	2036-2045	\$ 1,431,819	Unfunded	2036-2045	\$ 2,863,638	Unfunded	2036-2045	\$ 11,454,553	Unfunded	2036-2045	\$ 28,636,383	Unfunded	\$ 44,386,393	Unfunded
CR 581 EXTENSION	SR 44	FOREST DR	0.43	2U-4D	2036-2045	\$ 239,372	Unfunded	2036-2045	\$ 478,745	Unfunded	2036-2045	\$ 1,914,978	Unfunded	2036-2045	\$ 4,787,445	Unfunded	\$ 7,420,540	Unfunded
CR 581 EXTENSION	FOREST DR	US 41	1.39	00-4D	2036-2045	\$ 1,057,408	Unfunded	2036-2045	\$ 2,114,815	Unfunded	2036-2045	\$ 8,459,261	Unfunded	2036-2045	\$ 21,148,154	Unfunded	\$ 32,779,638	Unfunded
CRYSTAL OAKS DR	ROCK CRUSHER RD, S	URBAN BOUNDARY	1.37	2U-4D	2036-2045	\$ 767,334	Unfunded	2036-2045	\$ 1,534,667	Unfunded	2036-2045	\$ 6,138,668	Unfunded	2036-2045	\$ 15,346,671	Unfunded	\$ 23,787,339	Unfunded
CRYSTAL OAKS DR	URBAN BOUNDARY	SR 44, W	0.39	2U-4D	2036-2045	\$ 217,001	Unfunded	2036-2045	\$ 434,002	Unfunded	2036-2045	\$ 1,736,008	Unfunded	2036-2045	\$ 4,340,021	Unfunded	\$ 6,727,032	Unfunded
DUNKLIN ST	CR 495, N	HUSKY AV,E, N	2.98	2U-4D	2036-2045	\$ 873,379	Unfunded	2036-2045	\$ 1,746,758	Unfunded	2036-2045	\$ 6,987,031	Unfunded	2036-2045	\$ 17,467,577	Unfunded	\$ 27,074,745	Unfunded
DUNKLIN ST	HUSKY AV,E, N	CITRUS SPRINGS BLVD	1.12	2U-4D	2036-2045	\$ 327,700	Unfunded	2036-2045	\$ 655,401	Unfunded	2036-2045	\$ 2,621,603	Unfunded	2036-2045	\$ 6,554,009	Unfunded	\$ 10,158,713	Unfunded
EMERALD OAKS DR	CR 495	HAZELWOOD DR	4.67	00-2U	2036-2045	\$ 1,053,413	Unfunded	2036-2045	\$ 2,106,826	Unfunded	2036-2045	\$ 8,427,305	Unfunded	2036-2045	\$ 21,068,261	Unfunded	\$ 32,655,805	Unfunded
HORACE ALLEN ST	MAYLEN AVE, S	CR 491	1.02	00-2U	2036-2045	\$ 230,004	Unfunded	2036-2045	\$ 460,008	Unfunded	2036-2045	\$ 1,840,031	Unfunded	2036-2045	\$ 4,600,077	Unfunded	\$ 7,130,119	Unfunded
HOSKINS LN	CR 490 (HOMOSASSA TRAIL)	CR 491 (LECANTO HWY)	2.31	00-2U	2036-2045	\$ 1,177,013	Unfunded	2036-2045	\$ 2,354,025	Unfunded	2036-2045	\$ 9,416,100	Unfunded	2036-2045	\$ 23,540,250	Unfunded	\$ 36,487,388	Unfunded
LEE ANN LN	S.R. 44	C.R. 491	1.14	00-2U	2036-2045	\$ 580,081	Unfunded	2036-2045	\$ 1,160,162	Unfunded	2036-2045	\$ 4,640,646	Unfunded	2036-2045	\$ 11,601,616	Unfunded	\$ 17,982,505	Unfunded
MAYLEN AVE	LEE ANN LN	C.R. 486	2.07	00-2U	2036-2045	\$ 466,102	Unfunded	2036-2045	\$ 932,204	Unfunded	2036-2045	\$ 3,728,816	Unfunded	2036-2045	\$ 9,322,040	Unfunded	\$ 14,449,162	Unfunded
OVERDRIVE CIR	ANTHONY AVE	US 41	1.70	00-2U	2036-2045	\$ 865,525	Unfunded	2036-2045	\$ 1,731,051	Unfunded	2036-2045	\$ 6,924,204	Unfunded	2036-2045	\$ 17,310,510	Unfunded	\$ 26,831,290	Unfunded
PINE RIDGE BLVD	MUSTANG BLVD, W	CR 486, W	1.04	2U-4D	2036-2045	\$ 583,330	Unfunded	2036-2045	\$ 1,166,660	Unfunded	2036-2045	\$ 4,666,641	Unfunded	2036-2045	\$ 11,666,602	Unfunded	\$ 18,083,233	Unfunded

Tier 5: 2045 Citrus County Unfunded Projects Year of Expenditure (YOE) Costs

On Street	From Street	To Street	Mi.	Imprv Type	PE Time	PE \$	PE Revenue Source	Design Time	Design \$	Design Revenue Source	ROW Time	ROW \$	ROW Revenue Source	CST Time	CST \$	CST Revenue Source	YOE Total	Funded Level
ROCK CRUSHER EXTENSION	CARDINAL ST	GROVER CLEVELAND BLVD	2.76	00-2U	2036-2045	\$ 1,411,394	Unfunded	2036-2045	\$ 2,822,788	Unfunded	2036-2045	\$ 11,291,150	Unfunded	2036-2045	\$ 28,227,875	Unfunded	\$ 43,753,206	Unfunded
ROCK CRUSHER EXTENSION	GROVER CLEVELAND BLVD	CR 490	1.50	00-2U	2036-2045	\$ 766,462	Unfunded	2036-2045	\$ 1,532,925	Unfunded	2036-2045	\$ 6,131,699	Unfunded	2036-2045	\$ 15,329,248	Unfunded	\$ 23,760,334	Unfunded
S LINE RD	S.R. 44	SOUTHERN ST	0.27	00-2U	2036-2045	\$ 138,893	Unfunded	2036-2045	\$ 277,785	Unfunded	2036-2045	\$ 1,111,141	Unfunded	2036-2045	\$ 2,777,852	Unfunded	\$ 4,305,670	Unfunded
SANCTION RD	C.R. 491	MAYLEN AVE	1.00	00-2U	2036-2045	\$ 510,635	Unfunded	2036-2045	\$ 1,021,269	Unfunded	2036-2045	\$ 4,085,076	Unfunded	2036-2045	\$ 10,212,690	Unfunded	\$ 15,829,670	Unfunded
SOUTHERN ST	S.R. 44	S LINE RD	0.92	00-2U	2036-2045	\$ 468,762	Unfunded	2036-2045	\$ 937,525	Unfunded	2036-2045	\$ 3,750,100	Unfunded	2036-2045	\$ 9,375,249	Unfunded	\$ 14,531,637	Unfunded
SR 44 (GULF TO LAKE HWY)	CROFT AVE, S	INDEPENDENCE HWY	1.40	4D-6D	2036-2045	\$ 673,522	Unfunded	2036-2045	\$ 1,347,045	Unfunded	2036-2045	\$ 6,735,224	Unfunded	2036-2045	\$ 13,470,449	Unfunded	\$ 22,226,240	Unfunded
SR 44 (GULF TO LAKE HWY)	US 41	CR 470, E	3.50	4D-6D	2036-2045	\$ 1,679,726	Unfunded	2036-2045	\$ 3,359,451	Unfunded	2036-2045	\$ 16,797,256	Unfunded	2036-2045	\$ 33,594,511	Unfunded	\$ 55,430,944	Unfunded
SR 44 (GULF TO LAKE HWY)	CR 470, E	SHAD TERR, S	0.65	4D-6D	2036-2045	\$ 311,078	Unfunded	2036-2045	\$ 622,156	Unfunded	2036-2045	\$ 3,110,781	Unfunded	2036-2045	\$ 6,221,561	Unfunded	\$ 10,265,576	Unfunded
SR 44 (GULF TO LAKE HWY)	SHAD TERR, S	LITTLE JOHN AVE, S	1.18	4D-6D	2036-2045	\$ 568,390	Unfunded	2036-2045	\$ 1,136,779	Unfunded	2036-2045	\$ 5,683,896	Unfunded	2036-2045	\$ 11,367,791	Unfunded	\$ 18,756,855	Unfunded
SR 44 (GULF TO LAKE HWY)	LITTLE JOHN AVE, S	SUMTER COUNTY LINE	1.43	4D-6D	2036-2045	\$ 381,555	Unfunded	2036-2045	\$ 763,109	Unfunded	2036-2045	\$ 3,815,546	Unfunded	2036-2045	\$ 7,631,092	Unfunded	\$ 12,591,302	Unfunded
SR 44 (GULF TO LAKE HWY)	CR 490, W	CR 491, N	0.49	4D-6D	2036-2045	\$ 237,149	Unfunded	2036-2045	\$ 474,298	Unfunded	2036-2045	\$ 2,371,490	Unfunded	2036-2045	\$ 4,742,980	Unfunded	\$ 7,825,918	Unfunded
SR 44 (GULF TO LAKE HWY)	CR 491, N	COUNTY LANDFILL	2.97	4D-6D	2036-2045	\$ 1,427,215	Unfunded	2036-2045	\$ 2,854,429	Unfunded	2036-2045	\$ 14,272,147	Unfunded	2036-2045	\$ 28,544,293	Unfunded	\$ 47,098,084	Unfunded
SR 44 (GULF TO LAKE HWY)	CRYSTAL OAKS	SUNCOAST PKWY	0.13	4D-6D	2036-2045	\$ 63,848	Unfunded	2036-2045	\$ 127,696	Unfunded	2036-2045	\$ 638,478	Unfunded	2036-2045	\$ 1,276,956	Unfunded	\$ 2,106,978	Unfunded
SR 44 (GULF TO LAKE HWY)	SUNCOAST PKWY	CR 490, W	1.23	4D-6D	2036-2045	\$ 588,552	Unfunded	2036-2045	\$ 1,177,104	Unfunded	2036-2045	\$ 5,885,520	Unfunded	2036-2045	\$ 11,771,041	Unfunded	\$ 19,422,217	Unfunded
SR 44 (GULF TO LAKE HWY)	COUNTY LANDFILL	KENSINGTON AVE, S	1.23	4D-6D	2036-2045	\$ 591,912	Unfunded	2036-2045	\$ 1,183,825	Unfunded	2036-2045	\$ 5,919,124	Unfunded	2036-2045	\$ 11,838,249	Unfunded	\$ 19,533,110	Unfunded
SR 44 (GULF TO LAKE HWY)	KENSINGTON AVE, S	CROFT AVE, S	2.04	4D-6D	2036-2045	\$ 981,240	Unfunded	2036-2045	\$ 1,962,480	Unfunded	2036-2045	\$ 9,812,401	Unfunded	2036-2045	\$ 19,624,802	Unfunded	\$ 32,380,923	Unfunded
SR 44 (MAIN ST)	INDEPENDENCE HWY	CR 581, S	0.94	4D-6D	2036-2045	\$ 452,215	Unfunded	2036-2045	\$ 904,431	Unfunded	2036-2045	\$ 4,522,153	Unfunded	2036-2045	\$ 9,044,307	Unfunded	\$ 14,923,106	Unfunded
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, N	CR 39	1.25	2U-4D	2036-2045	\$ 1,489,680	Unfunded	2036-2045	\$ 2,979,361	Unfunded	2036-2045	\$ 14,896,803	Unfunded	2036-2045	\$ 29,793,606	Unfunded	\$ 49,159,450	Unfunded
US 41 (FLORIDA AVE)	CR 39	CR 488, W	1.03	2U-4D	2036-2045	\$ 1,228,629	Unfunded	2036-2045	\$ 2,457,259	Unfunded	2036-2045	\$ 12,286,293	Unfunded	2036-2045	\$ 24,572,586	Unfunded	\$ 40,544,767	Unfunded
US 41 (FLORIDA AVE)	COUNTRY CLUB BLVD, W	CITRUS SPRINGS BLVD, N	1.18	2U-4D	2036-2045	\$ 1,398,658	Unfunded	2036-2045	\$ 2,797,315	Unfunded	2036-2045	\$ 13,986,575	Unfunded	2036-2045	\$ 27,973,150	Unfunded	\$ 46,155,698	Unfunded
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	COUNTRY CLUB BLVD, W	1.60	2U-4D	2036-2045	\$ 1,900,889	Unfunded	2036-2045	\$ 3,801,778	Unfunded	2036-2045	\$ 19,008,892	Unfunded	2036-2045	\$ 38,017,784	Unfunded	\$ 62,729,343	Unfunded
US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	1.04	2U-4D	2036-2045	\$ 1,235,768	Unfunded	2036-2045	\$ 2,471,537	Unfunded	2036-2045	\$ 12,357,683	Unfunded	2036-2045	\$ 24,715,367	Unfunded	\$ 40,780,355	Unfunded
US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	5.26	2U-4D	2036-2045	\$ 6,259,989	Unfunded	2036-2045	\$ 12,519,978	Unfunded	2036-2045	\$ 62,599,888	Unfunded	2036-2045	\$ 125,199,777	Unfunded	\$ 206,579,632	Unfunded

	County Facility
	State Facility



Appendix



2045 LRTP TRANSIT COST FEASIBLE PLAN

Hernando/Citrus MPO 2045 LRTP

Cost Feasible Plan - Transit

Project ID	Project Name	Project Description	County	Year	Cost Estimate	Cost (2026-2030)	Cost (2031-2035)	Cost (2036-2045)	Aspirational (YOE)
1000	Vehicle replacement and acquisition	Vehicle replacement plan needs	Citrus	2019-2028	\$ 4,444,000	\$ 1,481,333			
2100	Hernando Various Add Saturday Service	Add Saturday Service to routes from 5:30AM to 7:30PM	Hernando	2020 - TDP	\$ 3,451,000				
2101	Hernando Various Service Hours	Increase service hours to 9PM on weekdays for routes	Hernando	2020 - TDP	\$ 5,752,000				
1108A	Citrus Operating Funds	Fixed route and ADA paratransit service	Citrus	2020-2025	\$ 14,448,000				
2112A	Hernando Operating Funds	Fixed route and ADA paratransit service	Hernando	2020-2025	\$ 16,095,000				
2003	Vehicle replacement and acquisition	Vehicle replacement plan and new vehicle needs (various)	Hernando	2020-2029 TDP	\$ 7,253,000	\$ 3,626,500			
2001	Shared park-and-ride facilities	Various shared park-and-ride facilities (assume 3, 25 parking spaces each)	Hernando	2020-2030 TDP	\$ 938,000	\$ 938,000			
2102	East Hernando Connector Express	New weekday express service (AM, PM peak), from Brooksville to Ridge Manor on SR 50 - Local bus service providing west-east connection along SR 50 and US 98 between Brooksville in Hernando County and Ridge Manor area would also connect to transit services in Pasco County.	Hernando	2024 - TDP	\$ 3,835,000				
2002	Major transfer facility	Secure a location and development of a major transfer center along SR 50 corridor	Hernando	2025-2029 TDP	\$ 1,000,000	\$ 1,000,000			
1108B	Citrus Operating Funds	Fixed route and ADA paratransit service	Citrus	2026-2028	\$ 8,243,000	\$ 8,243,000			
2112B	Hernando Operating Funds	Fixed route and ADA paratransit service	Hernando	2026-2030	\$ 11,462,000	\$ 11,462,000			
1108C	Citrus Operating Funds	Fixed route and ADA paratransit service	Citrus	2028-2045	\$ 68,071,000	\$ 8,771,389	\$ 16,658,025	\$ 42,641,744	
1001	Vehicle replacement and acquisition	Vehicle replacement plan needs	Citrus	2031-2035	\$ 1,325,000		\$ 1,325,000		
2112C	Hernando Operating Funds	Fixed route and ADA paratransit service	Hernando	2031-2045	\$ 60,030,000		\$ 16,046,288	\$ 41,075,801	
1002	Vehicle replacement and acquisition	Vehicle replacement plan needs	Citrus	2036-2045	\$ 2,650,000			\$ 2,650,000	
1100.1	Citrus Various Increased Frequency	Increase frequency to 60 minutes on existing routes	Citrus	Aspirational	\$ 24,781,000				\$ 24,781,000
1101	Citrus Various Service Hours	Extend 3 hours of early/late service on existing routes	Citrus	Aspirational	\$ 8,211,000				\$ 8,211,000
1102	Citrus-Hernando Express Bus	Alternative Route via Suncoast Parkway Extension into Citrus County	Citrus	Aspirational	\$ 951,000				\$ 951,000
1103	Citrus Various Add Saturday Service	Add Saturday Service	Citrus	Aspirational	\$ 3,451,000				\$ 3,451,000
1104.1	Citrus Springs Connector	Local bus service that extends from Downtown Inverness north to Citrus Springs along US 41. This route provides a transfer opportunity with the existing Beverly Hills route	Citrus	Aspirational	\$ 2,663,000				\$ 2,663,000
1105.1	Crystal-Inverness Express	Express service providing intra-county connection between Inverness and Crystal River along SR 44. It connects to the proposed Citrus Connector Express in Hernando County at south end	Citrus	Aspirational	\$ 2,663,000				\$ 2,663,000
1106.1	US 19 Express	This express service provides intercounty connection between Crystal River in Citrus County and Hernando County along US 19 and US 98.	Citrus	Aspirational	\$ 3,947,000				\$ 3,947,000
1107.1	Ocala Express	This express service runs north from Inverness along US 41 and SR 200 and connects to Ocala in Marion County.	Citrus	Aspirational	\$ 1,808,000				\$ 1,808,000
1105.2	Crystal-Inverness Express vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	\$ 434,000				\$ 434,000
1104.2	Citrus Springs Connector vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	\$ 434,000				\$ 434,000
1106.2	US 19 Express vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	\$ 422,000				\$ 422,000
1107.2	Ocala Express vehicle purchase	Vehicle purchase for new routes	Citrus	Aspirational	\$ 3,042,000				\$ 3,042,000
1100.2	Citrus Various Increased Frequency	New vehicles to support increased frequency (purchase vehicle in 2030, start operations in 2031)	Citrus	Aspirational	\$ 6,593,000				6593000
2103.1	Suncoast Parkway Commuter Express	Express service providing north-south connection to Citrus County and Pasco County along Suncoast Parkway.	Hernando	Aspirational	\$ 951,000				\$ 951,000
2104.1	Hernando Increased Frequency	Increase frequency to 30 minutes on existing routes	Hernando	Aspirational	\$ 19,894,000				\$ 19,894,000
2105.1	Hernando SR 19/SR 50 Express Bus	Express service that runs along US 19 and SR 50 from the intersection of Suncoast Parkway and SR 50 to Pasco Hernando State College near the County Line Road.	Hernando	Aspirational	\$ 1,090,000				\$ 1,090,000

Cost Feasible Plan - Transit

Project ID	Project Name	Project Description	County	Year	Cost Estimate	Cost (2026-2030)	Cost (2031-2035)	Cost (2036-2045)	Aspirational (YOE)
2106.1	Spring Hill-Airport Connector	Local circulator service that connects the Spring Hill area with the airport, operating primarily on Elgin Avenue, Powell Road, and US 41 and circulating around the airport.	Hernando	Aspirational	\$ 11,838,000				\$ 11,838,000
2107.1	US 41/Airport Connector	Local bus route that connects Brooksville with the Brooksville-Tampa Bay Regional Airport along US 41 and Spring Hill Drive. This route further extends south along US 41 to County Line Road and connects with regional local service from US 41 from Pasco County	Hernando	Aspirational	\$ 4,591,000				\$ 4,591,000
2108.1	Citrus Connector Express	Express service that provides inter-county connection between Mariner Square Shopping Center in Hernando County and Citrus County.	Hernando	Aspirational	\$ 604,000				\$ 604,000
2109.1	ADA compliance for New Routes	New paratransit/ADA compliance service for new routes	Hernando	Aspirational	\$ 3,999,000				\$ 3,999,000
2111	I-75 Regional Express Route	New Route south (only includes portion that is in Hernando County), AM/PM Peak 3 hours, Express service providing inter-county connection between Brooksville in Hernando County and Pasco County.	Hernando	Aspirational	\$ 1,798,000				\$ 1,798,000
2004	Real-time bus location apps/displays	Implement real-time bus location apps/displays	Hernando	Aspirational	\$ 750,000				\$ 750,000
2005	Commuter Rail	New route commuter rail (only includes portion in Hernando County, capital costs) As part of the TBARTA regional raisystem, connects Pasco County with Brooksville in Hernando County, operating along the existing CSX rail corridor paralleling US 41 in Pasco and Hernando Counties.	Hernando	Aspirational	\$ 2,500,000,000				\$ 2,500,000,000
2006	Vehicle replacement and acquisition	Vehicle replacement plan and new vehicle needs (various)	Hernando	Aspirational	\$ 2,650,000				\$ 2,650,000
2007	Vehicle replacement and acquisition	Vehicle replacement plan and new vehicle needs (various)	Hernando	Aspirational	\$ 2,650,000				\$ 2,650,000
2104.2	Hernando Increased Frequency	New vehicles to support increased frequency	Hernando	Aspirational	\$ 1,934,000				\$ 1,934,000
2106.2	Spring Hill-Airport Connector	New vehicles to support service	Hernando	Aspirational	\$ 1,878,000				\$ 1,878,000
2107.2	US 41/Airport Connector	New vehicles to support service	Hernando	Aspirational	\$ 1,409,000				\$ 1,409,000
2108.2	Citrus Connector Express	New vehicles to support service	Hernando	Aspirational	\$ 1,495,000				\$ 1,495,000
2105.2	Hernando SR 19/SR 50 Express Bus	New vehicles to support service	Hernando	Aspirational	\$ 1,389,000				\$ 1,389,000
2109.1	ADA compliance for New Routes	New paratransit/ADA compliance service for new routes	Hernando	Aspirational	\$ 3,999,000				\$ 3,999,000



Appendix

F

FEDERAL AND STATE REQUIREMENTS CHECKLIST

Federal and State Requirements Checklist (September 17, 2019)

Source: Florida Department of Transportation, LRTP Review Checklist, (9/17/2019)

Section A- Federal Requirements		Where and How Addressed
23 C.F.R. Part 450 – Planning Assistance and Standards		
A-1	Does the plan cover a 20-year horizon from the date of adoption? 23 C.F.R. 450.324(a)	Resolution 2019-8 (p. ii) Chapter 1 – Introduction (p. 1-3) Chapter 2 – Goals, Objectives, & Performance Measures (p. 2-10) Chapter 3 – Planning Assumptions (p. 3-15) Chapter 4 – Transportation Plan (p. 4-12) Chapter 6 – Performance Measurement (p. 6-3, 6-13)
A-2	Does the plan address the planning factors described in 23 C.F.R. 450.306(b)? <i>Proactive Improvements</i> Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation? Travel and Tourism Does that plan enhance travel and tourism? 23 C.F.R. 450.324(a)	Chapter 1 – Introduction (p. 1-4) Chapter 2 – Goals, Objectives, & Performance Measures (p. 2-6, 2-7) Chapter 4 – Transportation Plan (p. 4-62) Chapter 1 – Introduction (p. 1-4) Chapter 4 – Transportation Plan (pp. 4-66 – 4-68) Chapter 6 – Performance Measurement (pp. 6-20 – 6-27) Chapter 1 – Introduction (p. 1-4) Chapter 2 – Goals, Objectives, & Performance Measures (p. 2-3; 2-3 – 2-9) Chapter 3 – Planning Assumptions (p. 3-14) Chapter 4 – Transportation Plan (p. 4-50)
A-3	Does the plan include both long-range and short-range strategies/ actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? 23 C.F.R. 450.324(b)	Chapter 2 – Goals, Objectives, & Performance Measures (p. 2-10) Chapter 3 – Planning Assumptions (pp. 3-16 – 3-23) - Population and Employment Forecast Chapter 4 – Transportation Plan (pp. 4-38 – 4-41) - Roadway Needs - Public Transportation Needs - Bicycle/Pedestrian Needs
A-4	Was the requirement to update the plan at least every five years met? 23 C.F.R. 450.324(c)	Yes; Hernando/Citrus 2040 LRTP was adopted December 9, 2014. The 2045 LRTP was adopted December 4, 2019. (p. ii)

Section A- Federal Requirements		Where and How Addressed
A-5	Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? 23 C.F.R. 450.324(d)	N/A; Planning Area is not a non-attainment area
A-6	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? 23 C.F.R. 450.324(e)	Chapter 3 – Planning Assumptions Population and Employment Forecast
A-7	Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.324(f)(1)	Chapter 3 – Planning Assumptions (p. 3-14) Chapter 4 – Transportation Plan (pp. 4-14 – 4-59) Chapter 6 – Performance Measurement (p. 6-10; pp. 6-13 – 6-15)
A-8	Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan? 23 C.F.R. 450.324(f)(2)	Chapter 4 – Transportation Plan (pp. 4-12 – 4-59)
A-9	Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)? 23 C.F.R. 450.324(f)(3)	Chapter 2 – Goals, Objectives, & Performance Measures (pp. 2-10 – 2-21) Chapter 6 – Performance Measurement (pp. 6-2 – 6-15)
A-10	Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? 23 C.F.R. 450.324(f)(4)(i)	Chapter 2 – Goals, Objectives, & Performance Measures (pp. 2-10 – 2-21) Chapter 4 – Transportation Needs (pp. 4-7 – 4-11) Chapter 6 – Performance Measurement (pp. 6-2 – 6-15) Technical Appendix G – FY 2019/20 – 2023/24 Transportation Improvement Program

Appendix F

Federal and State Requirements Checklist

Section A- Federal Requirements	Where and How Addressed
A-11 Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. 23 C.F.R. 450.306 (d)(4)	Chapter 2 – Goals, Objectives, & Performance Measures Chapter 2 – Goals, Objectives, & Performance Measures (pp. 2-5 – 2-9; 2-17 – 2-19; 2-24 – 2-28) Chapter 6 – Performance Measurement (p. 6-6) Chapter 4 – Transportation Plan • Transportation Safety Chapter 6 – Performance Measurement (p. 6-6) Chapter 4 – Transportation Plan • Transportation Safety Chapter 6 – Performance Measurement (p. 6-6) Chapter 4 – Transportation Plan • Bicycle and Pedestrian Safety • Transportation Safety • Key Safety Emphasis Areas N/A – The CMAQ is not applicable to the Hernando/Citrus MPO area Chapter 2 – Goals, Objectives, & Performance Measures (pp. 2-5 – 2-8; 2-20 – 2-21) Chapter 4 – Transportation Plan (pp. 4-12 – 4-14) Chapter 6 – Performance Measurement (p. 6-10) Chapter 2 – Goals, Objectives, & Performance Measures (p. 2-10) Chapter 4 – Transportation Plan (pp. 4-38 – 4-41; 4-62 – 4-64) Technical Appendix H – Hernando/Citrus MPO Congestion Management Plan Chapter 2 – Goals, Objectives, & Performance Measures (pp. 2-5 – 2-15) Chapter 6 – Performance Measurement (pp. 6-2 – 6-5)

Section A- Federal Requirements		Where and How Addressed
A-12	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? 23 C.F.R. 450.324(f)(5)	Chapter 4 – Transportation Plan (pp. 4-38 - 4-41) Technical Appendix H – Hernando/Citrus MPO Congestion Management Plan
A-13	Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? 23 C.F.R. 450.324(f)(6)	N/A –Hernando/Citrus MPO planning area is not a TMA.
A-14	Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? 23 C.F.R. 450.324(f)(7)	Chapter 4 – Transportation Plan - Funding for operations and maintenance in addition to capital projects for roadways, transit, and bicycle, pedestrian, and trail facilities - Transportation Resiliency
A-15	Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)? 23 C.F.R. 450.324(f)(8)	Chapter 4 – Transportation Plan (pp. 4-42 - 4-47) Public Transportation Needs Technical Appendix H – Hernando/Citrus MPO Congestion Management Plan Technical Appendix K – 2045 LRTP Transit Evaluation
A-16	Does the plan describe all proposed improvements in sufficient detail to develop cost estimates? 23 C.F.R. 450.324(f)(9)	Chapter 4 – Transportation Plan Financial Resources Appendix A - Revenue Forecast Appendix C - 2045 LRTP Roadway Projects and Costs Present Day Value Appendix D - 2045 LRTP Roadway Projects and Costs Year of Expenditure Appendix E - 2045 LRTP Transit Cost Feasible Plan

Appendix F

Federal and State Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
A-17	Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan? 23 C.F.R. 450.324(f)(10)	Chapter 6 – Performance Measurement Environmental Mitigation
A-18	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented? 23 C.F.R. 450.324(f)(11)	Chapter 4 – Transportation Plan Cost-Feasible Plan Appendix A - Revenue Forecast Appendix C - 2045 LRTP Roadway Projects and Costs Present Day Value Appendix D - 2045 LRTP Roadway Projects and Costs Year of Expenditure
A-19	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 C.F.R. 450.324(f)(11)(i)	Chapter 4 – Transportation Plan - Financial Resources - Cost-Feasible Plan Appendix A - Revenue Forecast Appendix C - 2045 LRTP Roadway Projects and Costs Present Day Value Appendix D - 2045 LRTP Roadway Projects and Costs Year of Expenditure
A-20	Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)? 23 C.F.R. 450.324(f)(11)(ii)	Chapter 4 – Transportation Plan (pp. 4-42 - 4-44) Public Transportation Appendix E - 2045 LRTP Transit Cost Feasible Plan Technical Appendix K - 2045 LRTP Transit Evaluation
A-21	Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability? 23 C.F.R. 450.324(f)(11)(iii)	Chapter 4 – Transportation Plan - Illustrative (Tier 4) Projects - M-CORES (Regional Projects)
A-22	Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)? 23 C.F.R. 450.324(f)(11)(iv)	Chapter 4 – Transportation Plan Financial Resources Appendix C - 2045 LRTP Roadway Projects and Costs Present Day Value Appendix D - 2045 LRTP Roadway Projects and Costs Year of Expenditure

Section A- Federal Requirements		Where and How Addressed
A-23	Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP? 23 C.F.R. 450.324(f)(11)(vi)	N/A –Hernando/Citrus MPO planning area does not have non-attainment status.
A-24	Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)? 23 C.F.R. 450.324(f)(12)	Chapter 4 – Transportation Plan Bicycle and Pedestrian Plan
A-25	Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? 23 C.F.R. 450.324(h)	Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-13 - 2-16) Chapter 4 – Transportation Plan Transportation Safety Chapter 6 – Performance Measurement (p.6-3, 6-6)
A-26	Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.324(g)(1)	Chapter 6 – Performance Measurement 2045 Model Network Appendix B - FY 2019/20 – 2023/24 Transportation Improvement Program Revenues and Projects
A-27	Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)? 23 C.F.R. 450.324(j)	Chapter 5 – Public Involvement Chapter 6 – Performance Measurement Environmental Justice Technical Appendix P - 2045 LRTP Public Involvement Review

Appendix F

Federal and State Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
A-28	Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? 23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)	Chapter 5 – Public Involvement (p. 5-8) Technical Appendix P - 2045 LRTP Public Involvement Review
A-29	Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan? Please see the “Stakeholder and Coordination Input” section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(i)	Chapter 5 – Public Involvement Technical Appendix P - 2045 LRTP Public Involvement Review
A-30	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? 23 C.F.R 450.316(a)(1)(vii)	Chapter 5 – Public Involvement Environmental Justice Workshops
A-31	Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan? 23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2)	Chapter 5 – Public Involvement (pp. 5-8 - 5-9) Environmental Justice Workshops Technical Appendix P - 2045 LRTP Public Involvement Review
A-32	Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the “Stakeholder and Coordination Input” section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(viii)	Chapter 5 – Public Involvement (p. 5-9) Technical Appendix P - 2045 LRTP Public Involvement Review

Section A- Federal Requirements		Where and How Addressed
A-33	Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities? Please see the “Proactive Improvements” section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(b)	Chapter 1 – Introduction - Federal Legislation and Guidance Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-5 - 2-26) Chapter 3 – Planning Assumptions - Regional Coordination Chapter 6 – Performance Measurement - Regional Environmental Consultation Workshop
A-34	If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan? 23 C.F.R 450.316(c)	N/A – No Indian Tribal Lands are in the MPO Planning Area
A-35	If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan? 23 C.F.R 450.316(d)	Chapter 6 – Performance Evaluation Environmental Mitigation
A-36	In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries? 23 C.F.R. 450.314(e)	N/A – No urbanized areas served by multiple MPOs Chapter 3 – Planning Assumptions Regional Coordination

Appendix F

Federal and State Requirements Checklist

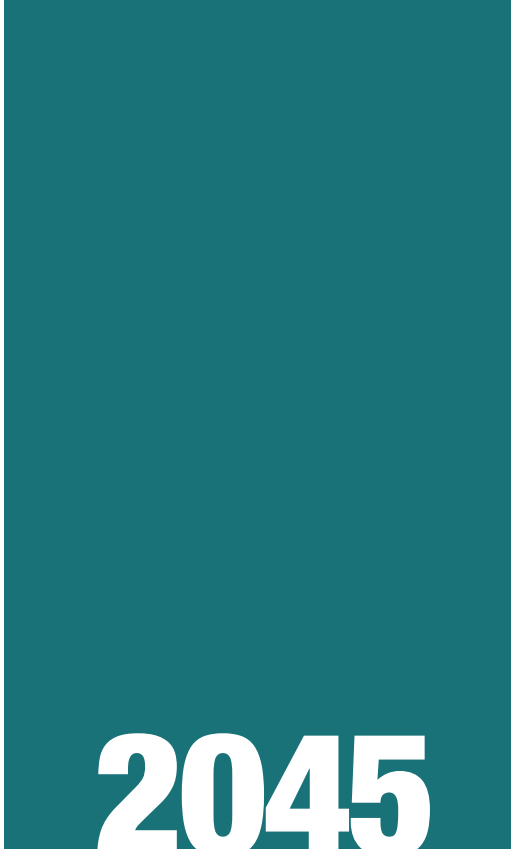
Section B- State Requirements		Where and How Addressed
Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175		
B-1	Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan? ss.339.175(1), (5) and (7), F.S.	Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-8 - 2-10)
B-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? ss.339.175(1) and (7)(a), F.S.	Chapter 4 – Transportation Plan (pp. 4-3 - 4-6; 4-12 - 4-14; 4-24 - 4-27) Appendix A - Revenue Forecast Appendix C - 2045 LRTP Roadway Projects and Costs Present Day Value Appendix D - 2045 LRTP Roadway Projects and Costs Year of Expenditure
B-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO’s metropolitan planning area? ss.339.175(5) and (7), F.S.	Chapter 3 – Planning Assumptions
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? ss.339.175(1) and (7) F.S.	Chapter 3 – Planning Assumptions (p. 3-6) Chapter 4 – Transportation Plan (pp. 4-14 - 4-14) Chapter 6 – Performance Measurement • Environmental Mitigation
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered? s.339.175(7)(a), F.S.	Chapter 2 – Goals, Objectives, and Performance Measures (pp. 2-8 - 2-9)

Section B- State Requirements		Where and How Addressed
B-6	Does the plan assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods? s.339.175(7)(c), F.S.	Chapter 4 – Transportation Plan (pp. 4-7 - 4-37)
B-7	Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising? s.339.175(7)(d), F.S.	Chapter 4 – Transportation Plan (pp. 4-50 - 4-60) Chapter 6 – Performance Measurement (pp. 6-20 - 6-29)
B-8	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present? s.339.175(13) F.S.	Pages i - iii Chapter 5 – Public Involvement (p. 5-9)

Appendix F

Federal and State Requirements Checklist

Section C- Proactive Recommendations		Where and How Addressed
C-1	Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation? 23 C.F.R 450.306(b)(9)	This will be included in the next LRTP Update.
C-2	Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	This will be included in the next LRTP Update.
C-3	Do the plan consider the transportation system's accessibility, mobility, and availability to better serve an aging population?	Chapter 4 – Transportation Plan Public Transportation Technical Appendix K - 2045 LRTP Transit Evaluation
C-4	Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Chapter 3 – Planning Assumptions (pp. 3-14 - 3-24) Chapter 4 – Transportation Plan (pp. 4-34 - 4-37) Chapter 6 – Performance Measurement (pp. 6-7 - 6-9; 6-13 - 6-15)
C-5	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	Chapter 3 – Planning Assumptions (pp. 3-14 - 3-23) Chapter 4 – Transportation Plan (pp. 4-34 - 4-61)



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Hernando/Citrus MPO
TRANSPORTATION PLAN

ADDITIONAL RESOURCES

This document consists of the complete Long Range Transportation Plan for the Hernando/Citrus Metropolitan Planning Organization as adopted on December 4, 2019. A Technical Appendix is provided as a companion to this document. The Technical Appendix documents technical elements of the plan in greater detail beyond what is included in this report. For a summary of the [*Hernando/Citrus MPO 2045 LRTP*](#), please consult the [*Hernando/Citrus MPO 2045 LRTP Adoption Report*](#).

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Hernando/Citrus MPO
TRANSPORTATION PLAN

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