



**Joint Meeting of the  
CITIZENS ADVISORY COMMITTEE (CAC) and  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)  
OF THE HERNANDO/CITRUS METROPOLITAN  
PLANNING ORGANIZATION (MPO)**

**REGULAR MEETING**

**Thursday, May 23, 2024, at 10:30 a.m.**

**MEETING LOCATION:** Hernando County Building Training Facility, 1661 Blaise Drive, Brooksville, Florida

**AGENDA**

**10:30 A. JOINT MEETING CALL TO ORDER BY STEPHEN HOHMAN, PRESIDING CHAIR (CAC)**

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

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

**10:35 C. REVIEW/APPROVAL OF THE JOINT MEETING OF THE CITIZENS ADVISORY COMMITTEE (CAC)  
AND BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES – MARCH 28, 2023**

**10:45 D. PRESENTATIONS**

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

**11:45 E. ACTION ITEMS**

1. Review and Recommendation on the Scope of Work for the Citrus County 10-Year Transit Development Plan (TDP) for FY 2026- FY 2035
2. Review and Recommendation of the Draft FY 2025-FY 2029 Transportation Improvement Program (TIP)
3. Review and Recommendation on Revision 3 of the FY2023-FY2024 of the Unified Planning Work Program (UPWP)

**12:00 F. CITIZEN COMMENTS**

**G. COMMITTEE MEMBER COMMENTS**

1. Citizens Advisory Committee (CAC)
2. Bicycle/Pedestrian Advisory Committee (BPAC)

**H. MPO STAFF UPDATES**

**12:15 I. ADJOURNMENT AND NEXT MEETING** - The next joint meeting of the Citizens Advisory Committee and Bicycle/Pedestrian Advisory Committee is scheduled for **Thursday, July 25, 2024**, beginning at 10:30 a.m., in the Hernando County Building Training Facility, 1661 Blaise Drive, Brooksville, Florida. The meeting agenda and back-up material are available online at <http://www.hernandocitrusmpo.us>.

**AGENDA ITEM C**

**REVIEW/APPROVAL OF THE JOINT MEETING OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES – MARCH 28, 2024**

Review and approve the March 28, 2024, joint meeting Minutes of the Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC).

***Staff Recommendation:*** It is recommended the CAC and BPAC review and approve, separately by committee, the March 28, 2024, Minutes.

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Attachment: 3-28-24 Joint Mtg CAC\_BPAC Minutes



**Joint Meeting of the  
CITIZENS ADVISORY COMMITTEE (CAC) and  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)  
OF THE HERNANDO/CITRUS METROPOLITAN PLANNING  
ORGANIZATION (MPO)**

Thursday, March 28, 2024

**MINUTES**

The Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC) held a joint meeting on Thursday, March 28, 2024, beginning at 10:30 a.m., at the Hernando County Building Training Facility, 1661 Blaise Drive, Brooksville, Florida. The meeting was publicly noticed on the Hernando County, Citrus County, and Hernando/Citrus MPO websites.

**BPAC MEMBERS PRESENT**

Jim McLean, Chair, Citrus County Citizen-at-Large  
Michael Dolan, Vice Chair, Hernando County Citizen-at-Large  
Sherry Bechtel, City of Inverness  
Steve Gouldman, City of Brooksville  
Francine Nobles, Citrus County Parks and Recreation  
Bailey Forbes, Hernando County Parks and Recreation  
Dennis Henize, Hernando County Citizen-at-Large  
Dennis Reiland, Citrus County Citizen-at-Large  
Deputy Perez, Non-Voting Hernando County Sheriff's Office

**BPAC MEMBERS ABSENT**

Jenette Collins, City of Crystal River  
James Lipsey, Hernando County School District  
Chuck Dixon, Citrus County School District  
Deputy Fischer, Non-Voting Citrus County Sheriff's Office

**CAC MEMBERS PRESENT**

Ron Lawson, Vice Chair, City of Brooksville  
Scarlett Sharpe, Hernando County - Unincorporated  
Stephen Hohman, Hernando County – Unincorporated  
Shannon Sokolowski, Low Income and/or Minority Representative  
Beverly Howard, Citrus County – Unincorporated  
Karen Esty, City of Inverness

**OTHERS PRESENT**

Bob Esposito, MPO Executive Director  
Mary Elwin, MPO Coordinator  
Joy Turner, MPO Administrative Assistant III  
Suzanne Ziegler, Florida Department of Transportation, District 7  
Siaosi Fine, Florida Turnpike Enterprise  
Victoria Anderson, Assistant County Attorney, Hernando County  
William Roll, General Planning Consultant, Kimley-Horn & Associates

**MEETING CALLED TO ORDER**

- Presiding Chair McLean (BPAC) called the meeting to order at 10:31 a.m. and led the Moment of Silence.
- The Pledge of Allegiance and the introductions of the Committee members and staff followed the Moment of Silence.

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

## **APPROVAL/MODIFICATION OF AGENDA**

**BPAC Motion:** A motion was made by Mr. Dolan to approve the agenda. The motion was seconded by Mr. Henize and the motion passed 7-0.

*[It is noted for the record that CAC member, Beverly Howard, arrived at the meeting.]*

**CAC Motion:** A motion was made by Ms. Sokolowski to approve the agenda. The motion was seconded by Ms. Sharpe and the motion passed 6-0.

## **ANNUAL ELECTION OF THE CHAIR AND VICE CHAIR FOR 2024**

Citizens Advisory Committee (CAC)

**CAC Motion:** A motion was made by Ms. Sharpe to elect Stephen Hohman as the CAC Chair for 2024. The motion was seconded by Ms. Sokolowski and the motion passed 6-0.

**CAC Motion:** A motion was made by Ms. Howard to elect Karen Etsy as the CAC Vice Chair for 2024. The motion was seconded by Ms. Sharpe and the motion passed 6-0.

Bicycle/Pedestrian Advisory Committee (BPAC)

**BPAC Motion:** A motion was made by Ms. Bechtel to elect Mike Dolan as the BPAC Chair for 2024. The motion was seconded by Ms. Nobles and the motion passed 7-0.

*[It is noted for the record that BPAC member, Bailey Forbes, arrived at the meeting.]*

*[It is noted for the record that non-voting BPAC member, Deputy Perez, arrived at the meeting.]*

**BPAC Motion:** A motion was made by Mr. Henize to elect Sherry Bechtel as the BPAC Vice Chair for 2024. The motion was seconded by Mr. Reiland and the motion passed 8-0.

*[BPAC Chair for 2024, Mike Dolan, presided over the balance of the meeting.]*

## **PRESENTATIONS**

### **1. Status of the 2050 Long-Range Transportation Plan (LRTP) Presentation by General Planning Consultant, Kimley-Horn & Associates**

William Roll, General Planning Consultant, Kimley-Horn & Associates, made a presentation on the status of the 2050 Long-Range Transportation Plan (LRTP). Ms. Sokolowski asked what the average cost was to pursue an \$800,000 grant. Mr. Roll shared that since the grant process is competitive and requires a skilled team to gather the necessary data and process, the cost could be approximately \$80,000. Mr. Hohman inquired on the trends for county-level funding and Mr. Roll affirmed county-level funding information will be shared at a future committee meeting. Ms. Etsy questioned how funds are allocated if Citrus County is smaller than Hernando County yet Citrus County is experiencing immense growth. Mr. Roll affirmed that by federal legislation, funds are allocated based on population. Mr. Hohman conveyed that several current development projects in Hernando County were 30-40 years ago (entitled development).

### **2. Government-in-the Sunshine Presentation by the Hernando County Attorney's Office**

Victoria Anderson, Assistant County Attorney for Hernando County, made a presentation on the Sunshine Law, Public Records and Voting Conflicts.

**REVIEW AND APPROVAL OF THE JOINT MEETING OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MINUTES – OCTOBER 25, 2023.**

**CAC Motion:** A motion was made by Mr. Lawson to approve the Minutes of the October 25, 2023, meeting of the CAC. The motion was seconded by Ms. Etsy and the motion passed 6-0.

**BPAC Motion:** A motion was made by Mr. Henize to approve the Minutes of the October 25, 2023, meeting of the BPAC. The motion was seconded by Mr. Reiland and the motion passed 8-0.

**ACTION ITEMS**

1. Review and Recommendation on the FY2025-FY2026 Adoption of the Unified Planning Work Program (UPWP)

Mr. Esposito review the proposed FY2025-FY2026 UPWP. Ms. Elwin shared that the MPO was notified by FDOT that the MPO will be receiving additional PL funding and those funds will be incorporated into the UPWP prior to adoption.

**CAC Motion:** A motion was made by Ms. Howard to recommend the MPO Board approve the FY2025-FY2026 UPWP. The motion was seconded by Ms. Etsy and the motion passed 6-0.

**BPAC Motion:** A motion was made by Mr. Mclean to recommend the MPO Board approve the FY2025-FY2026 UPWP. The motion was seconded by Mr. Henize and the motion passed 8-0.

2. Review and Recommendation of Agreement and Transfer of Bicycle Trail Counters to the Florida Department of Transportation (FDOT)

**CAC Motion:** A motion was made by Ms. Etsy to recommend the MPO Board approve the Agreement and Transfer of Bicycle Trail Counters to the Florida Department of Transportation (FDOT). The motion was seconded by Ms. Sharpe and the motion passed 6-0.

**BPAC Motion:** A motion was made by Mr. Reiland to recommend the MPO Board approve the Agreement and Transfer of Bicycle Trail Counters to the Florida Department of Transportation (FDOT). The motion was seconded by Mr. Henize and the motion passed 8-0.

3. Review and Recommendation on the List of Priority Projects (LOPP) Amendment to Add Intersection Improvements for US41 (Broad Street) and CR576 (Ayers Road) in Hernando County and US41 (Florida Avenue) and CR491 (N Lecanto Highway) in Citrus County

**CAC Motion:** A motion was made by Ms. Sokolowski to recommend the MPO Board approve the Amendment to add two intersection improvements for US 41/SR 45 (Broad Street) and CR 576 (Ayers Road) in Hernando County and US 41/SR 45 (Florida Avenue) and CR 491 (N. Lecanto Highway) in Citrus County and renumber subsequent projects on the List of Priority Projects (LOPP). The motion was seconded by Mr. Lawson and the motion passed 6-0.

**BPAC Motion:** A motion was made by Mr. Reiland to recommend the MPO Board approve the Amendment to add two intersection improvements for US 41/SR 45 (Broad Street) and CR 576 (Ayers Road) in Hernando County and US 41/SR 45 (Florida Avenue) and CR 491 (N. Lecanto Highway) in Citrus County and renumber subsequent projects on the List of Priority Projects (LOPP). The motion was seconded by Mr. Mclean and the motion passed 8-0.

4. Review and Recommendation of the Citizens Advisory Committee (CAC) Bylaws Update

**CAC Motion:** A motion was made by Mr. Lawson to recommend the MPO Board approve the Citizens Advisory Committee (CAC) Bylaws Update. The motion was seconded by Ms. Sokolowski and the motion passed 6-0.

## **CITIZEN COMMENTS**

Jennifer Sullivan, Spring Hill resident, asked if a list of upcoming sidewalk projects in the Spring Hill area could be provided (Waterfall Drive and Dunkirk Road, in particular). Since these are Hernando County roads versus US or state roads, Ms. Elwin suggested Ms. Sullivan contact the Hernando County Department of Public Works County Engineer's office for that information.

## **COMMITTEE MEMBER COMMENTS**

### **Citizens Advisory Committee (CAC)**

There were no CAC Committee Member comments.

### **Bicycle/Pedestrian Advisory Committee (BPAC)**

- Chair Dolan emphasized the need consider moving project number 14 (Good Neighbor Trail-Rehabilitation) on the Transportation Alternatives List of Priority Projects (TA LOPP) to project number 7 and renumber subsequent projects on the List of Priority Projects (LOPP). Ms. Ziegler, from the Florida Department of Transportation, explained that in order to receive future funding, requests must be submitted on the recently updated application form versus the application that was submitted in 2016. Ms. Ziegler also relayed that the current funding cycle was closed, and the application process would reopen in December 2024. Chair Dolan acknowledged that he would contact Scott Herring, Hernando County Department of Public Works County Engineer, to apply in December.

**BPAC Motion:** A motion was made by Mr. Mclean to recommend the MPO Board approve moving project number 14 to project number 7 and renumber subsequent projects on the TA LOPP. The motion was seconded by Mr. Henize and the motion passed 8-0.

- In light of Spring Hill resident Jennifer Sullivan's request, and in her preparation for contacting Mr. Herring, Mr. Mclean mentioned that counties can apply for sidewalks grants (Safe Streets), but the grants require a 20% match from the county.

## **MPO STAFF UPDATES**

Mr. Esposito shared the following updates:

- A certificate of appreciation was given by the MPO Board to John Wade recognizing his 10 years of service as a member of the CAC.
- At the October 25, 2023, CAC/BPAC meeting, Carol Scott from Florida Turnpike Enterprises (FTE) gave a presentation and Shannon Sokolowski asked if there was signage on the Suncoast Parkway for the \*347 Call Florida Highway Patrol & Road Rangers. Update from FTE: *There seems to be no signs like that on the Suncoast Parkway. However, Turnpike staff is looking at implementing these signs on the roadway.*
- The Florida Department of Transportation (FDOT) has scheduled a ribbon cutting ceremony for the Good Neighbor Trail (GNT) on May 22, 2024. The time and location of the ceremony will be forthcoming but likely the ceremony will commence mid-morning.
- FDOT is currently scheduling meetings with the MPO Staff and the County Engineering staff of Hernando and Pasco Counties to discuss design and funding concepts to "help accelerate the development process for County Line Road." The MPO staff will keep the Board advised as this important project moves forward.
- David Gwynn and Justin Hall from FDOT conducted site visits in Citrus and Hernando counties on February 1, 2024, and addressed the MPO Board on the limited funding due to increased costs of labor and materials.
- The MPO conducts quarterly staff meetings with Ocala Marion TPO and Lake-Sumter MPO. The entities share boundaries and similar demographics.

- The MPO also conducts regular conversations with Pasco County regarding County Line Road.
- The July 11, 2024, meeting is being canceled as the Hernando County Commission is scheduling a workshop that day. Necessary agenda items will be presented at the June or August meetings.
- Mr. Esposito will attend the Florida Metropolitan Planning Organization Advisory Council (MPOAC) meeting in Orlando on April 25, 2024, and the Transportation Planning Exchange (TransEx) conference in St. Petersburg on May 7-8, 2024.
- Inverness City Councilman, Gene Davis, will attend the MPOAC Weekend Institute training in St. Petersburg, May 17-18, 2024.

#### **ADJOURNMENT AND NEXT MEETING**

Presiding BPAC Chair Dolan adjourned the meeting at 12:24 p.m. The next joint meeting of the Citizens Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC) is tentatively scheduled for Thursday, April 25, 2024, beginning at 9:00 a.m., in the Lecanto Government Building, 3600 W. Sovereign Path, Room 166, Lecanto. *[Subsequent to this meeting, the April 25, 2024, meeting was cancelled. The next meeting is scheduled for May 23, 2024.]*

**PRESENTATION BY THE GENERAL PLANNING CONSULTANT, KIMLEY-HORN & ASSOCIATES, ON THE GOALS AND OBJECTIVES FOR THE 2050 LONG-RANGE TRANSPORTATION PLAN (LRTP) AND THE 2050 PRELIMINARY NEEDS ASSESSMENT**

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

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

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

**Staff Recommendation:** It is recommended the CAC and BPAC review the presentation and provide comments or input, separately by committee, to the MPO Board as desired.

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**PRESENTATION BY THE GENERAL PLANNING CONSULTANT, BENESCH & ASSOCIATES, ON THE TRAFFIC SEGMENT STUDIES IN CITRUS COUNTY (US 41 AND SR 200) AND HERNANDO COUNTY (US 41 AND COUNTY LINE ROAD)**

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

The study examined the following:

Hernando County

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

Citrus County

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

**Staff Recommendation:** It is recommended the CAC and BPAC review the study and provide any comments or input, separately by committee, to the MPO Board on pathways forward to address improvements on these segments as necessary.

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Attachment: Traffic Segment Study (May 2024, Benesch)

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

MAY 2024

DRAFT

PREPARED FOR:

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

PREPARED BY:

ALFRED BENESCH & Co.  
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CONTRACT No. 23-RG0033/AP

BENESCH PROJECT No. 18200027.03



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APPENDIX A: METHODOLOGY / SCOPE OF SERVICES

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

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

APPENDIX D: REPLICA ORIGIN/DESTINATION ANALYSIS MAPS

APPENDIX E: TBRPM 9.3 MODEL VOLUME PLOTS

## DEFINITIONS

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

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

## PURPOSE AND OBJECTIVES

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

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

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

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

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

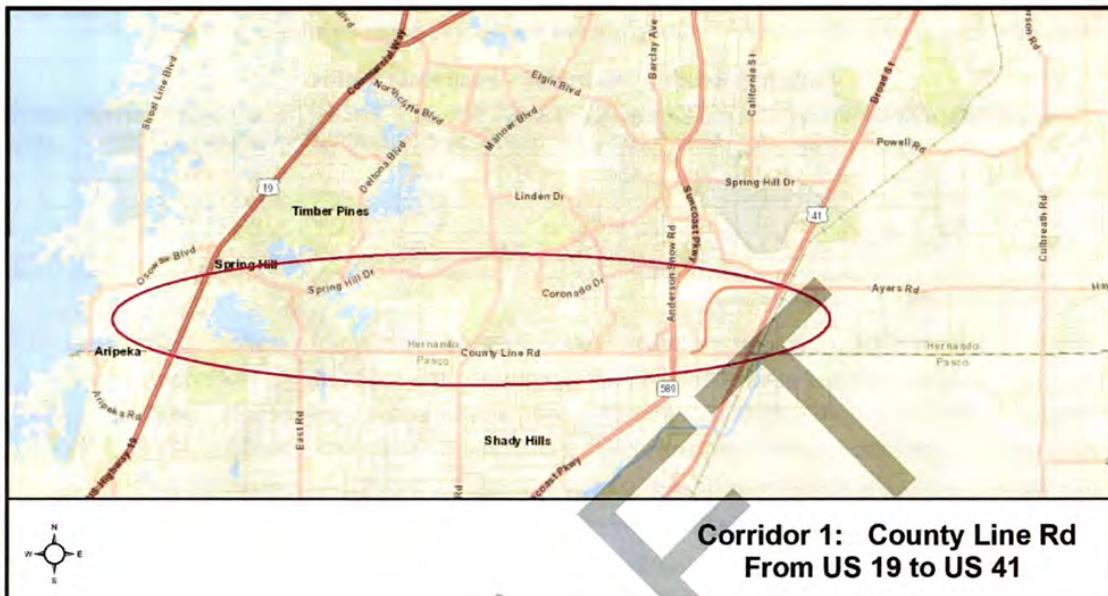
The County Line Road corridor runs east-west along the county line between Pasco County and Hernando County. For the purpose of this analysis, the corridor has been divided into the four following segments:

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

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

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

Figure 1-1: Corridor Location



## EXISTING CONDITIONS

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

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

Table 1-1: Existing Conditions – Daily Traffic

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

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

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

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

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

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

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

\* 2023 PH volumes from 2023 Hernando/Citrus MPO counts.

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

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

## FIVE YEAR FORECAST

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

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

**Table 1-3: Five Year Forecast – Daily Traffic**

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

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

\* 2023 AADT from 2023 Hernando/Citrus MPO counts. 2028 AADT estimated using Trend v03.a. 2022 & historic AADT used for Trend analysis from FDOT, FTI Historic AADT report.

AGR is an annualized (compounding) growth rate.

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

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

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

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

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

## ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

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

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

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

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

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



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

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

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

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

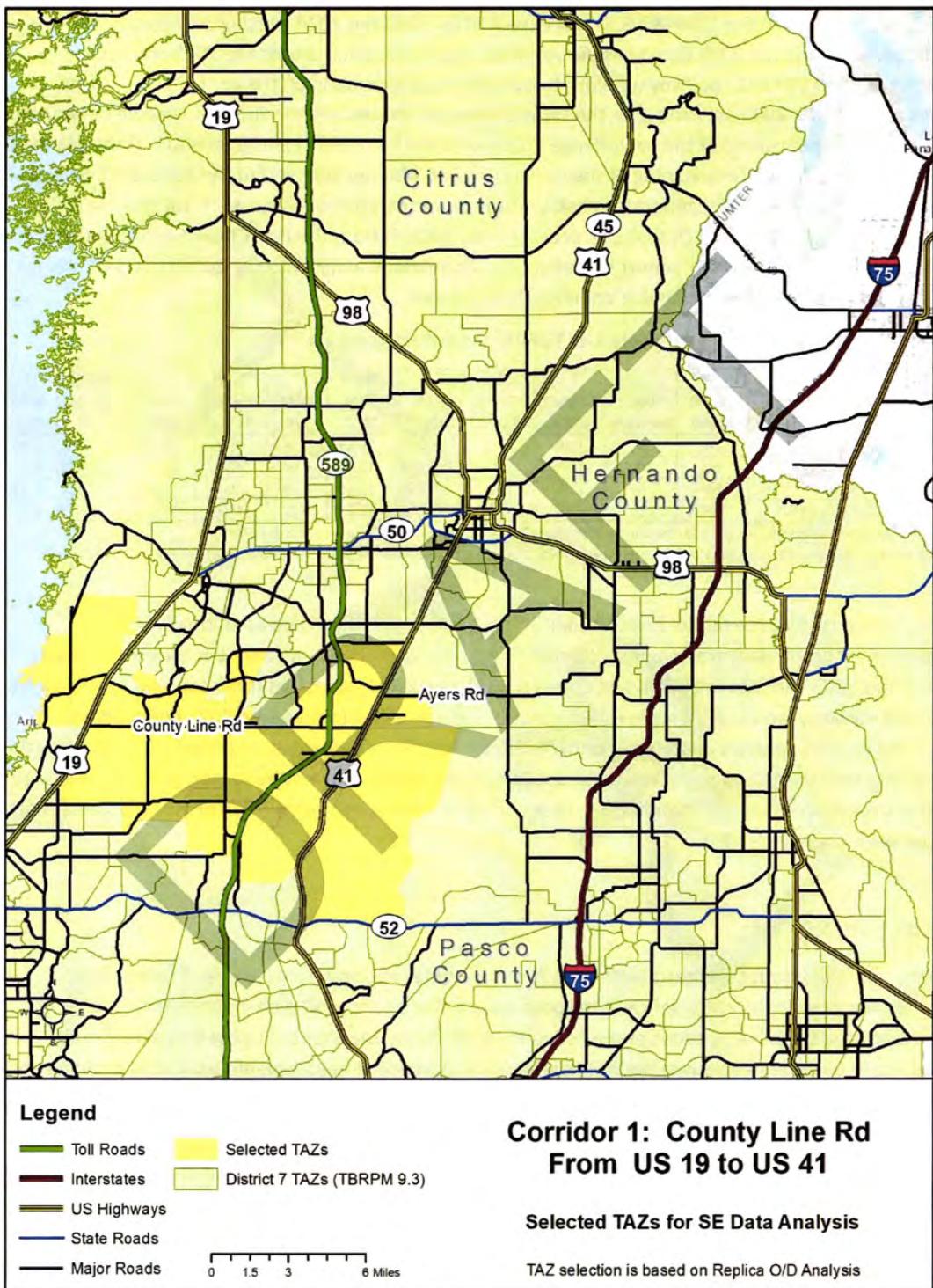
	<b>2015</b>	<b>2015-2035 AGR</b>	<b>2035</b>	<b>2035-2045 AGR</b>	<b>2045</b>	<b>2015-2045 AGR</b>
<b>D.U.s</b>	21,923	0.79%	25,681	0.95%	28,217	0.84%
<b>Population</b>	47,127	0.86%	55,938	0.94%	61,451	0.89%
<b>Employees</b>	14,895	1.04%	18,325	1.26%	20,761	1.11%
<b>K-12 Enrol.</b>	4,574	0.69%	5,252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

Note: TAZs of influence selected using Replica O and D analysis

AGR is an annualized (compounding) growth rate.

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

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



## TBRPM FORECAST

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

Table 1-6: TBRPM 9.3 Future Forecast

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

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

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

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

## CONCLUSIONS

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

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

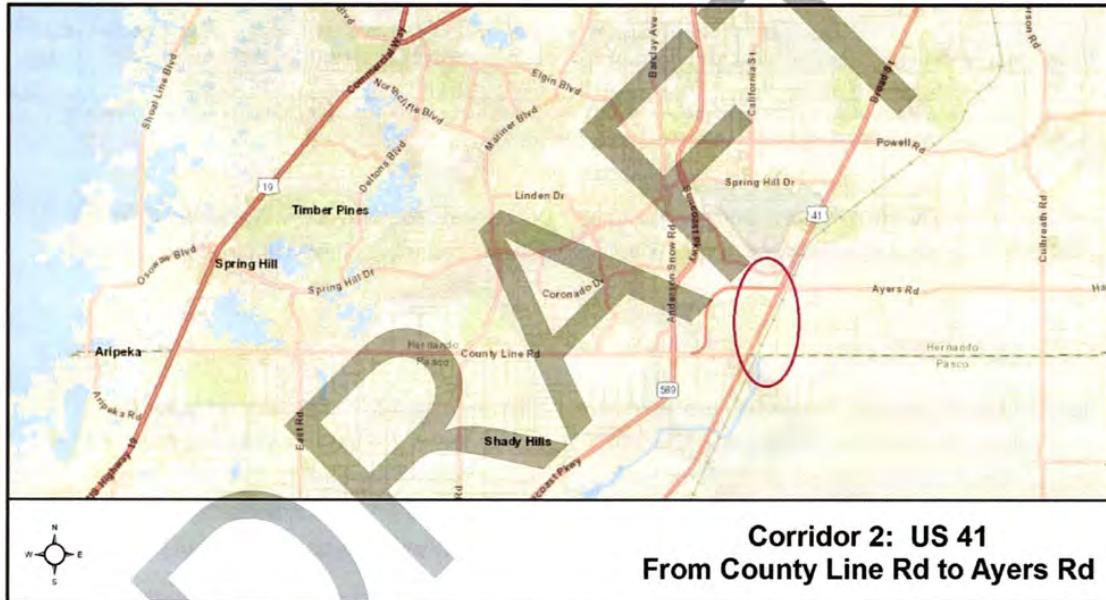
## 2 US 41 (BROAD ST), FROM COUNTY LINE ROAD TO AYERS ROAD

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

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

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

Figure 2-1: Corridor Location



### EXISTING CONDITIONS

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



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

**Table 2-1: Existing Conditions – Daily Traffic**

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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. \* 2023 AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

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

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

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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. \* Peak hour volume estimated using Trend v03.a and FDOT, FTI Historic AADT report and K factor.

Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report.

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

## FIVE YEAR FORECAST

Historical AADT and the Trend 03a tool were used to develop annualized growth rates for the traffic along this corridor. These growth rates were applied to the 2023 traffic volumes and used to project future traffic volumes to 2028 for both daily and peak-hour conditions. A review of the current Transportation Improvement Program (TIP) and FDOT Work Program documents indicate that there are no committed and funded capacity improvements for this corridor within the 2023 to 2028 forecast period.

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

**Table 2-3: Five Year Forecast – Daily Traffic**

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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. \* Future AADT estimated using Trend v03.a and FDOT, FTI Historic AADT report.

Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

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

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

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

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

Note: Capacity is based on 2023 FDOT QLOS for C3R classification. \* Peak hour volume estimated using Trend v03.a and FDOT, FTI Historic AADT report and K factor.

Context Classification, LOS Standard, and MSV taken from FDOT District 7 2023 LOS Report. AGR is an annualized growth rate.

## ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

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

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

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

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

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

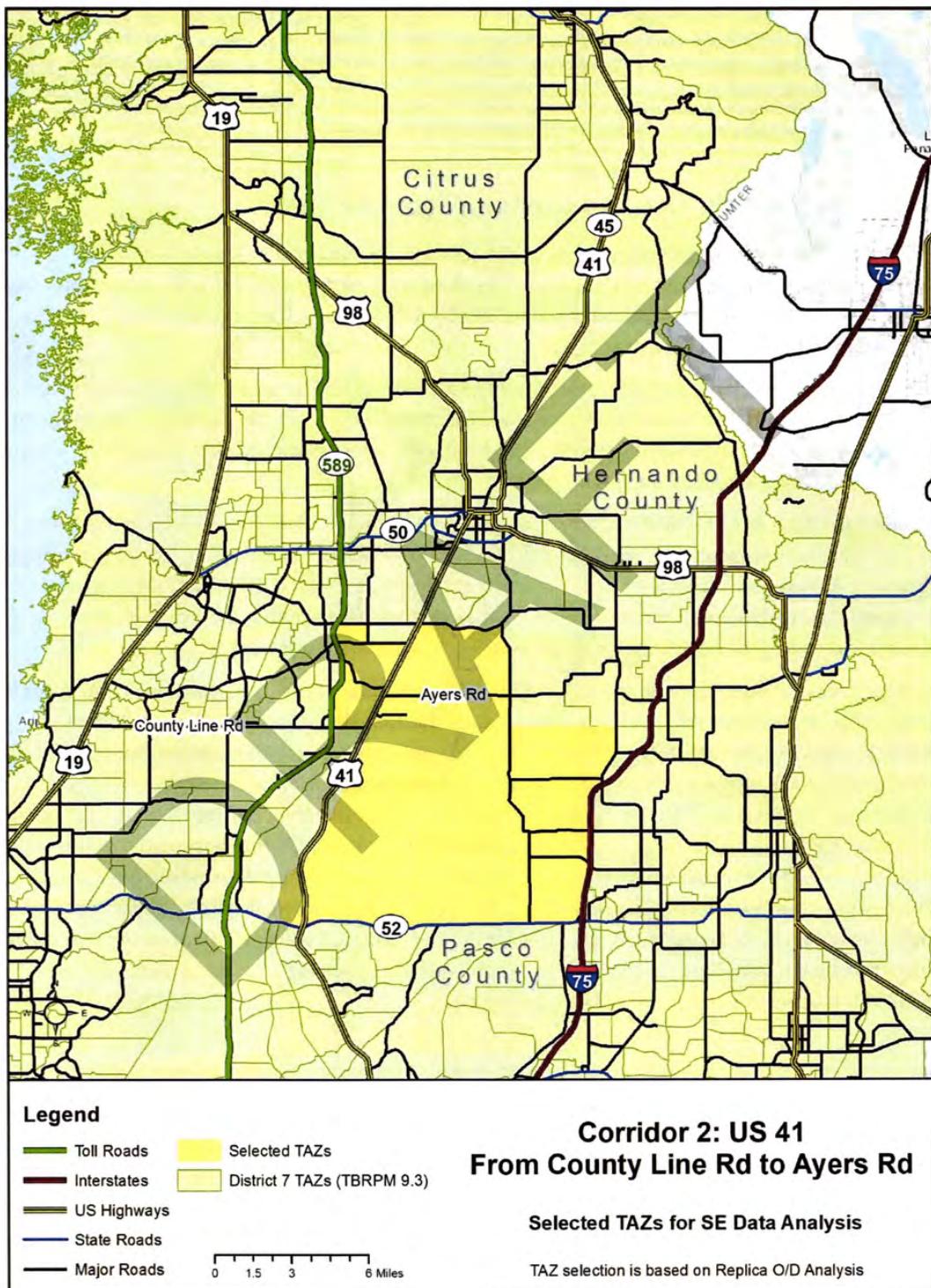


Table 2-5: Change in TBRPM Socioeconomic Data 2015 – 2045

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

Note: TAZs of influence selected using Replica O and D analysis

AGR is an annualized (compounding) growth rate.

## TBRPM FORECAST

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

Table 2-6: TBRPM 9.3 Future Forecast

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

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

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

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

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

## CONCLUSIONS

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

### 3 US 41, FROM E ARLINGTON STREET TO SR 200

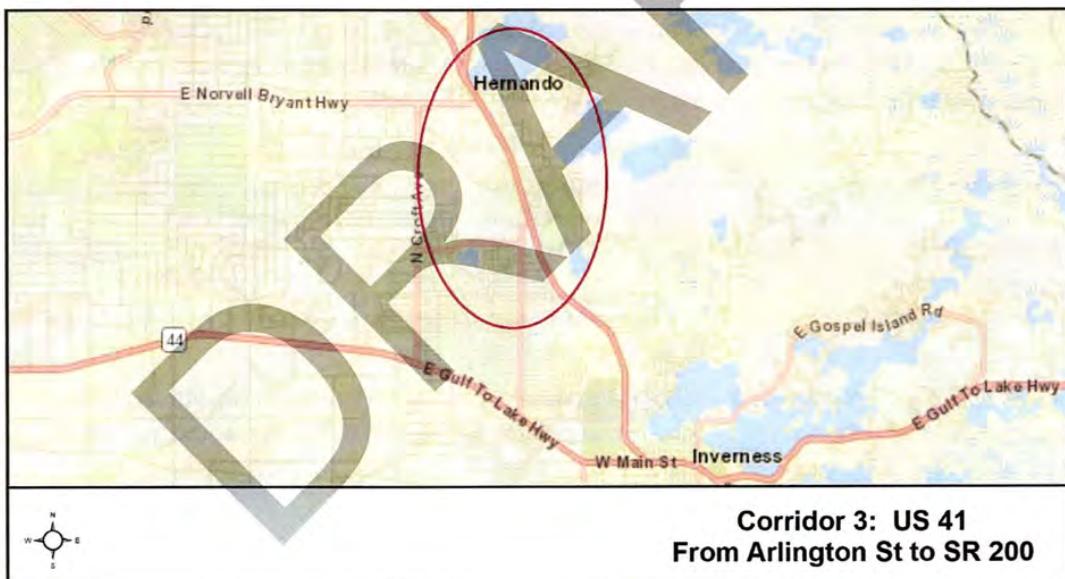
This US 41 corridor runs north-south between SR 44 and SR 200, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the three following segments:

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

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

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

Figure 3-1: Corridor Location



### EXISTING CONDITIONS

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



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

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

**Table 3-1: Existing Conditions –Daily Traffic**

US 41 - Citrus County	Lanes /Type	Posted Speed	LOS Standard	Context Class	Capacity at LOS C	Capacity at LOS D	2022 AADT	2023 Est AADT*	2023 V/C	2023 LOS
E Arlington to Independence	2LU	50	D	C3R	19,600	23,520	22,000	22,306	0.95	D
Independence to Norvell Bryant	2LU	50	D	C3C	15,300	22,785	22,000	19,798	0.87	D
Norvell Bryant to SR 200	2LU	50	D	C3C	15,300	22,785	23,000	19,683	0.86	D

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

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

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

**Table 3-2: Existing Conditions – Peak Hour Traffic**

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

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

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

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

## FIVE YEAR FORECAST

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





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

**Table 3-3: Five Year Forecast – Daily Traffic**

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

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

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

AGR is an annualized growth rate.

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

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

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

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

\* 2023 PH volumes from 2023 Hernando/Citrus MPO counts. AGR estimated using Trend v03.a and FDOT, FTI Historic AADT report. AGR is an annualized growth rate.

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

## ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

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

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



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

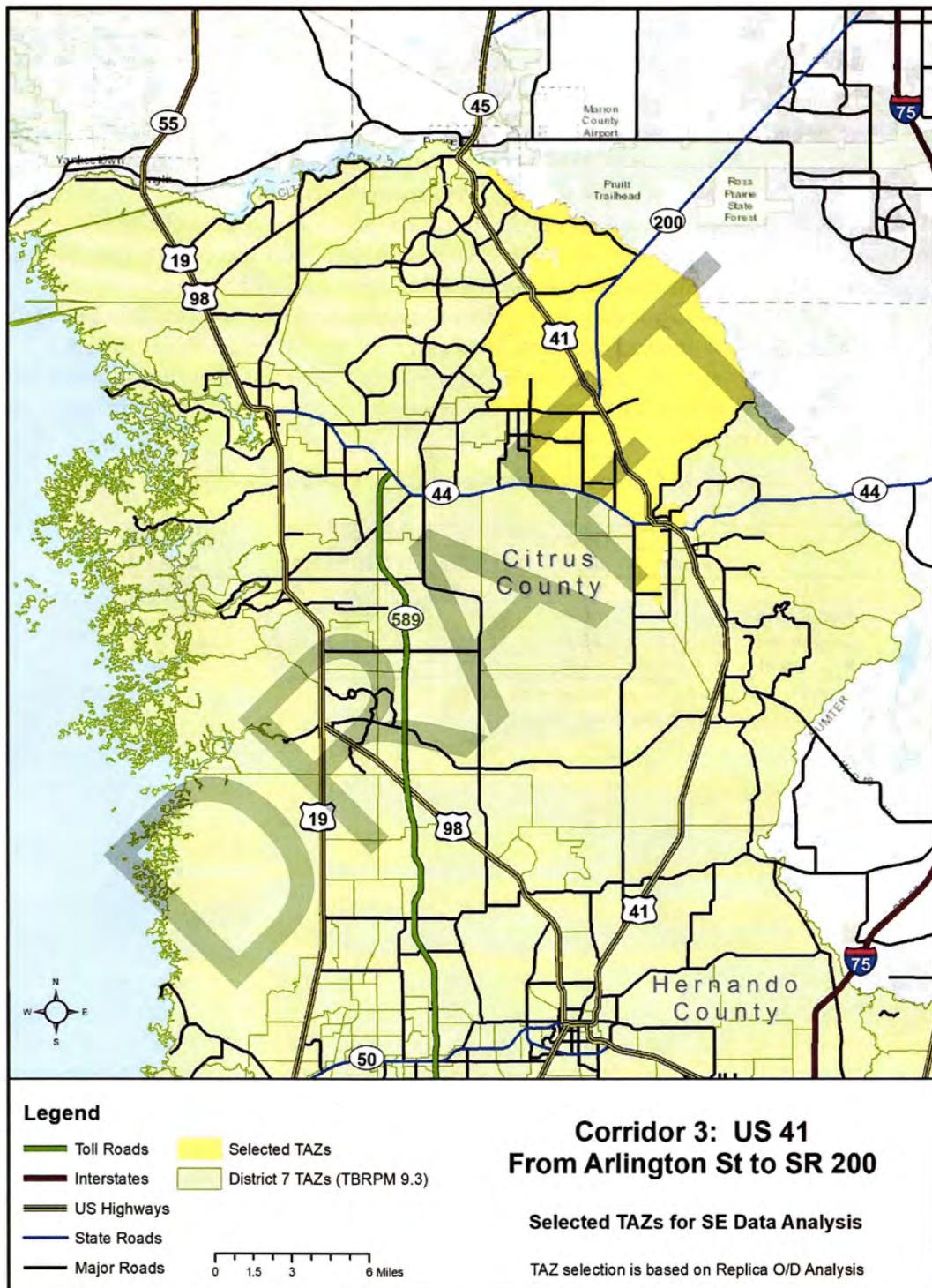
The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the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

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

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

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

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



## TBRPM FORECAST

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

Table 3-6: TBRPM 9.3 Future Forecast

US41 - Citrus County	Posted Speed	LOS Standard	Context Class	2024 TBRPM Lanes <sup>1</sup>	MSV 2024 <sup>2</sup>	TBRPM 2024 AADT	2024 V/C	2045 TBRPM Lanes	MSV 2045	TBRPM 2045 AADT	2045 V/C
E Arlington to Independence	50	D	C3R	2LU	23,520	12,662	0.54	4LD	37,300	18,830	0.50
Independence to Norvell Bryant	50	D	C3C	2LU	22,785	18,269	0.80	4LD	36,600	20,669	0.56
Norvell Bryant to SR 200	50	D	C3C	2LU	22,785	23,350	1.02	4LD	36,600	22,504	0.61

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

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

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

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

## CONCLUSIONS

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

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

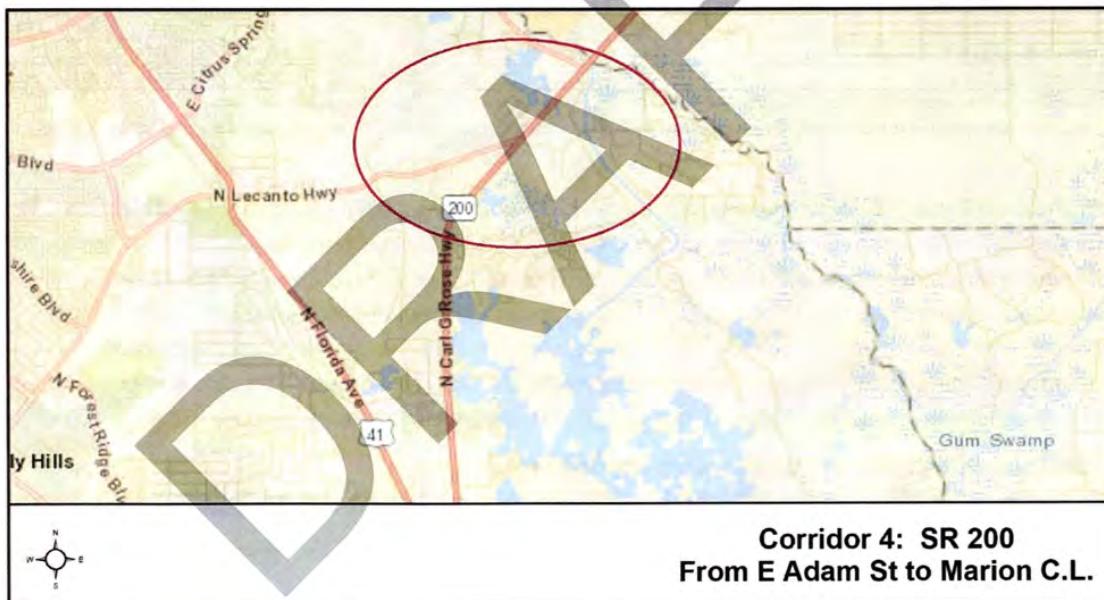
The SR 200 corridor runs north-south between US 41 and the Marion County Line, in north Citrus County. For the purpose of this analysis, the corridor has been divided into the two following segments:

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

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

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

Figure 4-1: Corridor Location



#### EXISTING CONDITIONS

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

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

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

**Table 4-1: Existing Conditions –Daily Traffic**

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

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

\*2023 AADT from 2023 Hernando/Citrus MPO counts N of CR 491. Future AADT estimated using Trend v03a and FDOT, FTI Historic AADT report.

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

**Table 4-2: Existing Conditions – Peak Hour Traffic**

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

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

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

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

## FIVE YEAR FORECAST

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

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



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

**Table 4-3: Five Year Forecast – Daily Traffic**

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

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

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

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

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

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

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

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

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

## ORIGIN/DESTINATION ANALYSIS AND SOCIOECONOMIC DATA

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

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

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



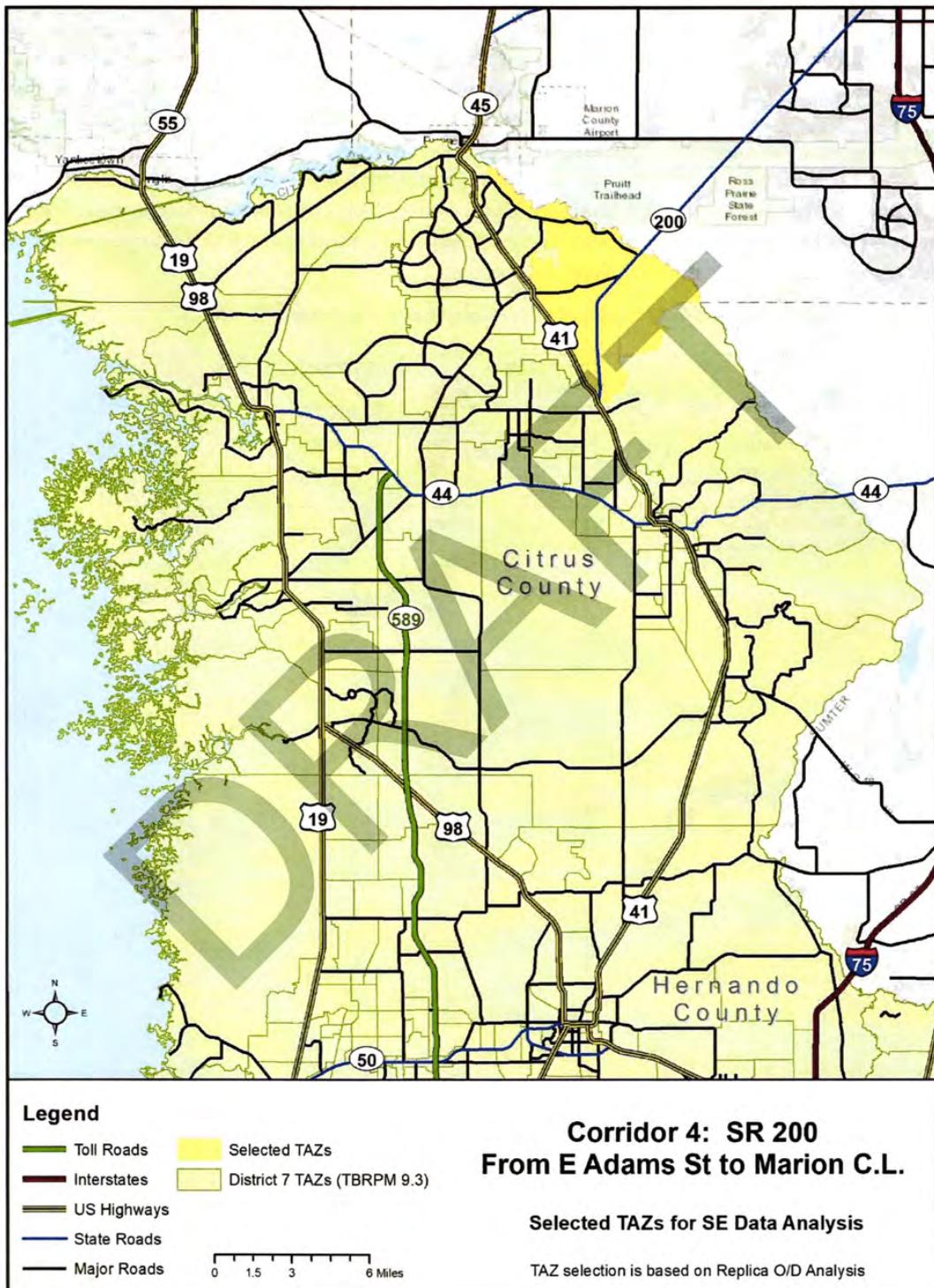
The Replica based trip O/D study was also used for the selection of Traffic Analysis Zones (TAZs) for the analysis of socioeconomic data and growth rates from the Tampa Bay Regional Planning Model (TBRPM) version 9.3. Rather than simply selecting TAZs adjacent to, or within a specific distance of, the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

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

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

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

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



## TBRPM FORECAST

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

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

Table 4-6: TBRPM 9.3 Future Forecast

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

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

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

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

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

## CONCLUSIONS

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

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

**DRAFT**

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

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

**Scope of Services**

December 5, 2023

***Purpose and Objectives***

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

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

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

***Tasks and Deliverables***

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

**Hernando County Study Corridors**

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

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

**Citrus County Study Corridors**

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

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

### *Conducting the Studies*

#### Subtask 1 – Data Gathering and Traffic Inputs

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

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

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

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

#### Subtask 2 – Traffic Analysis

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

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

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

#### Subtask 3 – Documentation, Deliverables, and Presentation

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

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

#### *Deliverables:*

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

***Schedule***

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

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

***Fee***

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

**DRAFT**

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

**DRAFT**

**VOLUME**

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

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

Average Annual Daily Traffic

City: Hudson  
 Project #: FL23\_120075\_010

DAILY TOTALS				NB 0	SB 0	EB 9,803	WB 9,872			Total 19,675			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			13	13	26		12:00			152	154	306	
00:15			11	10	21		12:15			152	159	311	
00:30			11	10	21		12:30			158	163	321	
00:45			9	44	9	42	12:45			160	622	644	
01:00			12	6	18		13:00			159	156	315	
01:15			7	8	15		13:15			161	149	310	
01:30			5	6	11		13:30			166	157	323	
01:45			5	29	8	28	13:45			164	650	618	
02:00			6	6	12		14:00			164	161	325	
02:15			7	4	11		14:15			178	144	322	
02:30			6	5	11		14:30			182	145	327	
02:45			5	24	7	22	14:45			175	699	610	
03:00			6	7	13		15:00			213	156	369	
03:15			9	8	17		15:15			197	172	369	
03:30			10	10	20		15:30			231	182	413	
03:45			8	33	12	37	15:45			192	833	681	
04:00			13	17	30		16:00			215	176	391	
04:15			12	16	28		16:15			225	152	377	
04:30			15	34	49		16:30			222	167	389	
04:45			18	58	30	97	16:45			228	890	667	
05:00			23	37	60		17:00			233	176	409	
05:15			34	47	81		17:15			258	171	429	
05:30			32	75	107		17:30			215	155	370	
05:45			48	137	81	240	17:45			191	897	643	
06:00			48	100	148		18:00			181	140	321	
06:15			73	117	190		18:15			180	129	309	
06:30			79	142	221		18:30			149	129	278	
06:45			85	285	149	508	18:45			150	660	513	
07:00			92	153	245		19:00			143	102	245	
07:15			106	193	299		19:15			122	98	220	
07:30			131	236	367		19:30			120	80	200	
07:45			127	456	230	812	19:45			106	491	362	
08:00			120	213	333		20:00			110	64	174	
08:15			118	190	308		20:15			102	78	180	
08:30			121	192	313		20:30			96	63	159	
08:45			130	489	190	785	20:45			82	390	262	
09:00			119	186	305		21:00			75	55	130	
09:15			113	173	286		21:15			78	52	130	
09:30			134	151	285		21:30			67	43	110	
09:45			130	496	158	668	21:45			60	280	193	
10:00			124	145	269		22:00			56	41	97	
10:15			120	155	275		22:15			48	30	78	
10:30			142	170	312		22:30			40	28	68	
10:45			134	520	154	624	22:45			29	173	121	
11:00			129	155	284		23:00			34	18	52	
11:15			127	158	285		23:15			32	17	49	
11:30			139	153	292		23:30			25	17	42	
11:45			140	535	162	628	23:45			21	112	67	
<b>TOTALS</b>			<b>3106</b>	<b>4491</b>	<b>7597</b>	<b>TOTALS</b>			<b>6697</b>	<b>5381</b>	<b>12078</b>		
<b>SPLIT %</b>			40.9%	59.1%	38.6%	<b>SPLIT %</b>			55.4%	44.6%	<b>61.4%</b>		
DAILY TOTALS				NB 0	SB 0	EB 9,803	WB 9,872			Total 19,675			
<b>AM Peak Hour</b>			11:45	07:15	07:30	<b>AM Peak Hour</b>			16:30	15:15	16:30		
<b>AM Pk Volume</b>			602	872	1365	<b>AM Pk Volume</b>			941	701	1627		
<b>Pk Hr Factor</b>			0.953	0.924	0.930	<b>Pk Hr Factor</b>			0.912	0.963	0.948		
<b>7 - 9 Volume</b>			945	1597	2542	<b>4 - 6 Volume</b>			1787	1310	3097		
<b>7 - 9 Peak Hour</b>			07:30	07:15	07:30	<b>4 - 6 Peak Hour</b>			16:30	16:30	16:30		
<b>7 - 9 Pk Volume</b>			496	872	1365	<b>4 - 6 Pk Volume</b>			941	686	1627		
<b>Pk Hr Factor</b>			0.947	0.924	0.930	<b>Pk Hr Factor</b>			0.912	0.974	0.948		

2022 FDOT Seasonal Factor: 0.95

**VOLUME**

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

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

Average Annual Daily Traffic

City: Spring Hill  
Project #: FL23\_120075\_011

DAILY TOTALS			NB		SB		EB		WB		Total	
			0		0		11,091		11,503		22,594	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			12	23	35	12:00			162	168	330	
0:15			12	17	29	12:15			162	181	343	
0:30			9	15	24	12:30			159	176	335	
0:45			11	44	69	12:45			168	651	181	706
1:00			11	11	22	13:00			177	179	356	
1:15			6	11	17	13:15			169	188	357	
1:30			5	10	15	13:30			173	192	365	
1:45			7	29	40	13:45			185	704	177	736
2:00			6	8	14	14:00			168	183	351	
2:15			8	6	14	14:15			191	172	363	
2:30			8	7	15	14:30			184	191	375	
2:45			8	30	9	14:45			195	738	208	754
3:00			8	9	17	15:00			227	196	423	
3:15			15	8	23	15:15			222	218	440	
3:30			15	9	24	15:30			208	253	461	
3:45			12	50	13	15:45			203	860	236	903
4:00			27	11	38	16:00			193	230	423	
4:15			27	13	40	16:15			218	214	432	
4:30			31	27	58	16:30			210	242	452	
4:45			42	127	21	16:45			216	837	225	911
5:00			57	32	89	17:00			240	258	498	
5:15			77	37	114	17:15			230	229	459	
5:30			93	60	153	17:30			198	235	433	
5:45			116	343	56	17:45			210	878	211	933
6:00			108	91	199	18:00			168	220	388	
6:15			135	85	220	18:15			170	182	352	
6:30			140	116	256	18:30			140	170	310	
6:45			169	552	115	18:45			144	622	159	731
7:00			150	127	277	19:00			134	144	278	
7:15			179	174	353	19:15			123	132	255	
7:30			180	204	384	19:30			116	121	237	
7:45			200	709	187	19:45			100	473	114	511
8:00			182	185	367	20:00			87	109	196	
8:15			171	187	358	20:15			111	103	214	
8:30			167	215	382	20:30			89	97	186	
8:45			181	701	203	20:45			81	368	90	399
9:00			174	190	364	21:00			68	90	158	
9:15			150	170	320	21:15			71	70	141	
9:30			159	159	318	21:30			74	65	139	
9:45			167	650	166	21:45			56	269	55	280
10:00			147	164	311	22:00			43	56	99	
10:15			143	156	299	22:15			40	48	88	
10:30			162	171	333	22:30			36	49	85	
10:45			146	598	159	22:45			33	152	33	186
11:00			155	152	307	23:00			33	40	73	
11:15			145	178	323	23:15			27	31	58	
11:30			149	171	320	23:30			28	27	55	
11:45			150	599	175	23:45			19	107	20	118
<b>TOTALS</b>			<b>4432</b>	<b>4335</b>	<b>8767</b>	<b>TOTALS</b>			<b>6659</b>	<b>7168</b>	<b>13827</b>	
<b>SPLIT %</b>			50.6%	49.4%	38.8%	<b>SPLIT %</b>			48.2%	51.8%	<b>61.2%</b>	

DAILY TOTALS			NB		SB		EB		WB		Total
			0		0		11,091		11,503		22,594
AM Peak Hour			7:15	8:15	7:30	PM Peak Hour			16:30	16:30	16:30
AM Pk Volume			741	795	1496	PM Pk Volume			896	954	1850
Pk Hr Factor			0.926	0.924	0.966	Pk Hr Factor			0.933	0.924	0.929
7 - 9 Volume			1410	1482	2892	4 - 6 Volume			1715	1844	3559
7 - 9 Peak Hour			7:15	8:00	7:30	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume			741	790	1496	4 - 6 Pk Volume			896	954	1850
Pk Hr Factor			0.926	0.919	0.966	Pk Hr Factor			0.933	0.924	0.929

2022 FDOT Seasonal Factor: 0.94

**VOLUME**

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

Day: Tues-Thurs  
Date: March 21-23, 2023City: Spring Hill  
Project #: FL23\_120075\_013**Average Annual Daily Traffic**

<b>DAILY TOTALS</b>		<b>NB</b>		<b>SB</b>		<b>EB</b>		<b>WB</b>		<b>Total</b>	
		<b>0</b>	<b>0</b>	<b>11,027</b>	<b>10,945</b>						
<b>AM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>	<b>PM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>
00:00			11	14	25	12:00			149	147	296
00:15			8	9	17	12:15			157	147	304
00:30			8	11	19	12:30			130	157	287
00:45			9	36	42	12:45			145	581	615
01:00			7	9	16	13:00			154	154	308
01:15			7	5	12	13:15			154	171	325
01:30			7	7	14	13:30			157	165	322
01:45			8	29	78	13:45			168	633	733
02:00			6	4	10	14:00			155	178	333
02:15			7	8	15	14:15			176	172	348
02:30			9	5	14	14:30			165	195	360
02:45			9	31	8	14:45			177	673	756
03:00			10	6	16	15:00			189	213	402
03:15			13	7	20	15:15			236	219	455
03:30			15	6	21	15:30			215	228	443
03:45			19	57	11	15:45			221	861	222
04:00			21	6	27	16:00			196	211	407
04:15			25	14	39	16:15			215	229	444
04:30			37	20	57	16:30			202	253	455
04:45			37	120	20	16:45			230	843	240
05:00			49	22	71	17:00			250	242	492
05:15			69	28	97	17:15			230	249	479
05:30			91	48	139	17:30			209	247	456
05:45			113	322	44	17:45			187	876	234
06:00			150	63	213	18:00			972	421	1848
06:15			158	84	242	18:15			167	205	372
06:30			190	110	300	18:30			151	195	346
06:45			196	694	112	18:45			144	173	317
07:00			202	158	360	19:00			123	585	166
07:15			218	186	404	19:15			155	144	299
07:30			228	201	429	19:30			117	127	244
07:45			197	845	231	19:45			94	118	212
08:00			204	194	398	20:00			95	461	110
08:15			207	211	418	20:15			499	205	960
08:30			214	212	426	20:30			79	347	78
08:45			163	788	199	20:45			344	157	691
09:00			174	153	327	21:00			63	80	143
09:15			161	153	314	21:15			59	74	133
09:30			159	164	323	21:30			54	52	106
09:45			153	647	147	21:45			42	218	43
10:00			154	128	282	22:00			249	85	467
10:15			152	143	295	22:15			34	33	67
10:30			143	148	291	22:30			25	33	58
10:45			143	592	147	22:45			118	129	247
11:00			160	133	293	23:00			25	23	48
11:15			133	155	288	23:15			23	25	48
11:30			146	152	298	23:30			21	21	42
11:45			146	585	161	23:45			85	92	177
<b>TOTALS</b>			4746	4072	8818	<b>TOTALS</b>			6281	6873	13154
<b>SPLIT %</b>			53.8%	46.2%	40.1%	<b>SPLIT %</b>			47.7%	52.3%	59.9%

<b>DAILY TOTALS</b>		<b>NB</b>		<b>SB</b>		<b>EB</b>		<b>WB</b>		<b>Total</b>	
		<b>0</b>	<b>0</b>	<b>11,027</b>	<b>10,945</b>						
<b>AM Peak Hour</b>		07:15	07:45	07:30	<b>PM Peak Hour</b>				16:45	16:30	16:45
<b>AM Pk Volume</b>		847	848	1673	<b>PM Pk Volume</b>				919	984	1897
<b>Pk Hr Factor</b>		0.929	0.918	0.975	<b>Pk Hr Factor</b>				0.919	0.972	0.964
<b>7 - 9 Volume</b>		1633	1592	3225	<b>4 - 6 Volume</b>				1719	1905	3624
<b>7 - 9 Peak Hour</b>		07:15	07:45	07:30	<b>4 - 6 Peak Hour</b>				16:45	16:30	16:45
<b>7 - 9 Pk Volume</b>		847	848	1673	<b>4 - 6 Pk Volume</b>				919	984	1897
<b>Pk Hr Factor</b>		0.929	0.918	0.975	<b>Pk Hr Factor</b>				0.919	0.972	0.964

2022 FDOT Seasonal Factor: 0.94

**VOLUME**

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

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

Average Annual Daily Traffic

City: Spring Hill  
Project #: FL23\_120075\_016

DAILY TOTALS			NB 0	SB 0	EB 3,481	WB 3,361					Total 6,842
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			5	5	10	12:00			50	52	102
0:15			4	7	11	12:15			44	40	84
0:30			3	5	8	12:30			48	42	90
0:45			5	17	21	12:45			47	189	93 369
1:00			5	4	9	13:00			41	43	84
1:15			4	4	8	13:15			36	40	76
1:30			4	2	6	13:30			46	43	89
1:45			3	16	2	13:45			43	166	51 177 94 343
2:00			3	2	5	14:00			41	48	89
2:15			5	4	9	14:15			45	48	93
2:30			7	3	10	14:30			50	54	104
2:45			5	20	2	14:45			48	184	48 198 96 382
3:00			8	2	10	15:00			51	65	116
3:15			10	5	15	15:15			58	64	122
3:30			9	5	14	15:30			63	62	125
3:45			12	39	4	15:45			63	235	63 254 126 489
4:00			11	6	17	16:00			76	71	147
4:15			17	7	24	16:15			67	79	146
4:30			13	10	23	16:30			78	70	148
4:45			16	57	6	16:45			75	296	58 278 133 574
5:00			24	5	29	17:00			68	84	152
5:15			49	14	63	17:15			74	75	149
5:30			44	15	59	17:30			74	76	150
5:45			53	170	18	17:45			51	267	65 300 116 567
6:00			50	31	81	18:00			52	60	112
6:15			36	35	71	18:15			55	76	131
6:30			59	46	105	18:30			47	60	107
6:45			68	213	43	18:45			43	197	55 251 98 448
7:00			66	57	123	19:00			47	43	90
7:15			68	68	136	19:15			25	42	67
7:30			58	72	130	19:30			37	36	73
7:45			58	250	54	19:45			33	142	28 149 61 291
8:00			51	52	103	20:00			35	37	72
8:15			60	54	114	20:15			30	31	61
8:30			59	60	119	20:30			29	26	55
8:45			52	222	42	20:45			31	125	24 118 55 243
9:00			48	43	91	21:00			25	21	46
9:15			46	36	82	21:15			20	22	42
9:30			52	57	109	21:30			20	20	40
9:45			42	188	42	21:45			17	82	16 79 33 161
10:00			44	38	82	22:00			16	25	41
10:15			40	43	83	22:15			13	15	28
10:30			35	45	80	22:30			9	13	22
10:45			36	155	43	22:45			12	50	15 68 27 118
11:00			34	32	66	23:00			9	9	18
11:15			44	49	93	23:15			10	8	18
11:30			47	41	88	23:30			7	11	18
11:45			45	170	48	23:45			5	31	9 37 14 68
<b>TOTALS</b>			<b>1517</b>	<b>1272</b>	<b>2789</b>	<b>TOTALS</b>			<b>1964</b>	<b>2089</b>	<b>4053</b>
<b>SPLIT %</b>			54.4%	45.6%	40.8%	<b>SPLIT %</b>			48.5%	51.5%	<b>59.2%</b>
DAILY TOTALS			NB 0	SB 0	EB 3,481	WB 3,361					Total 6,842
AM Peak Hour			6:30	7:00	7:00	PM Peak Hour			16:00	17:00	16:45
AM Pk Volume			261	251	501	PM Pk Volume			296	300	584
Pk Hr Factor			0.960	0.872	0.921	Pk Hr Factor			0.949	0.893	0.961
7 - 9 Volume			472	459	931	4 - 6 Volume			563	578	1141
7 - 9 Peak Hour			7:00	7:00	7:00	4 - 6 Peak Hour			16:00	17:00	16:45
7 - 9 Pk Volume			250	251	501	4 - 6 Pk Volume			296	300	584
Pk Hr Factor			0.919	0.872	0.921	Pk Hr Factor			0.949	0.893	0.961

2022 FDOT Seasonal Factor: 0.99

**VOLUME**

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

Day: Tues-Thurs

Date: April 11-13, 2023

**Average Annual Daily Traffic**

City: Inverness

Project #: FL23\_120075\_045

<b>DAILY TOTALS</b>				<b>NB</b> 8,460	<b>SB</b> 8,630	<b>EB</b> 0	<b>WB</b> 0	<b>Total</b> 17,090			
<b>AM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>	<b>PM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>
00:00	11	6			17	12:00	137	136			273
00:15	7	6			13	12:15	133	130			263
00:30	6	6			12	12:30	120	142			262
00:45	8	32	6	24	56	12:45	122	512	144	552	266 1064
01:00	9	5			14	13:00	128	140			268
01:15	8	4			12	13:15	122	141			263
01:30	4	6			10	13:30	142	136			278
01:45	4	25	3	18	43	13:45	136	528	149	566	285 1094
02:00	7	6			13	14:00	134	144			278
02:15	6	7			13	14:15	150	137			287
02:30	7	7			14	14:30	149	149			298
02:45	7	27	7	27	54	14:45	175	608	143	573	318 1181
03:00	4	4			8	15:00	210	131			341
03:15	7	8			15	15:15	184	139			323
03:30	5	11			16	15:30	181	159			340
03:45	6	22	11	34	56	15:45	156	731	156	585	312 1316
04:00	5	13			18	16:00	182	147			329
04:15	11	15			26	16:15	185	170			355
04:30	18	21			39	16:30	212	138			350
04:45	13	47	29	78	125	16:45	196	775	154	609	350 1384
05:00	14	36			50	17:00	218	143			361
05:15	20	41			61	17:15	206	173			379
05:30	30	55			85	17:30	170	148			318
05:45	39	103	73	205	308	17:45	165	759	132	596	297 1355
06:00	36	77			113	18:00	151	130			281
06:15	55	105			160	18:15	114	116			230
06:30	70	117			187	18:30	110	101			211
06:45	84	245	153	452	697	18:45	117	492	88	435	205 927
07:00	75	184			259	19:00	111	75			186
07:15	120	203			323	19:15	95	70			165
07:30	135	179			314	19:30	91	65			156
07:45	132	462	167	733	1195	19:45	88	385	55	265	143 650
08:00	128	155			283	20:00	89	62			151
08:15	122	179			301	20:15	75	53			128
08:30	115	162			277	20:30	73	49			122
08:45	112	477	157	653	1130	20:45	61	298	44	208	105 506
09:00	108	162			270	21:00	58	42			100
09:15	121	148			269	21:15	73	46			119
09:30	129	140			269	21:30	48	36			84
09:45	119	477	162	612	1089	21:45	42	221	33	157	75 378
10:00	127	146			273	22:00	34	29			63
10:15	128	130			258	22:15	30	22			52
10:30	127	138			265	22:30	27	21			48
10:45	137	519	151	565	1084	22:45	24	115	16	88	40 203
11:00	132	125			257	23:00	23	16			39
11:15	130	135			265	23:15	20	12			32
11:30	130	140			270	23:30	18	13			31
11:45	133	525	146	546	1071	23:45	14	75	8	49	22 124
<b>TOTALS</b>	2961	3947			6908	<b>TOTALS</b>	5499	4683			10182
<b>SPLIT %</b>	42.9%	57.1%			40.4%	<b>SPLIT %</b>	54.0%	46.0%			59.6%

<b>DAILY TOTALS</b>				<b>NB</b> 8,460	<b>SB</b> 8,630	<b>EB</b> 0	<b>WB</b> 0	<b>Total</b> 17,090
AM Peak Hour	11:30	07:00		07:15	PM Peak Hour	16:30	15:30	16:30
AM Pk Volume	533	733		1219	PM Pk Volume	832	632	1440
Pk Hr Factor	0.973	0.903		0.943	Pk Hr Factor	0.954	0.929	0.950
7 - 9 Volume	939	1386		2325	4 - 6 Volume	1534	1205	2739
7 - 9 Peak Hour	07:30	07:00		07:15	4 - 6 Peak Hour	16:30	16:45	16:30
7 - 9 Pk Volume	517	733		1219	4 - 6 Pk Volume	832	618	1440
Pk Hr Factor	0.957	0.903		0.943	Pk Hr Factor	0.954	0.893	0.950

2022 FDOT Seasonal Factor: 0.94

**VOLUME**

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

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

Average Annual Daily Traffic

City: Hernando  
Project #: FL23\_120075\_046

DAILY TOTALS				NB 9,723	SB 10,075	EB 0	WB 0	Total 19,798			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	12	8			20	12:00	156	152			308
0:15	9	7			16	12:15	152	162			314
0:30	7	9			16	12:30	145	164			309
0:45	10	38	8	32	18 70	12:45	137	590	166	644	303 1234
1:00	8	5			13	13:00	137	169			306
1:15	10	4			14	13:15	140	163			303
1:30	6	7			13	13:30	153	153			306
1:45	5	29	3	19	8 48	13:45	162	592	177	662	339 1254
2:00	7	6			13	14:00	148	155			303
2:15	6	9			15	14:15	170	165			335
2:30	7	10			17	14:30	174	168			342
2:45	7	27	8	33	15 60	14:45	177	669	179	667	356 1336
3:00	6	6			12	15:00	214	160			374
3:15	8	7			15	15:15	220	170			390
3:30	9	12			21	15:30	205	188			393
3:45	8	31	13	38	21 69	15:45	195	834	184	702	379 1536
4:00	7	13			20	16:00	208	179			387
4:15	14	14			28	16:15	207	191			398
4:30	22	23			45	16:30	225	185			410
4:45	23	66	28	78	51 144	16:45	235	875	178	733	413 1608
5:00	21	39			60	17:00	236	183			419
5:15	29	44			73	17:15	244	217			461
5:30	44	64			108	17:30	202	166			368
5:45	56	150	75	222	131 372	17:45	180	862	156	722	336 1584
6:00	54	81			135	18:00	169	162			331
6:15	67	108			175	18:15	138	130			268
6:30	87	133			220	18:30	124	114			238
6:45	101	309	170	492	271 801	18:45	119	550	104	510	223 1060
7:00	115	203			318	19:00	112	96			208
7:15	144	217			361	19:15	106	82			188
7:30	159	236			395	19:30	99	86			185
7:45	160	578	222	878	382 1456	19:45	93	410	74	338	167 748
8:00	137	195			332	20:00	91	67			158
8:15	150	192			342	20:15	93	63			156
8:30	149	182			331	20:30	71	61			132
8:45	140	576	187	756	327 1332	20:45	71	326	57	248	128 574
9:00	133	184			317	21:00	58	50			108
9:15	145	164			309	21:15	71	53			124
9:30	144	162			306	21:30	50	47			97
9:45	139	561	189	699	328 1260	21:45	45	224	37	187	82 411
10:00	144	152			296	22:00	30	29			59
10:15	156	159			315	22:15	36	26			62
10:30	150	153			303	22:30	27	22			49
10:45	152	602	165	629	317 1231	22:45	25	118	19	96	44 214
11:00	162	154			316	23:00	23	18			41
11:15	152	160			312	23:15	23	12			35
11:30	160	156			316	23:30	16	15			31
11:45	154	628	166	636	320 1264	23:45	16	78	9	54	25 132
<b>TOTALS</b>	3595	4512			<b>8107</b>	<b>TOTALS</b>	6128	5563			<b>11691</b>
<b>SPLIT %</b>	44.3%	55.7%			<b>40.9%</b>	<b>SPLIT %</b>	52.4%	47.6%			<b>59.1%</b>

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

2022 FDOT Seasonal Factor: 0.94

**VOLUME**

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

Day: Tues-Thurs  
Date: April 11-13, 2023City: Hernando  
Project #: FL23\_120075\_047**Average Annual Daily Traffic**

<b>DAILY TOTALS</b>				<b>NB</b> 9,878	<b>SB</b> 9,805	<b>EB</b> 0	<b>WB</b> 0			<b>Total</b> 19,683	
<b>AM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>	<b>PM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>
0:00	11	10			21	12:00	156	141			297
0:15	11	7			18	12:15	156	156			312
0:30	5	9			14	12:30	156	166			322
0:45	8	35	10	36	71	12:45	148	616	162	625	310 1241
1:00	8	6			14	13:00	150	155			305
1:15	10	7			17	13:15	141	155			296
1:30	8	8			16	13:30	165	165			330
1:45	4	30	5	26	56	13:45	174	630	169	644	343 1274
2:00	7	8			15	14:00	157	155			312
2:15	4	9			13	14:15	174	169			343
2:30	6	11			17	14:30	183	170			353
2:45	7	24	9	37	61	14:45	173	687	164	658	337 1345
3:00	8	9			17	15:00	201	166			367
3:15	9	7			16	15:15	217	175			392
3:30	7	11			18	15:30	203	192			395
3:45	13	37	12	39	76	15:45	201	822	176	709	377 1531
4:00	10	10			20	16:00	226	179			405
4:15	16	11			27	16:15	205	190			395
4:30	20	22			42	16:30	235	190			425
4:45	23	69	32	75	144	16:45	229	895	184	743	413 1638
5:00	24	35			59	17:00	228	183			411
5:15	32	42			74	17:15	253	192			445
5:30	47	55			102	17:30	197	171			368
5:45	56	159	74	206	365	17:45	187	865	168	714	355 1579
6:00	61	68			129	18:00	175	151			326
6:15	69	97			166	18:15	149	136			285
6:30	87	119			206	18:30	120	117			237
6:45	114	331	159	443	774	18:45	122	566	107	511	229 1077
7:00	126	186			312	19:00	107	93			200
7:15	156	196			352	19:15	107	91			198
7:30	157	229			386	19:30	97	86			183
7:45	156	595	203	814	1409	19:45	97	408	80	350	177 758
8:00	137	193			330	20:00	95	72			167
8:15	141	170			311	20:15	88	66			154
8:30	133	178			311	20:30	68	62			130
8:45	133	544	173	714	1258	20:45	76	327	56	256	132 583
9:00	149	171			320	21:00	57	49			106
9:15	146	149			295	21:15	66	57			123
9:30	145	163			308	21:30	46	47			93
9:45	148	588	163	646	1234	21:45	42	211	36	189	78 400
10:00	143	135			278	22:00	31	30			61
10:15	160	148			308	22:15	30	28			58
10:30	153	148			296	22:30	29	22			51
10:45	162	618	157	583	1201	22:45	24	114	19	99	43 213
11:00	166	146			312	23:00	24	17			41
11:15	149	159			308	23:15	21	13			34
11:30	149	168			317	23:30	15	16			31
11:45	169	633	159	632	1265	23:45	14	74	10	56	24 130
<b>TOTALS</b>	3663				7914	<b>TOTALS</b>	6215	5554			11769
<b>SPLIT %</b>	46.3%				40.2%	<b>SPLIT %</b>	52.8%	47.2%			59.8%

<b>DAILY TOTALS</b>				<b>NB</b> 9,878	<b>SB</b> 9,805	<b>EB</b> 0	<b>WB</b> 0			<b>Total</b> 19,683	
<b>AM Peak Hour</b>	10:15	7:15	7:15	<b>AM Pk Volume</b>	641	821	1427	<b>PM Peak Hour</b>	16:30	16:30	16:30
<b>Pk Hr Factor</b>	0.965	0.896	0.924	<b>Pk Hr Factor</b>	0.934	0.975	0.975	<b>PM Pk Volume</b>	945	749	1694
<b>7 - 9 Volume</b>	1139	1528	2667	<b>4 - 6 Volume</b>	1760	1457		<b>4 - 6 Peak Hour</b>	16:30	16:30	3217
<b>7 - 9 Peak Hour</b>	7:15	7:15	7:15	<b>4 - 6 Peak Hour</b>	16:30	16:30		<b>4 - 6 Pk Volume</b>	945	749	16:30
<b>7 - 9 Pk Volume</b>	606	821	1427	<b>Pk Hr Factor</b>	0.934	0.975		<b>Pk Hr Factor</b>	0.934	0.975	1694
<b>Pk Hr Factor</b>	0.965	0.896	0.924								0.952

2022 FDOT Seasonal Factor: 0.94

**VOLUME**

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

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

Average Annual Daily Traffic

City: Hernando  
Project #: FL23\_120075\_049

DAILY TOTALS				NB 3,520	SB 3,366	EB 0	WB 0	Total 6,886			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	6			11	12:00	60	44			104
00:15	4	7			11	12:15	53	46			99
00:30	3	5			8	12:30	47	60			107
00:45	3	15	4	22	37	12:45	49	209	50	200	99 409
01:00	2	3			5	13:00	52	56			108
01:15	3	4			7	13:15	55	52			107
01:30	3	2			5	13:30	50	53			103
01:45	4	12	2	11	23	13:45	56	213	61	222	117 435
02:00	3	5			8	14:00	60	53			113
02:15	2	3			5	14:15	51	62			113
02:30	2	3			5	14:30	56	61			117
02:45	3	10	4	15	25	14:45	51	218	64	240	115 458
03:00	4	3			7	15:00	55	63			118
03:15	5	3			8	15:15	60	71			131
03:30	5	3			8	15:30	59	71			130
03:45	11	25	4	13	38	15:45	57	231	81	286	138 517
04:00	5	2			7	16:00	68	83			151
04:15	12	3			15	16:15	63	81			144
04:30	10	5			15	16:30	57	81			138
04:45	15	42	6	16	58	16:45	59	247	84	329	143 576
05:00	14	9			23	17:00	65	86			151
05:15	24	10			34	17:15	65	76			141
05:30	31	10			41	17:30	55	85			140
05:45	37	106	10	39	145	17:45	54	239	85	332	139 571
06:00	46	13			59	18:00	45	66			111
06:15	54	17			71	18:15	50	52			102
06:30	56	31			87	18:30	25	56			81
06:45	68	224	43	104	328	18:45	31	151	45	219	76 370
07:00	77	36			113	19:00	27	47			74
07:15	85	44			129	19:15	25	42			67
07:30	75	50			125	19:30	25	39			64
07:45	71	308	48	178	486	19:45	25	102	29	157	54 259
08:00	79	42			121	20:00	20	36			56
08:15	65	45			110	20:15	28	34			62
08:30	67	49			116	20:30	19	29			48
08:45	56	267	43	179	446	20:45	19	86	22	121	41 207
09:00	57	34			91	21:00	14	31			45
09:15	60	40			100	21:15	16	25			41
09:30	69	44			113	21:30	13	18			31
09:45	57	243	41	159	402	21:45	9	52	15	89	24 141
10:00	60	40			100	22:00	12	16			28
10:15	68	42			110	22:15	11	14			25
10:30	65	44			109	22:30	9	14			23
10:45	53	246	37	163	409	22:45	6	38	8	52	14 90
11:00	51	47			98	23:00	5	8			13
11:15	50	50			100	23:15	7	7			14
11:30	52	40			92	23:30	9	11			20
11:45	56	209	51	188	397	23:45	6	27	6	32	12 59
<b>TOTALS</b>	1707	1087			2794	<b>TOTALS</b>	1813	2279			4092
<b>SPLIT %</b>	61.1%	38.9%			40.6%	<b>SPLIT %</b>	44.3%	55.7%			59.4%

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

2022 FDOT Seasonal Factor: 0.94

**VOLUME**

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

Day: Tues-Thurs

Date: April 11-13, 2023

City: Hernando

Project #: FL23\_120075\_050

**Average Annual Daily Traffic**

<b>DAILY TOTALS</b>				<b>NB</b> 7,626	<b>SB</b> 7,243	<b>EB</b> 0	<b>WB</b> 0	<b>Total</b> 14,869			
<b>AM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>	<b>PM Period</b>	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>TOTAL</b>
00:00	8	17			25	12:00	126	91			217
00:15	6	11			17	12:15	113	109			222
00:30	9	9			18	12:30	110	111			221
00:45	7	30	8	45	75	12:45	108	457	104	415	212 872
01:00	7	7			14	13:00	108	111			219
01:15	4	8			12	13:15	122	112			234
01:30	4	5			9	13:30	110	115			225
01:45	7	22	7	27	49	13:45	110	450	121	459	231 909
02:00	8	8			16	14:00	118	114			232
02:15	6	5			11	14:15	104	134			238
02:30	6	6			12	14:30	118	138			251
02:45	6	26	5	24	50	14:45	119	459	137	518	256 977
03:00	9	9			18	15:00	112	137			249
03:15	13	7			20	15:15	117	147			264
03:30	11	9			20	15:30	127	141			268
03:45	22	55	7	32	87	15:45	117	473	181	606	298 1079
04:00	27	6			33	16:00	133	166			299
04:15	38	12			50	16:15	137	159			296
04:30	38	12			50	16:30	125	168			293
04:45	38	141	16	46	187	16:45	132	527	177	670	309 1197
05:00	48	19			67	17:00	132	178			310
05:15	63	22			85	17:15	140	175			315
05:30	76	27			103	17:30	126	180			306
05:45	87	274	34	102	376	17:45	114	512	173	706	287 1218
06:00	107	39			146	18:00	98	145			243
06:15	143	65			208	18:15	101	123			224
06:30	152	74			226	18:30	62	111			173
06:45	153	555	67	245	800	18:45	63	324	105	484	168 808
07:00	175	83			258	19:00	60	98			158
07:15	179	96			275	19:15	55	76			131
07:30	177	121			298	19:30	54	71			125
07:45	152	683	108	408	1091	19:45	49	218	71	316	120 534
08:00	158	98			256	20:00	37	64			101
08:15	150	102			252	20:15	47	72			119
08:30	129	109			238	20:30	39	66			105
08:45	113	550	103	412	962	20:45	35	158	52	254	87 412
09:00	131	83			214	21:00	33	53			86
09:15	128	100			228	21:15	32	58			90
09:30	137	97			234	21:30	28	36			64
09:45	115	511	87	367	878	21:45	22	115	34	181	56 296
10:00	127	84			211	22:00	23	33			56
10:15	127	92			219	22:15	16	33			49
10:30	132	94			226	22:30	20	26			46
10:45	125	511	87	357	868	22:45	15	74	15	107	30 181
11:00	116	88			204	23:00	13	18			31
11:15	112	102			214	23:15	15	15			30
11:30	107	102			209	23:30	13	21			34
11:45	116	451	101	393	844	23:45	9	50	15	69	24 119
<b>TOTALS</b>	3809	2458			6267	<b>TOTALS</b>	3817	4785			8602
<b>SPLIT %</b>	60.8%	39.2%			42.1%	<b>SPLIT %</b>	44.4%	55.6%			57.9%

<b>DAILY TOTALS</b>				<b>NB</b> 7,626	<b>SB</b> 7,243	<b>EB</b> 0	<b>WB</b> 0	<b>Total</b> 14,869	
<b>AM Peak Hour</b>	06:45	07:30		07:00	<b>PM Peak Hour</b>	16:45	16:45		16:45
<b>AM Pk Volume</b>	684	429		1091	<b>PM Pk Volume</b>	530	710		1240
<b>Pk Hr Factor</b>	0.955	0.886		0.915	<b>Pk Hr Factor</b>	0.946	0.986		0.984
<b>7 - 9 Volume</b>	1233	820		2053	<b>4 - 6 Volume</b>	1039	1376		2415
<b>7 - 9 Peak Hour</b>	07:00	07:30		07:00	<b>4 - 6 Peak Hour</b>	16:45	16:45		16:45
<b>7 - 9 Pk Volume</b>	683	429		1091	<b>4 - 6 Pk Volume</b>	530	710		1240
<b>Pk Hr Factor</b>	0.954	0.886		0.915	<b>Pk Hr Factor</b>	0.946	0.986		0.984

2022 FDOT Seasonal Factor: 0.94

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

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

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

DRAFT

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

JTY: 08 - HERNANDO

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

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

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

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TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

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

R	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2	22000 C	E 11500	W 10500	9.00	54.50	8.00
L	22000 C	E 11000	W 11000	9.00	54.20	8.00
2	16800 S	E 8200	W 8600	9.00	55.00	6.10
L	17000 F	E 8300	W 8700	9.00	55.00	6.10
0	17200 C	E 8400	W 8800	9.74	54.68	6.10

DRAFT

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

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

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2022 HISTORICAL AADT REPORT

CTY: 08 - HERNANDO

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

	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
1	16600 S	E 8300	W 8300	9.00	54.50	9.60
2	16000 F	E 8000	W 8000	9.00	54.20	7.00
3	15600 C	E 7800	W 7800	9.00	54.30	5.90
4	12000 X	0	0	9.00	54.30	6.90
5	11500 X	0	0	9.00	54.40	6.40
6	11000 X	0	0	9.00	55.60	2.90
7	10300 E	0	0	9.00	54.80	4.70
8	9800 E			9.00	55.00	3.80
9	9700 S	E 4800	W 4900	9.00	56.00	6.90
10	9900 F	E 4900	W 5000	9.00	56.80	6.90
11	9900 C	E 4900	W 5000	9.00	55.00	6.90
12	10100 S	E 5000	W 5100	9.00	55.00	8.20
13	10100 F	E 5000	W 5100	9.74	54.68	8.20
14	10300 C	E 5100	W 5200	9.60	55.47	8.20
15	9900 C	E 4900	W 5000	9.72	54.99	11.00

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
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 2022 HISTORICAL AADT REPORT

NTY: 08 - HERNANDO

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

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

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

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

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TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

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

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2022 HISTORICAL AADT REPORT

NTY: 02 - CITRUS

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

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

JTY: 02 - CITRUS

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

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

DRAFT

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2022 HISTORICAL AADT REPORT

JTY: 02 - CITRUS

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

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

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

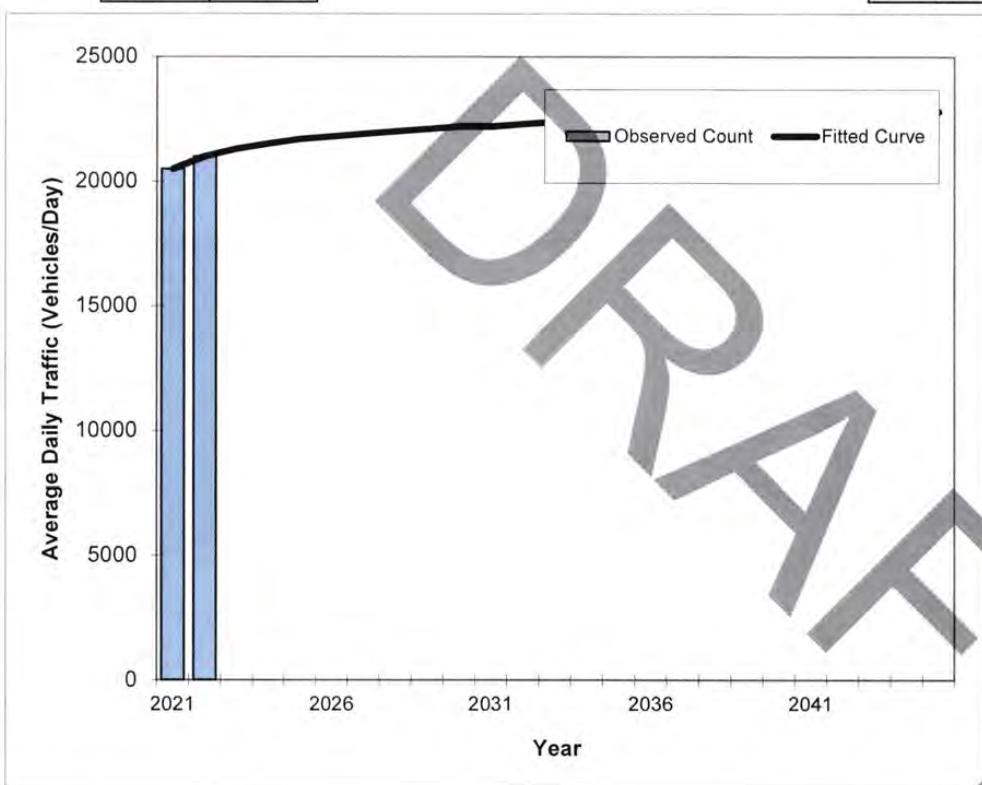
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

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

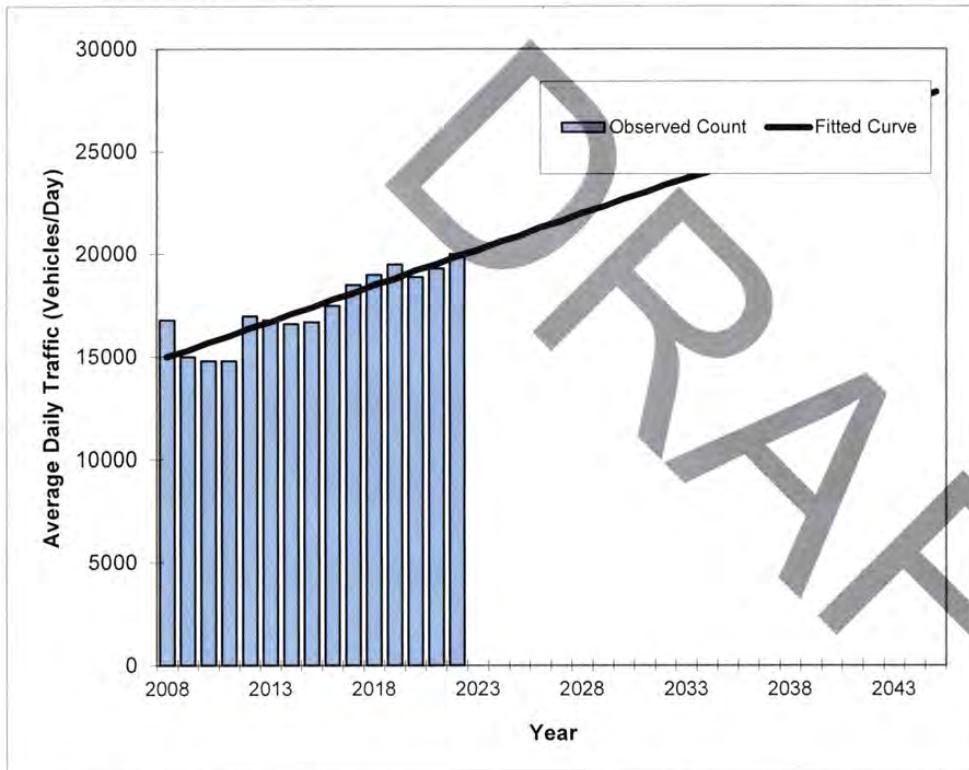
\*Axe-Adjusted

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

Straight Line Growth Option

Traffic (ADT/AADT)		
Year	Count*	Trend**
2008	16800	15000
2009	15000	15300
2010	14800	15700
2011	14800	16000
2012	17000	16400
2013	16800	16700
2014	16600	17100
2015	16700	17400
2016	17500	17800
2017	18500	18100
2018	19000	18500
2019	19500	18800
2020	18900	19200
2021	19300	19500
2022	20000	19900

2028 Opening Year Trend

2028	N/A	22000
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2035 Mid-Year Trend

2035	N/A	24400
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2045 Design Year Trend

2045	N/A	27900
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TRANPLAN Forecasts/Trends

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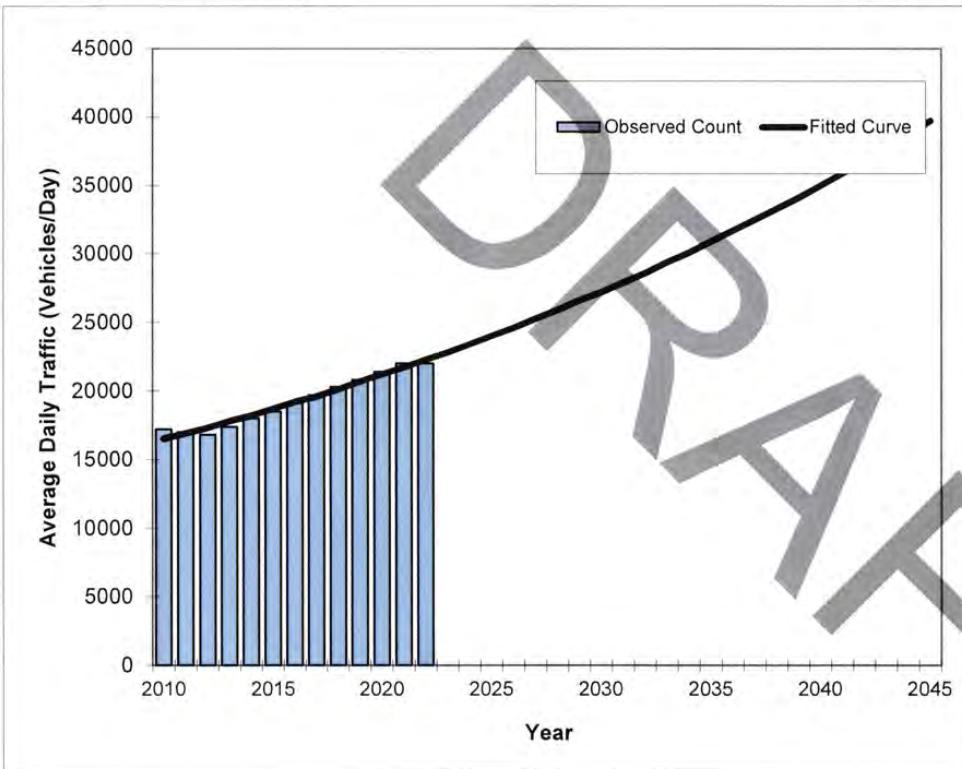
\*Aisle-Adjusted

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

2028 Opening Year Trend

2028	N/A	25900
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2035 Mid-Year Trend

2035	N/A	30900
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2045 Design Year Trend

2045	N/A	39700
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TRANPLAN Forecasts/Trends

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

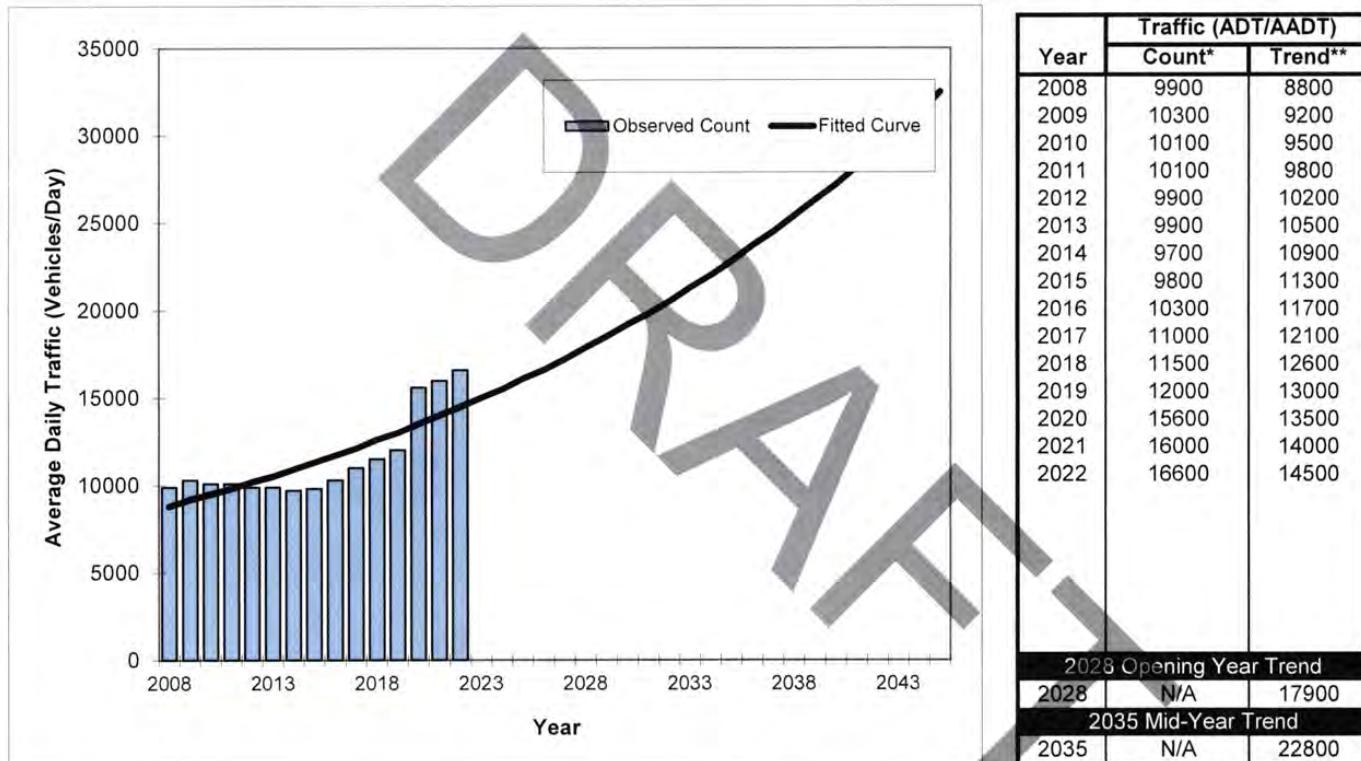
\*Axe-Adjusted

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

Exponential Growth Option

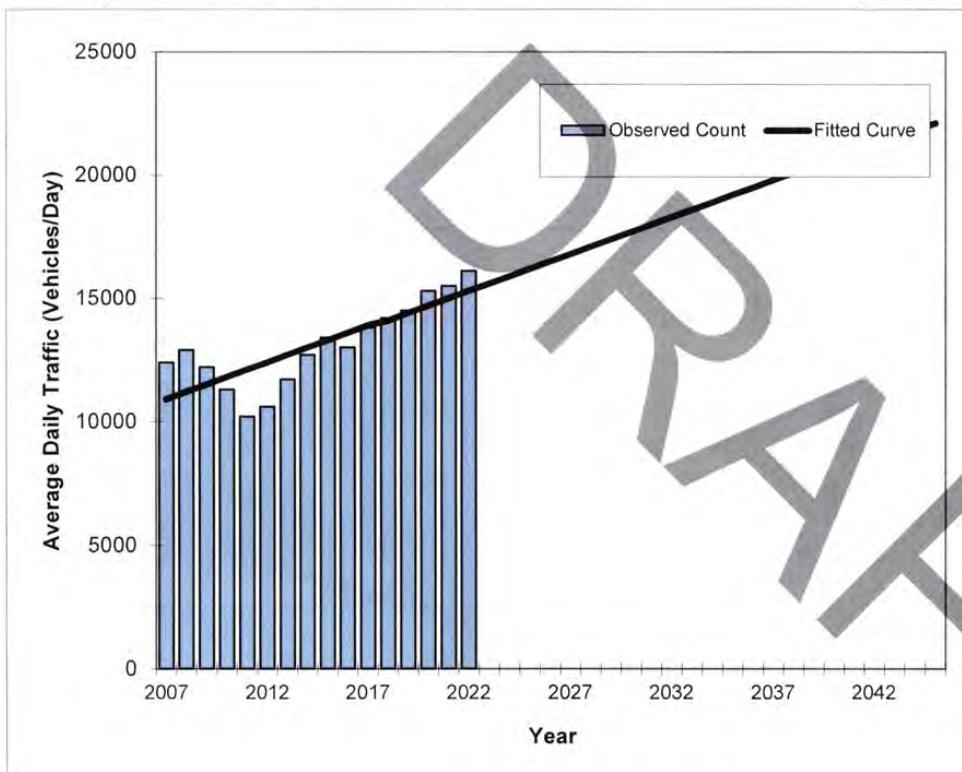
\*Aisle-Adjusted

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

County:	0
Station #:	0
Highway:	SR 45/BROAD ST, APPROX 1/2 MILE NORTH



** Annual Trend Increase:	295
Trend R-squared:	66.30%
Trend Annual Historic Growth Rate:	2.69%
Trend Growth Rate (2022 to Design Year):	1.93%
Printed:	25-Mar-24
<b>Straight Line Growth Option</b>	

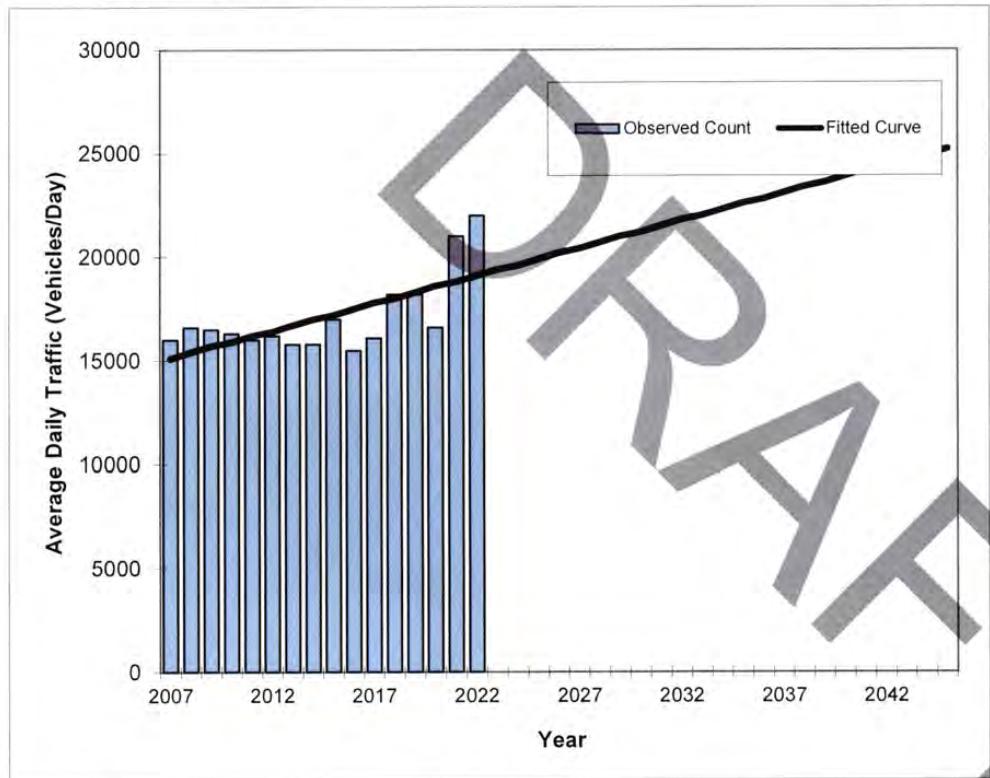
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	12400	10900
2008	12900	11200
2009	12200	11500
2010	11300	11800
2011	10200	12100
2012	10600	12400
2013	11700	12700
2014	12700	13000
2015	13400	13300
2016	13000	13600
2017	13800	13900
2018	14200	14100
2019	14500	14400
2020	15300	14700
2021	15500	15000
2022	16100	15300
2028 Opening Year Trend		
2028	N/A	17100
2035 Mid-Year Trend		
2035	N/A	19200
2045 Design Year Trend		
2045	N/A	22100
TRANPLAN Forecasts/Trends		

\*Axe-Adjusted

**Traffic Trends - V03.a**  
**8 - SR 45/US 41/N FLORIDA AVE, SOUTH OF NORVELL BRYANT/PARSON**

FIN#	1234
Location	1

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



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	16000	15100
2008	16600	15400
2009	16500	15700
2010	16300	15900
2011	16000	16200
2012	16200	16400
2013	15800	16700
2014	15800	17000
2015	17000	17200
2016	15500	17500
2017	16100	17800
2018	18200	18000
2019	18200	18300
2020	16600	18600
2021	21000	18800
2022	22000	19100

2030 Opening Year Trend

2030 N/A 21200

2035 Mid-Year Trend

2035 N/A 22600

2045 Design Year Trend

2045 N/A 25200

TRANPLAN Forecasts/Trends

\*\* Annual Trend Increase: 266

Trend R-squared: 44.98%

Trend Annual Historic Growth Rate: 1.77%

Trend Growth Rate (2022 to Design Year): 1.39%

Printed: 29-Mar-24

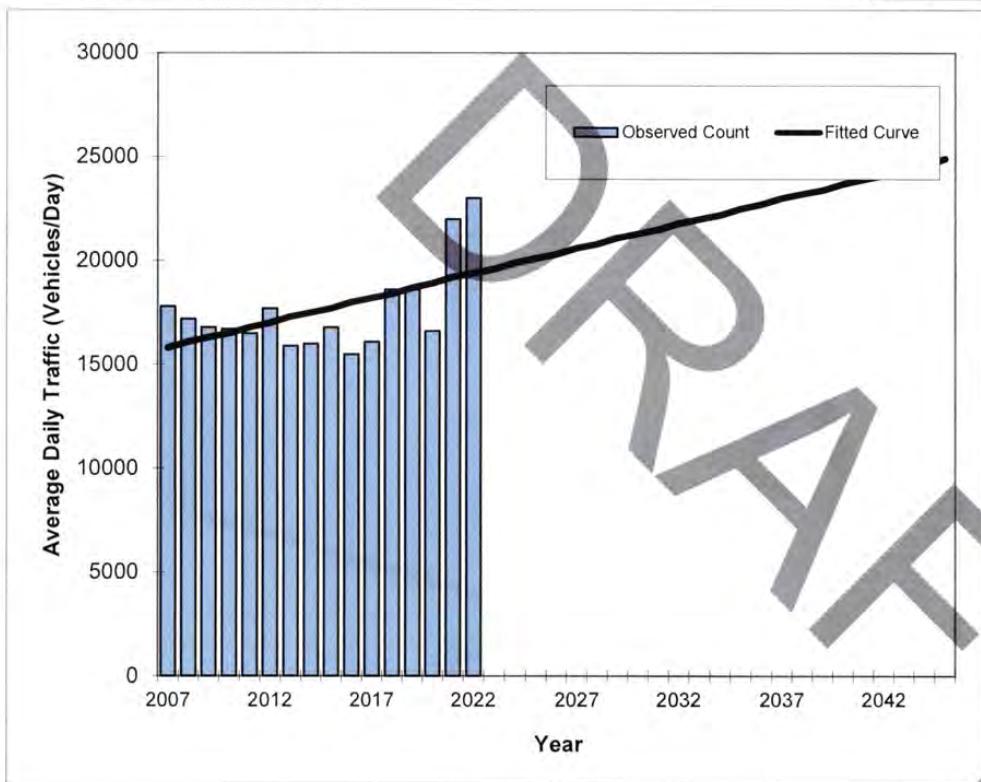
Straight Line Growth Option

\*Axe-Adjusted

**Traffic Trends - V03.a**  
**: 1009 - SR 45/US 41/N FLORIDA AVE, SOUTH OF SR200/CARL G ROSE HWY**

FIN#	1234
Location	1

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



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

\*Axe-Adjusted

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

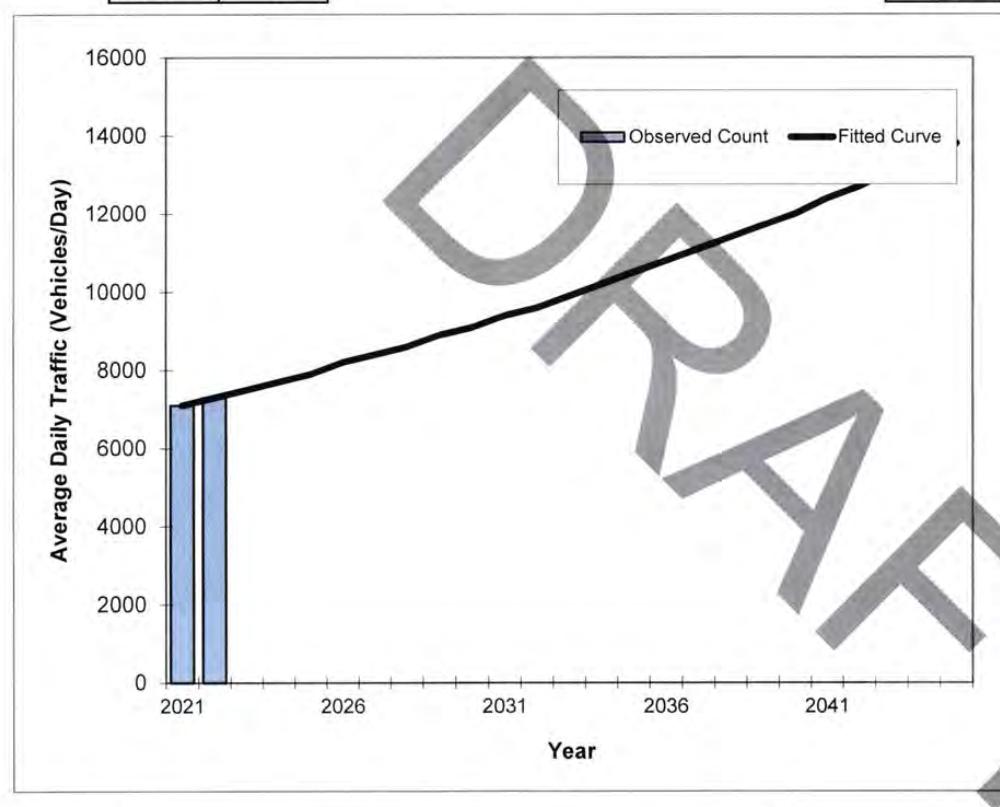
**Straight Line Growth Option**

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

Exponential Growth Option

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

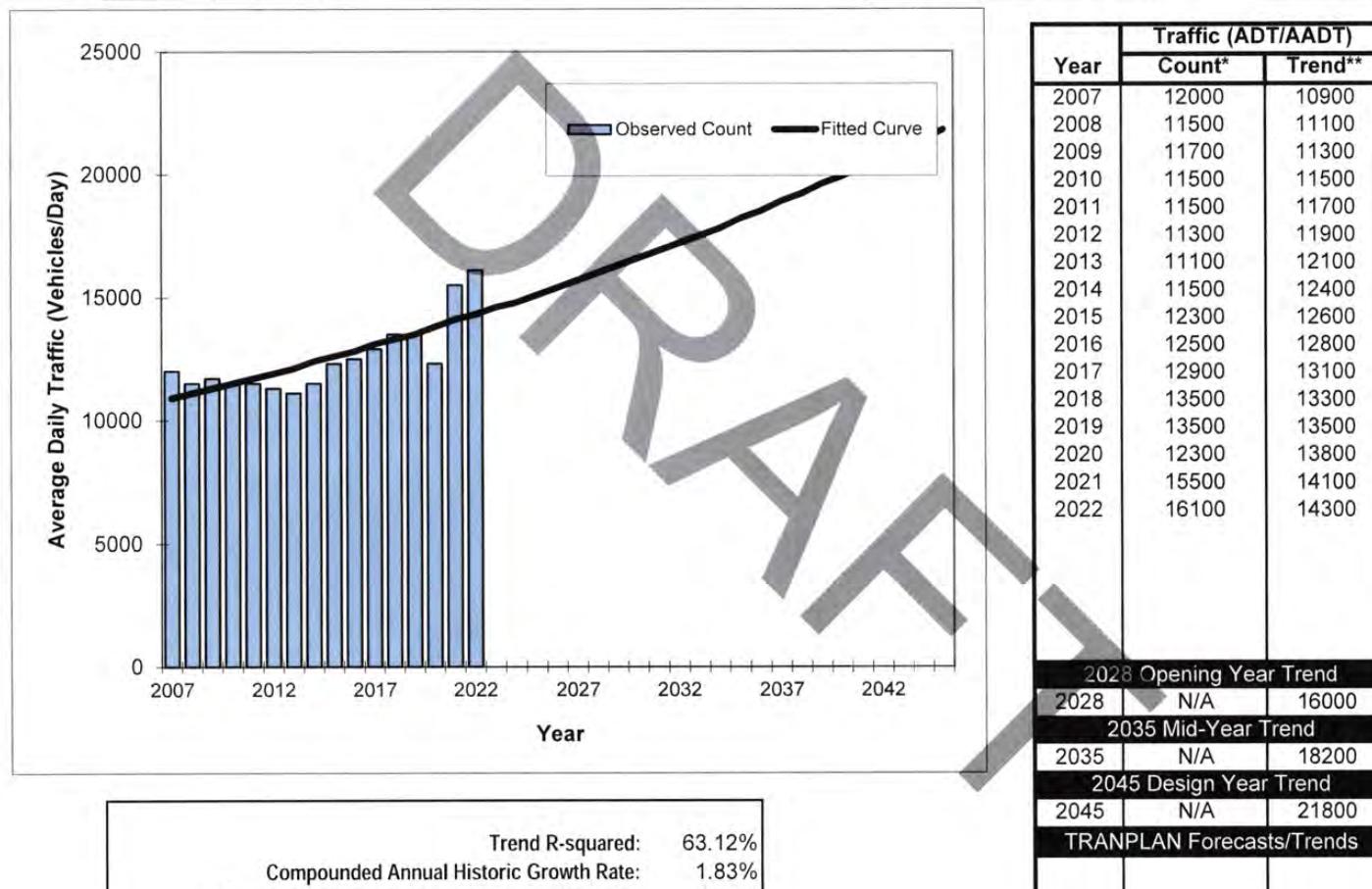
\*Axe-Adjusted

## Traffic Trends - V03.a

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

FIN#	1234
Location	1

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



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

Exponential Growth Option

\*Axe-Adjusted

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

## C1 &amp; C2

## Motor Vehicle Highway Generalized Service Volume Tables



## Peak Hour Directional

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

## Peak Hour Two-Way

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

## AADT

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

## Adjustment Factors

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

C - 1

DRAFT

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

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables

### Peak Hour Directional



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

### Peak Hour Two-Way

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

### AADT

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



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

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

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

### Adjustment Factors

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

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

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

\* Cannot be achieved using table input value defaults.

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

# C2T, C4, C5, & C6

## Motor Vehicle Arterial Generalized Service Volume Tables



### Peak Hour Directional

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

### Peak Hour Two-Way

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

### AADT

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



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

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

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



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

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

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



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

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

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

### Adjustment Factors

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

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

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

\* Cannot be achieved using table input value defaults.

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

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

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

\* PEAK SEASON

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

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

\* PEAK SEASON

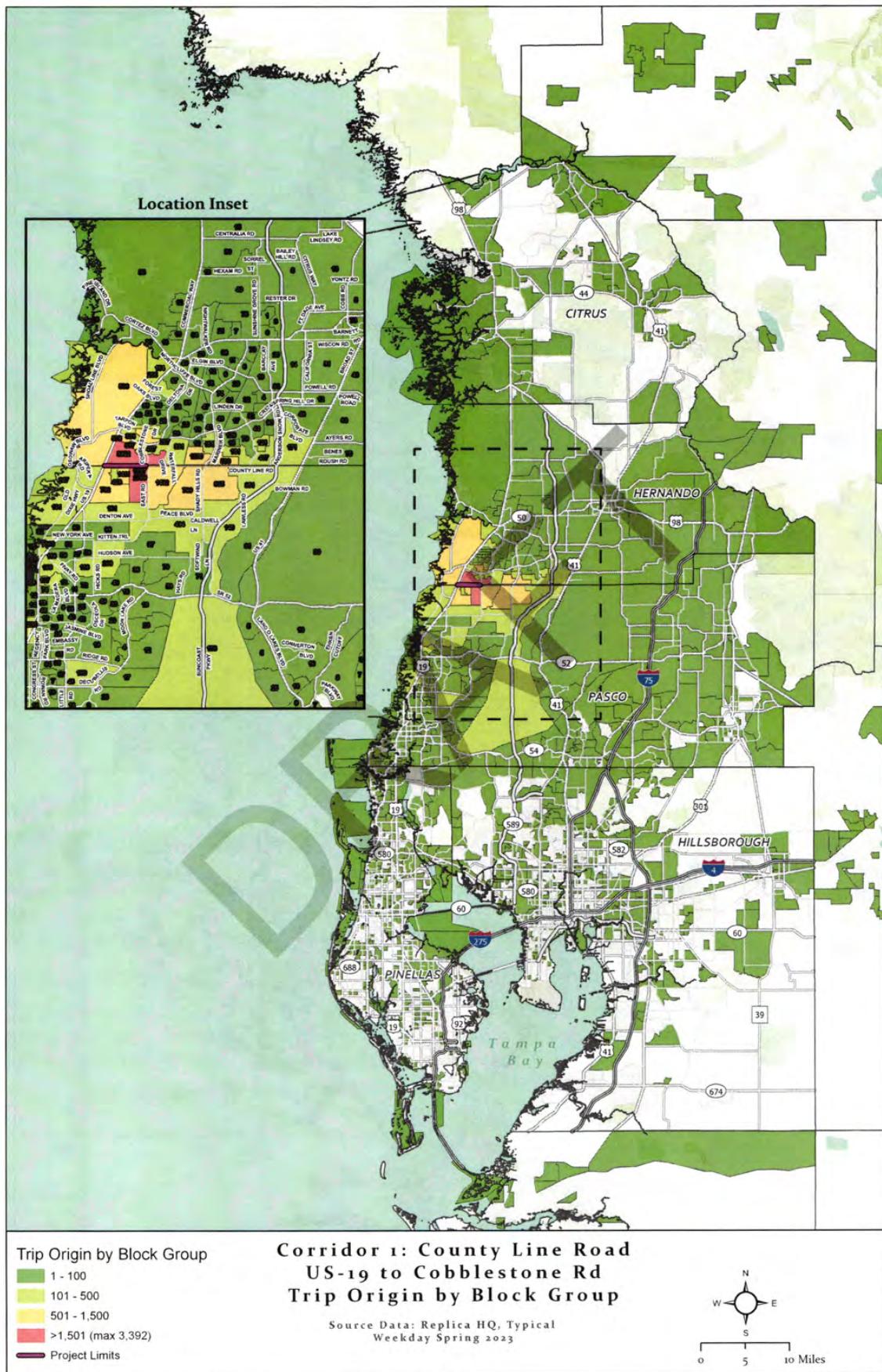
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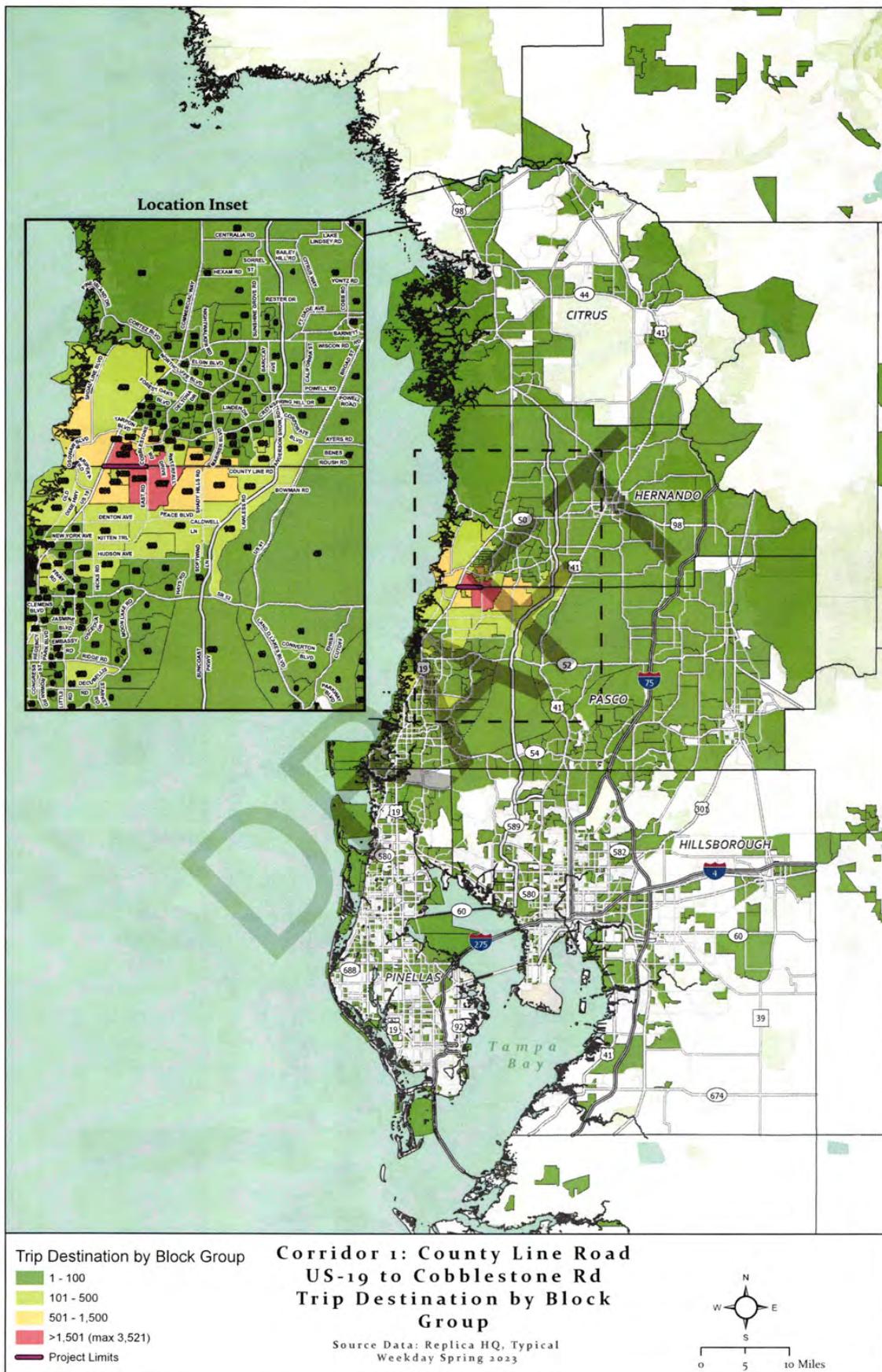
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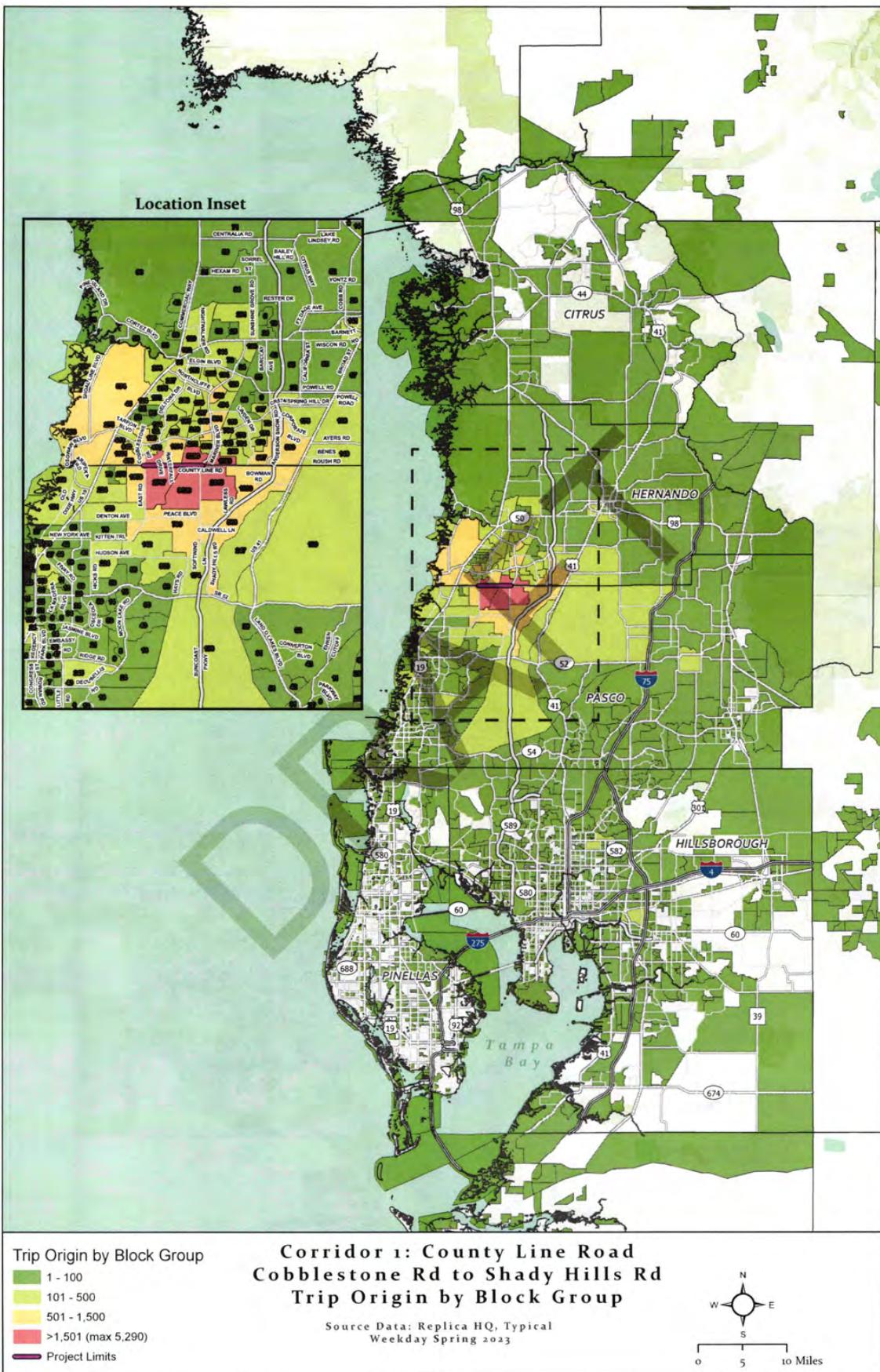
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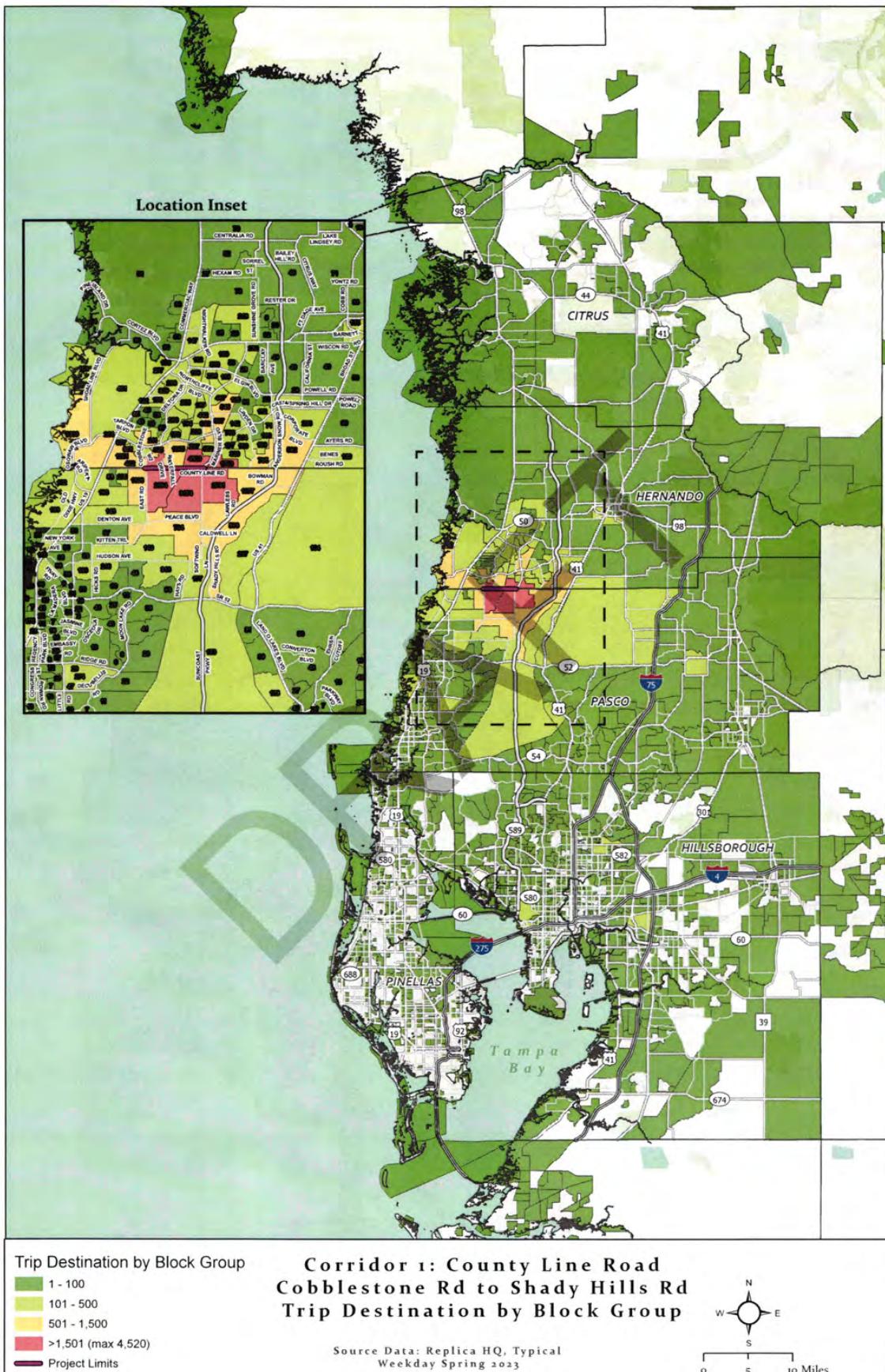
**APPENDIX D:**  
**REPLICA ORIGIN/DESTINATION ANALYSIS MAPS**

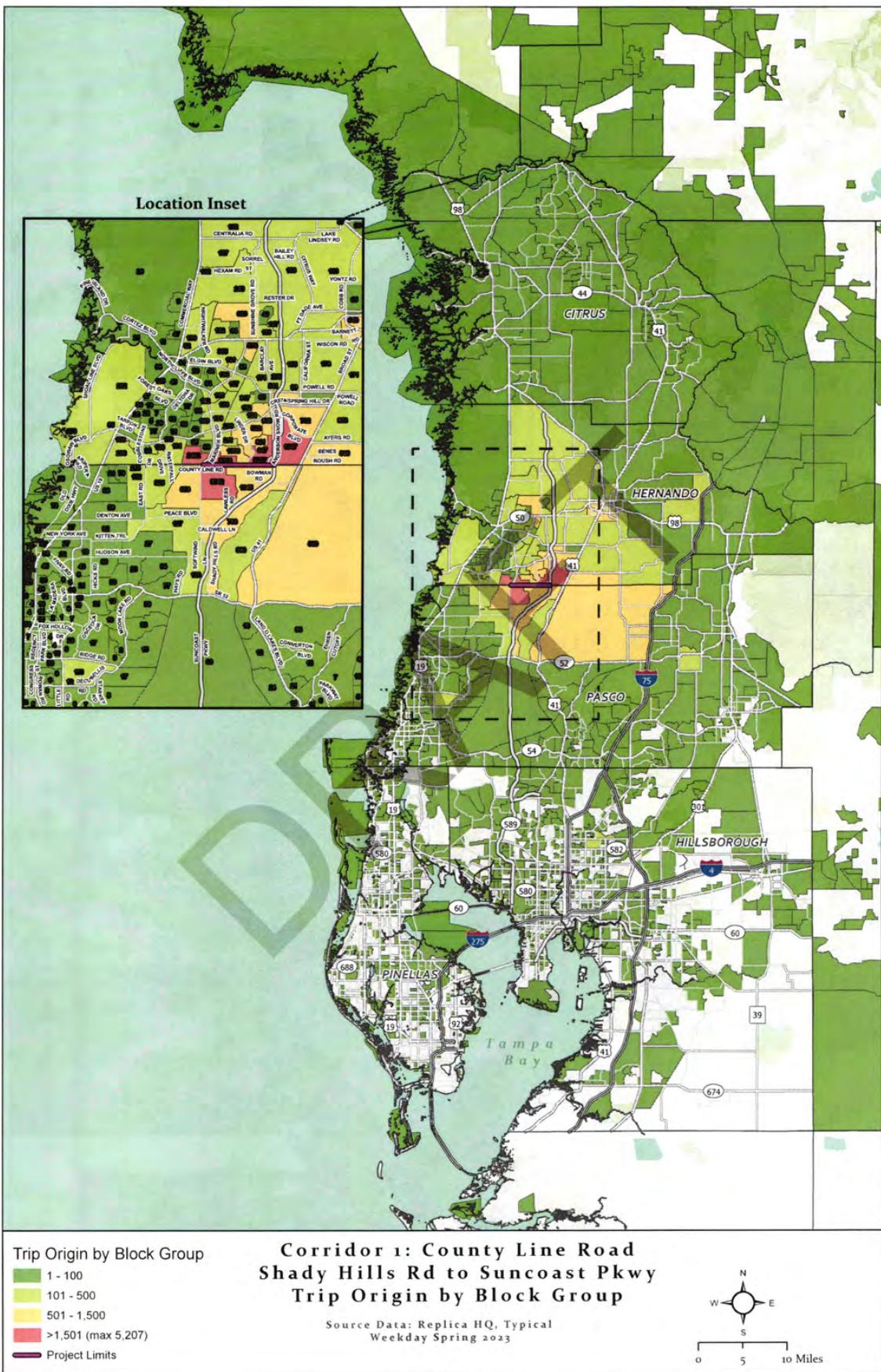
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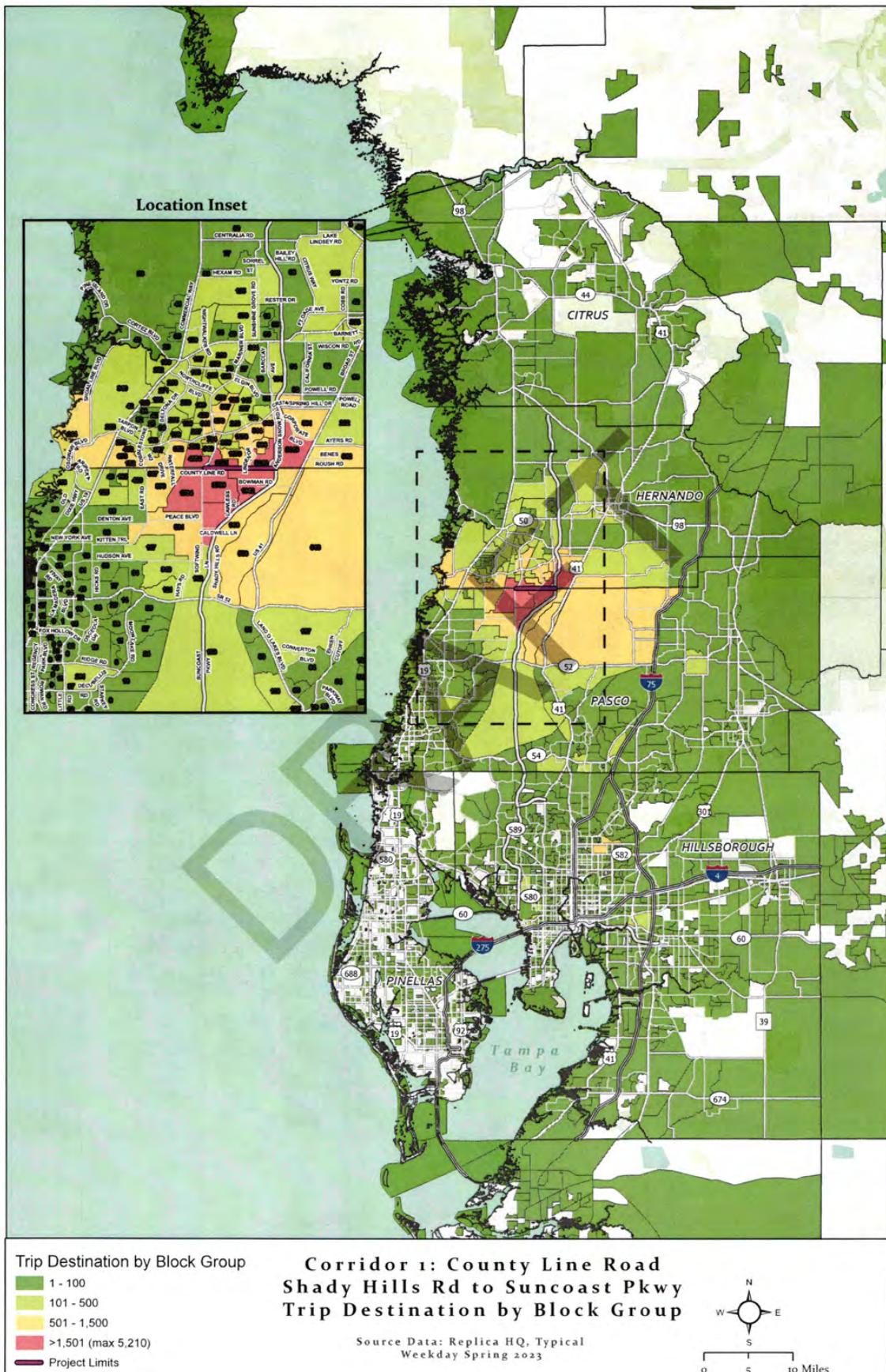


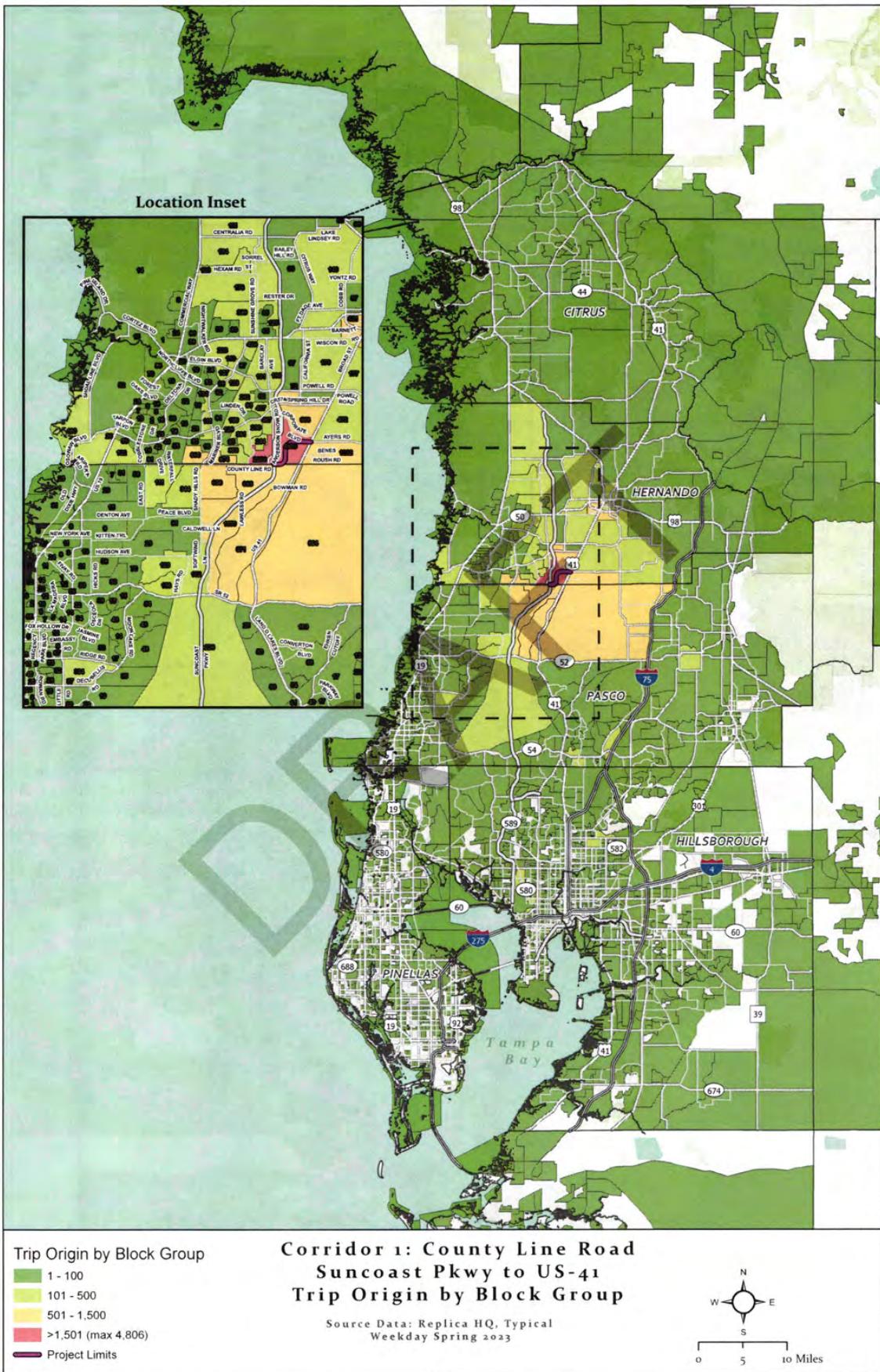


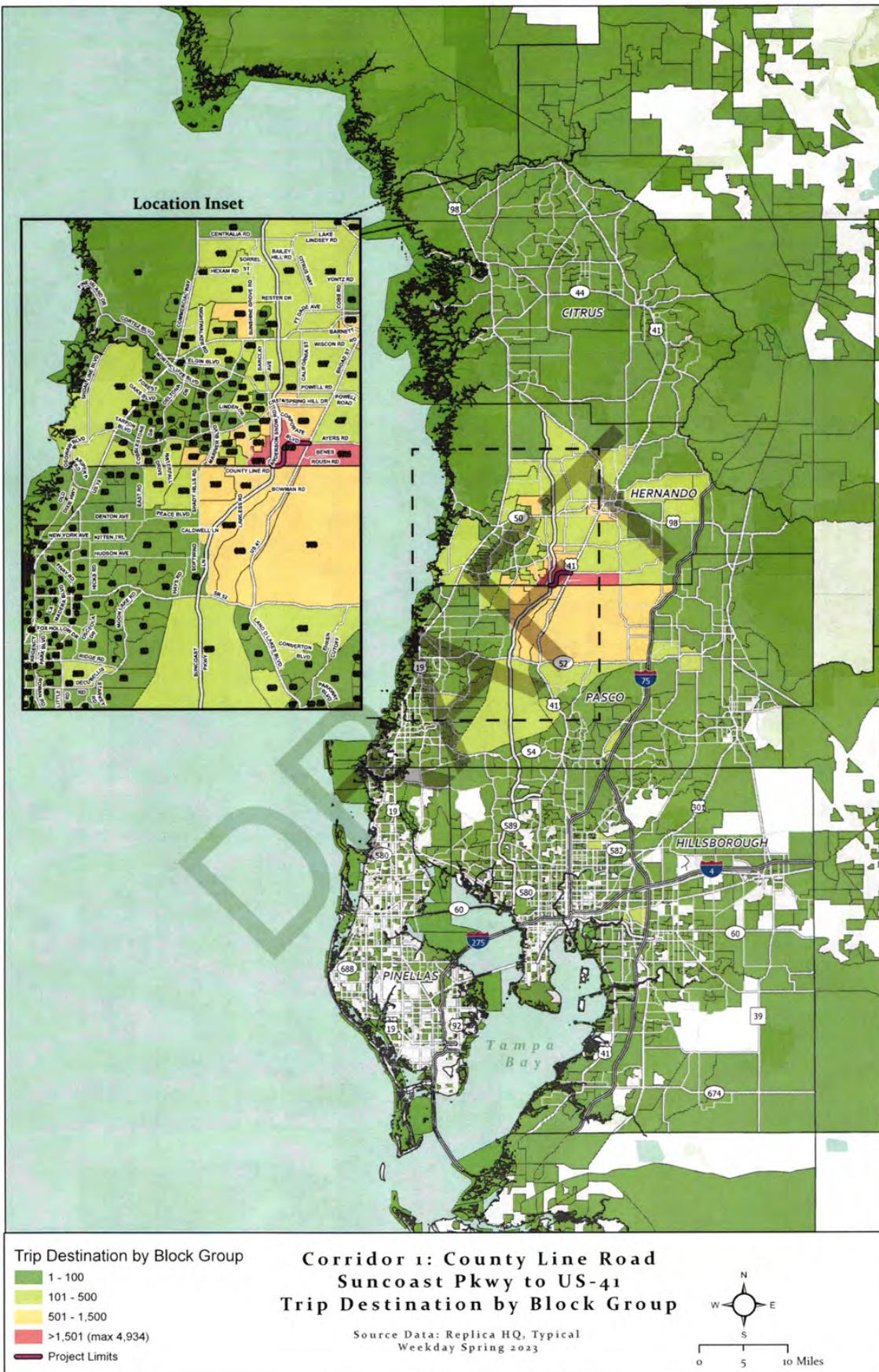


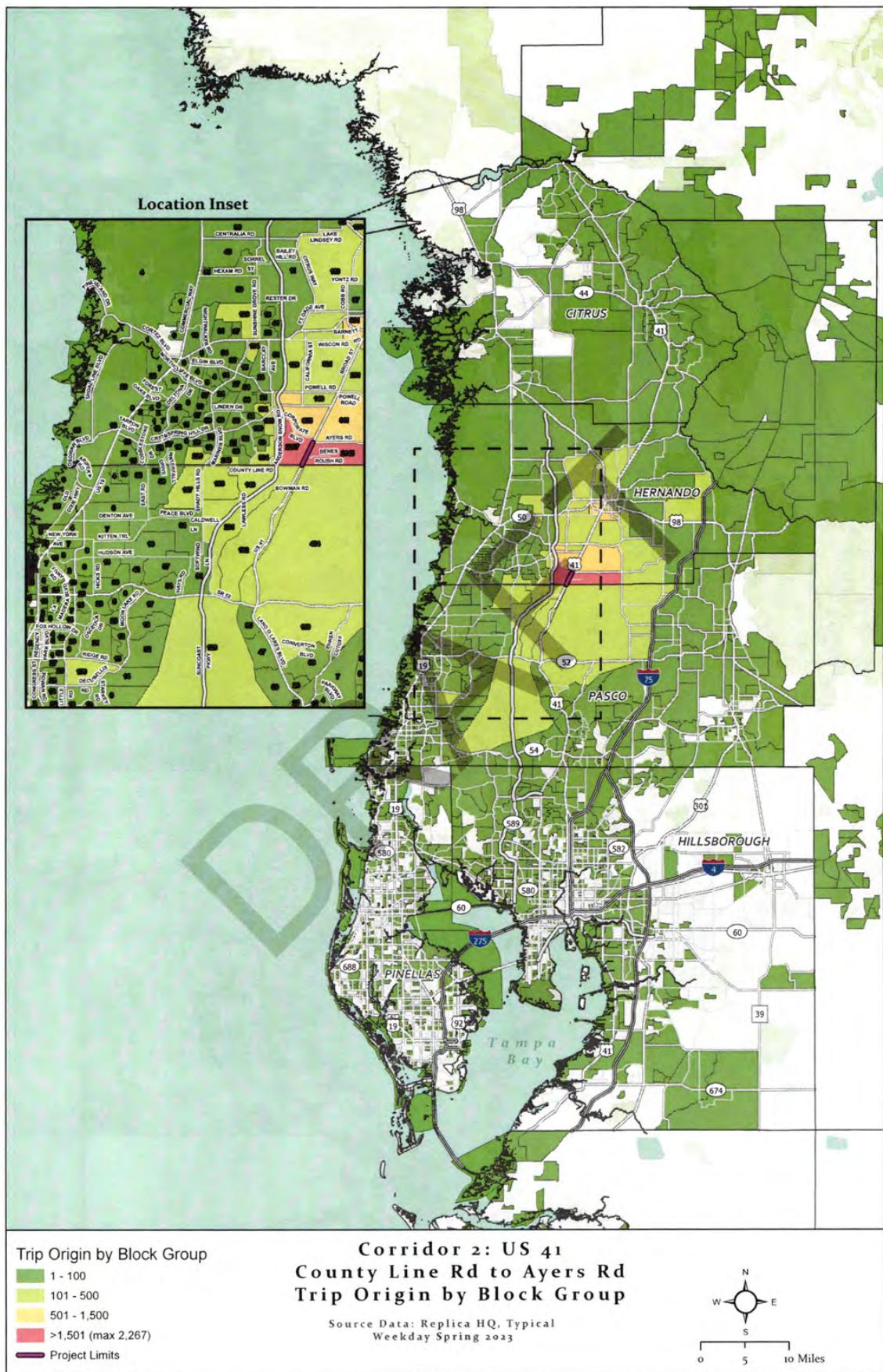


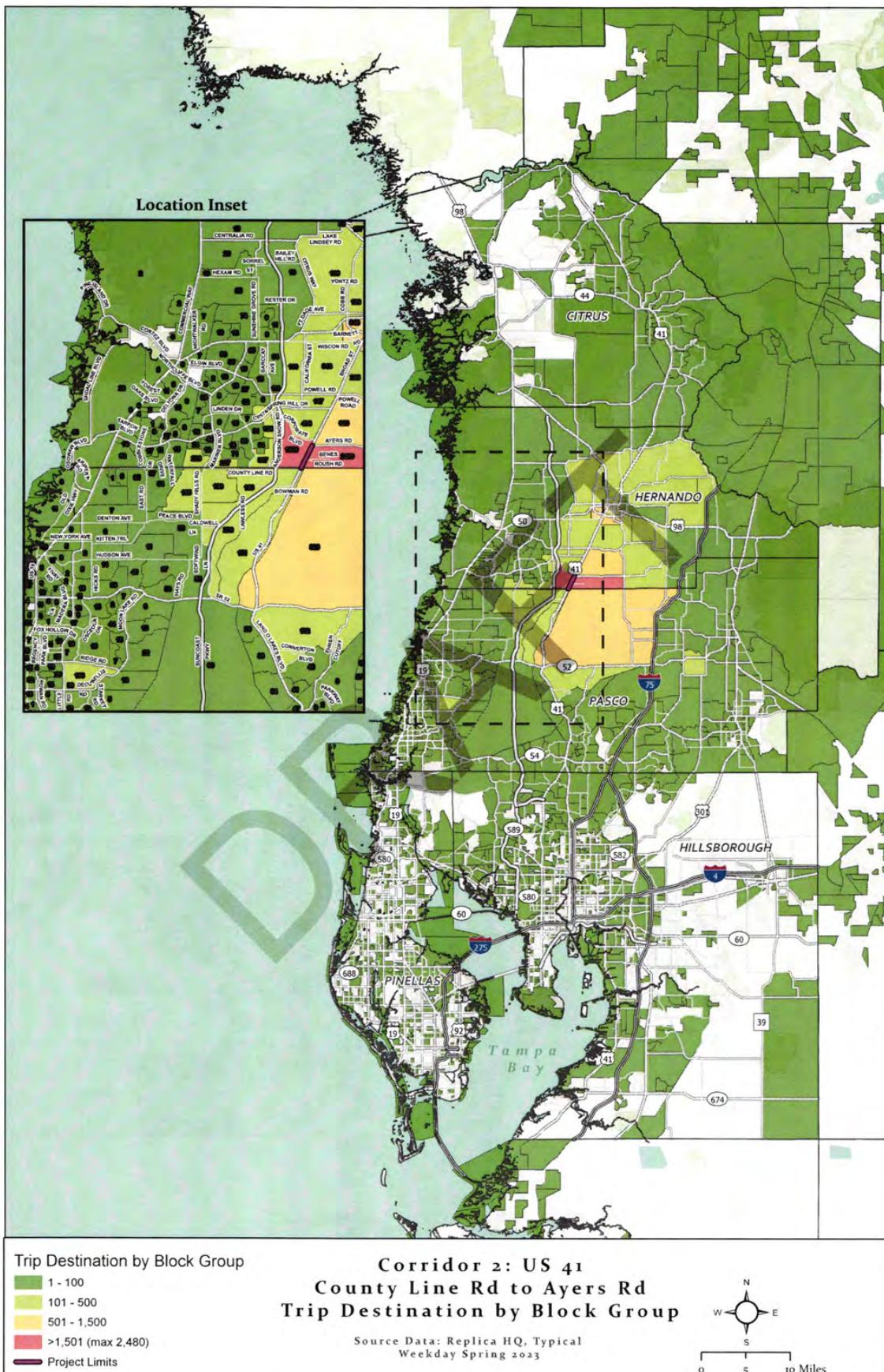


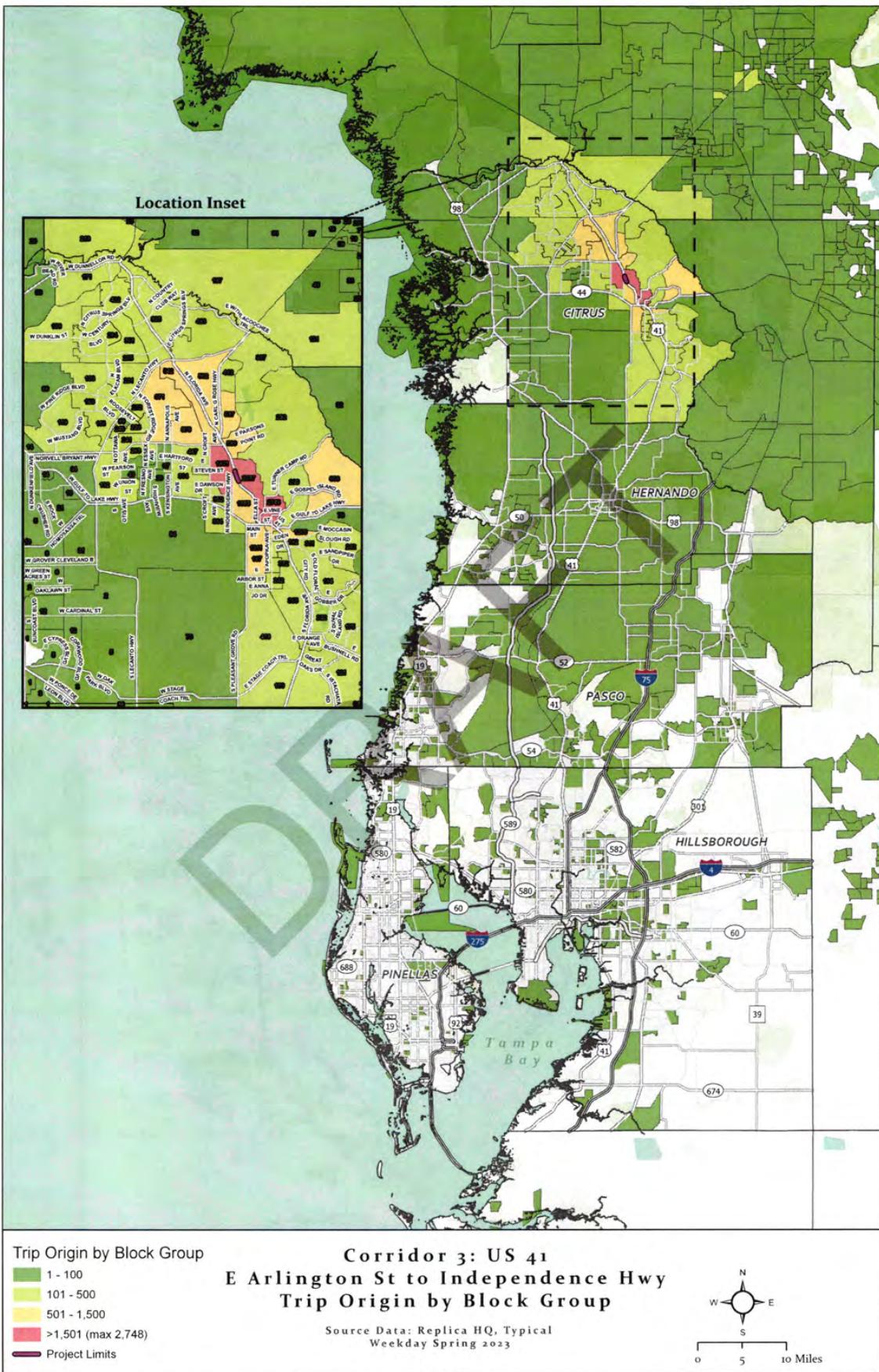


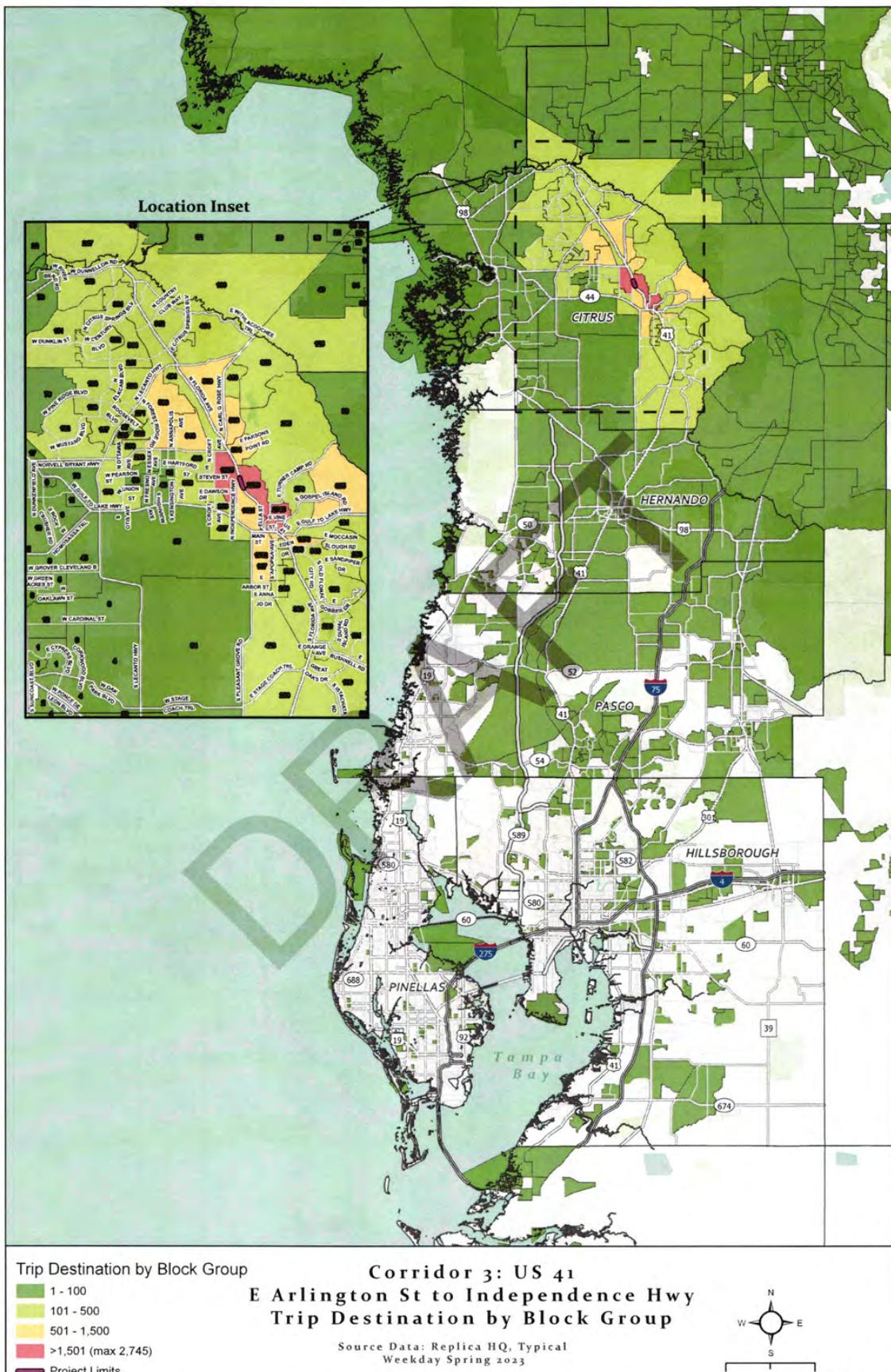


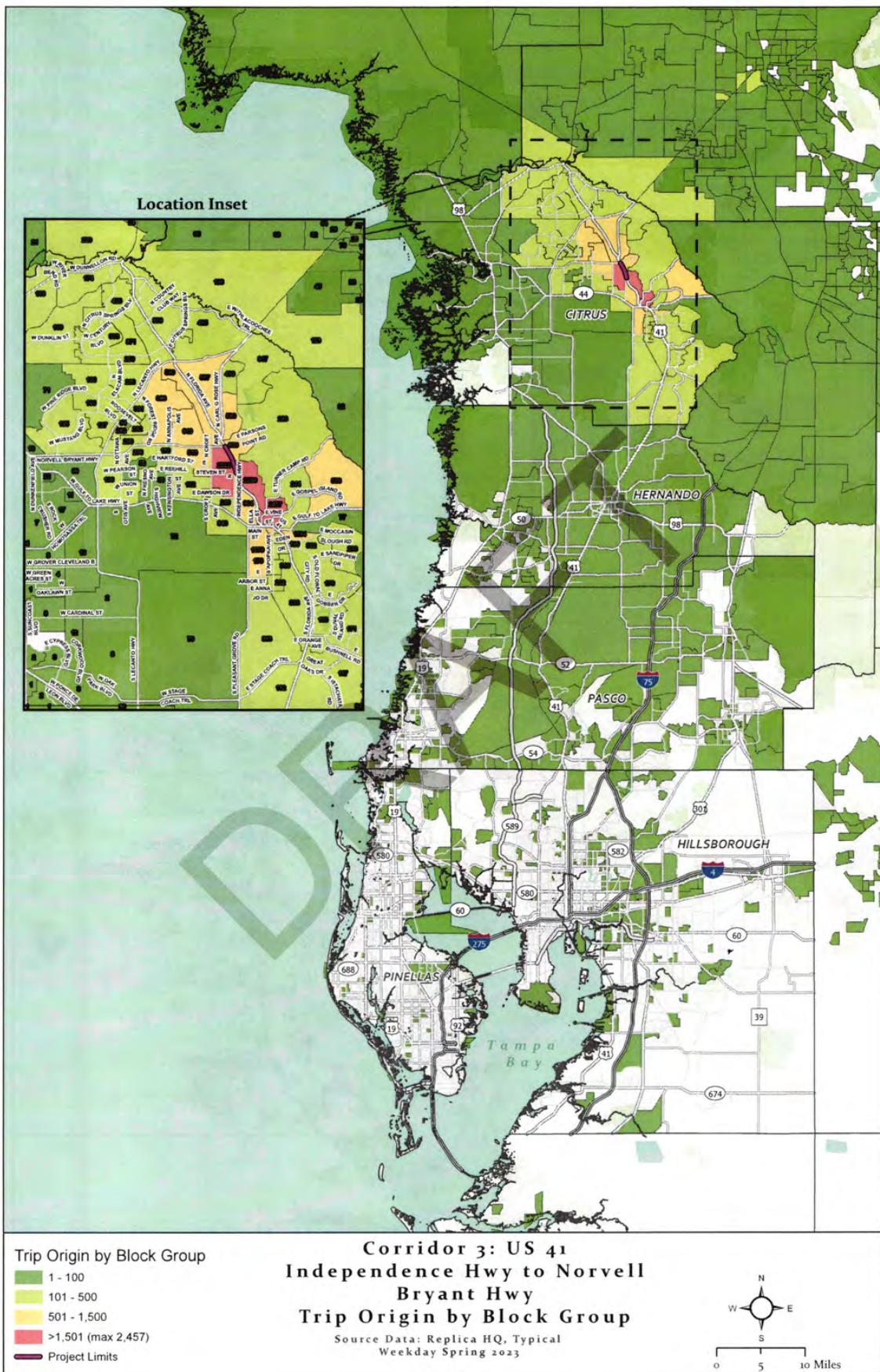


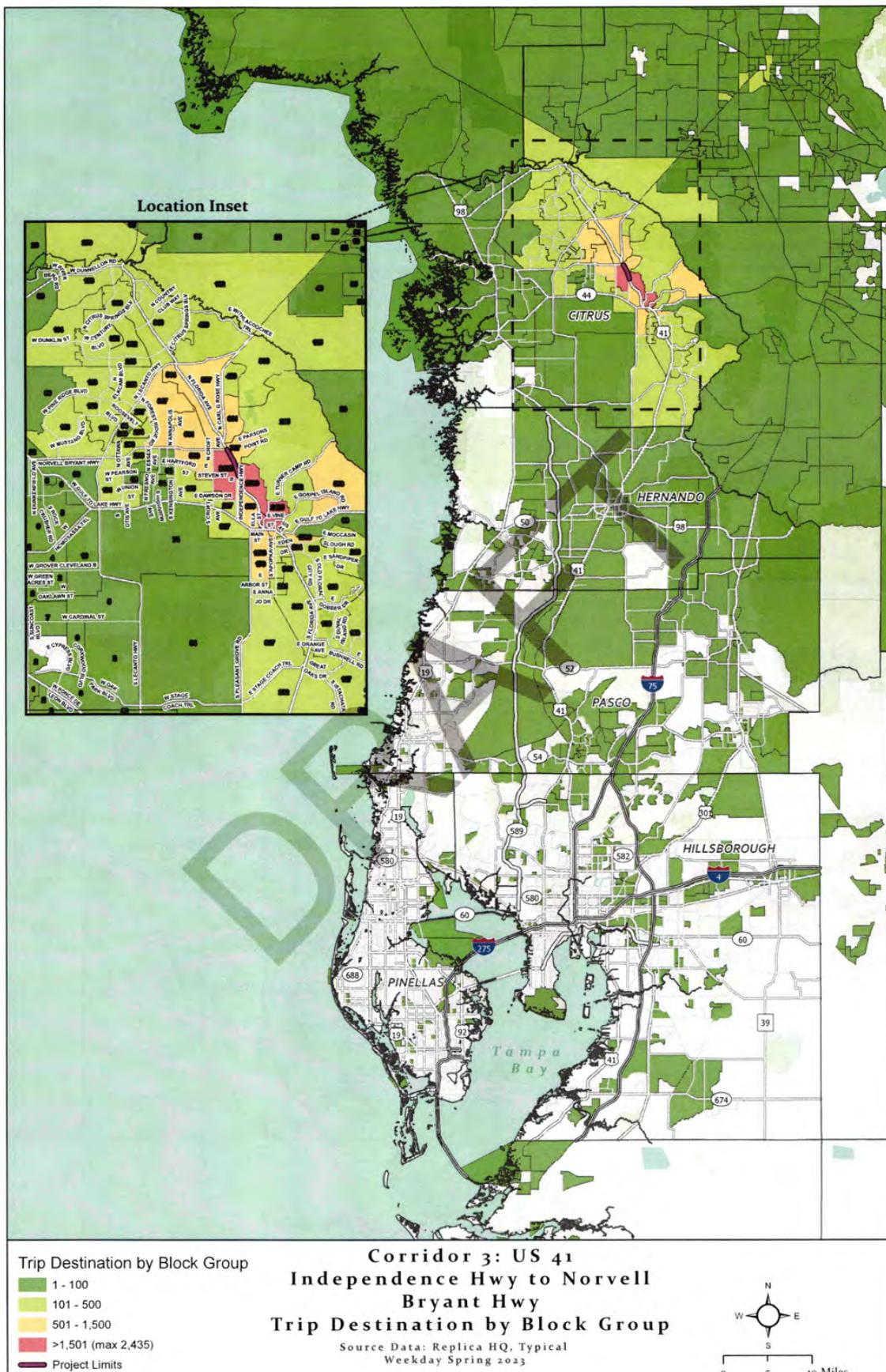


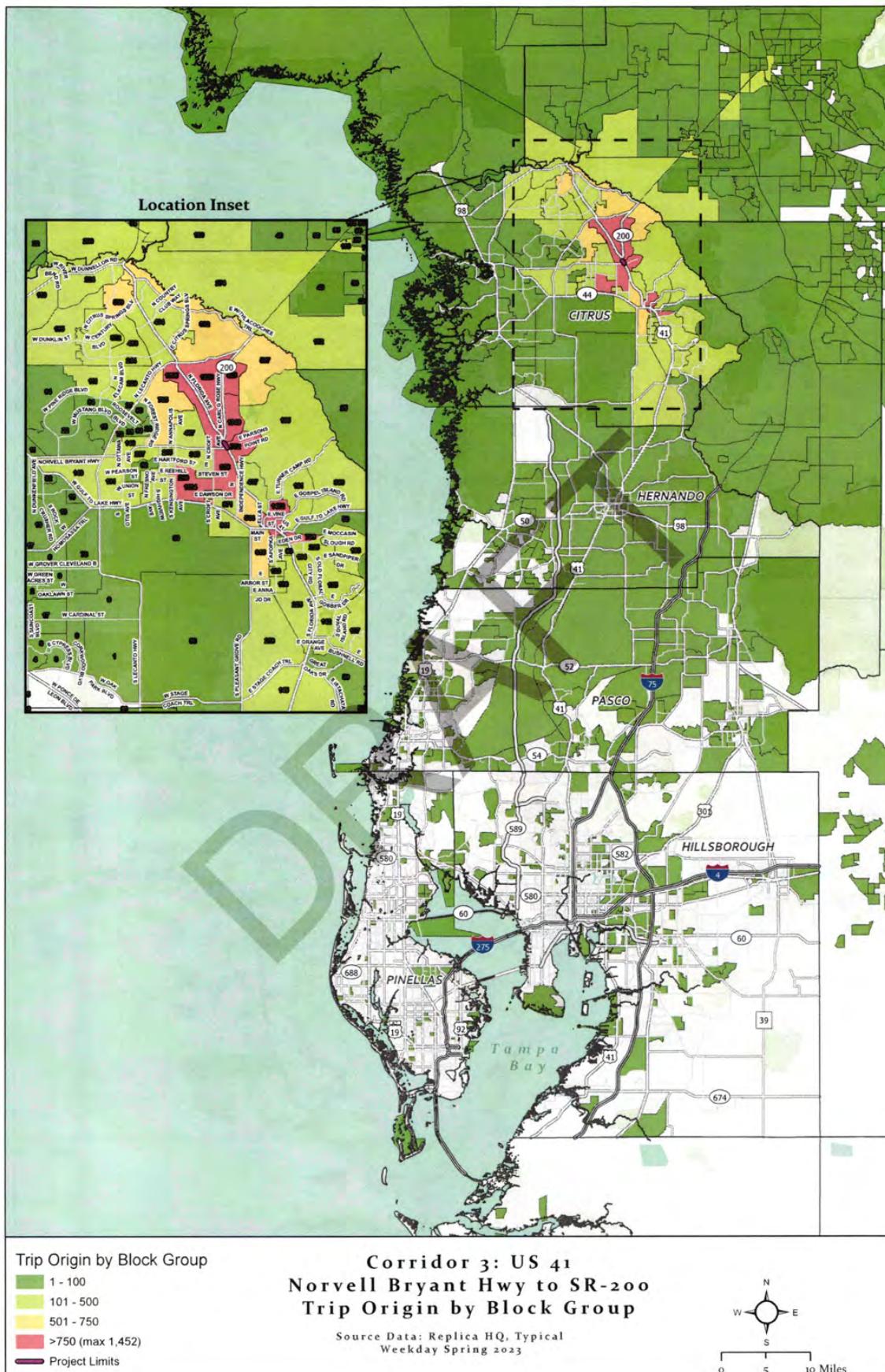


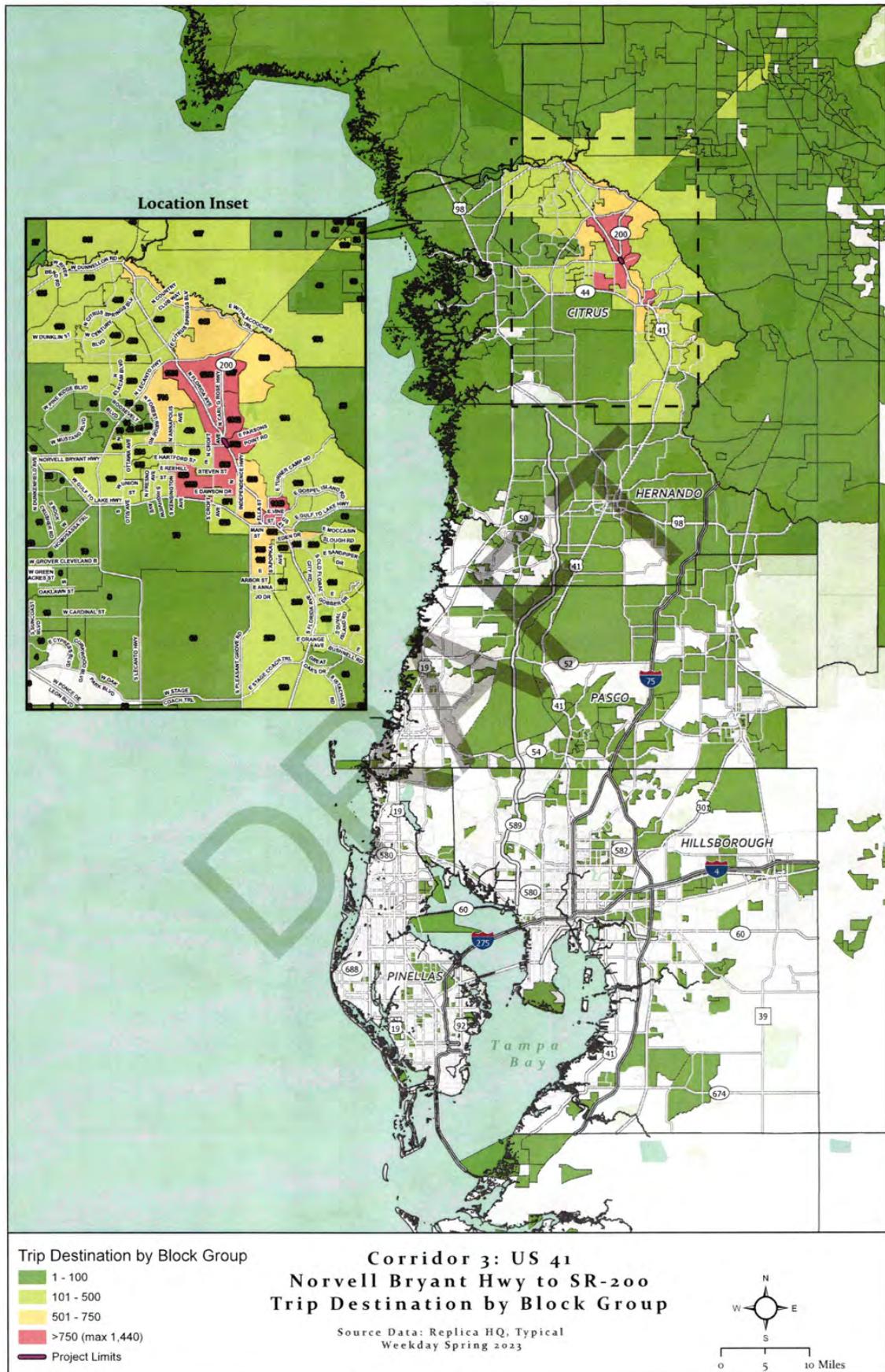


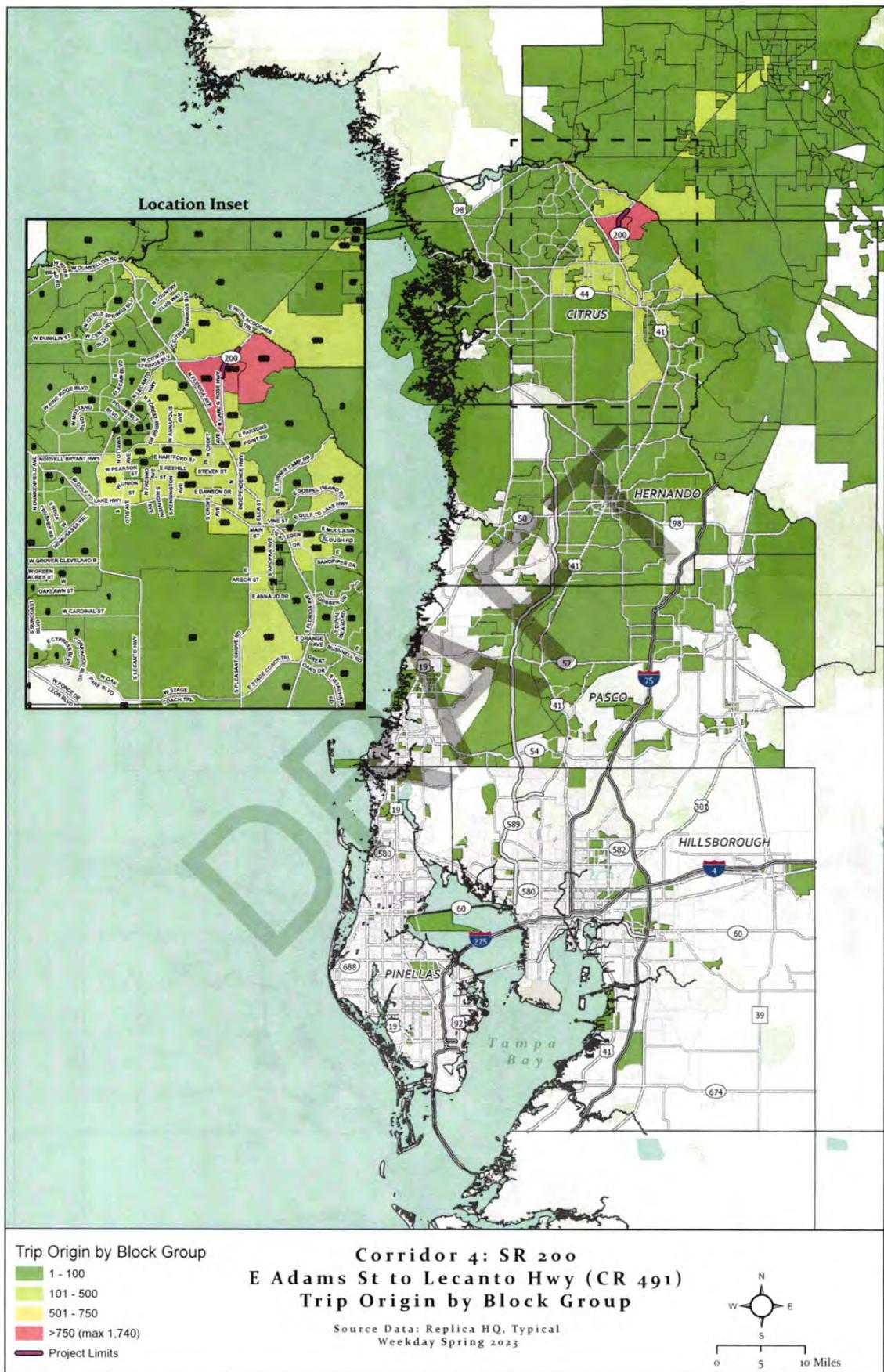


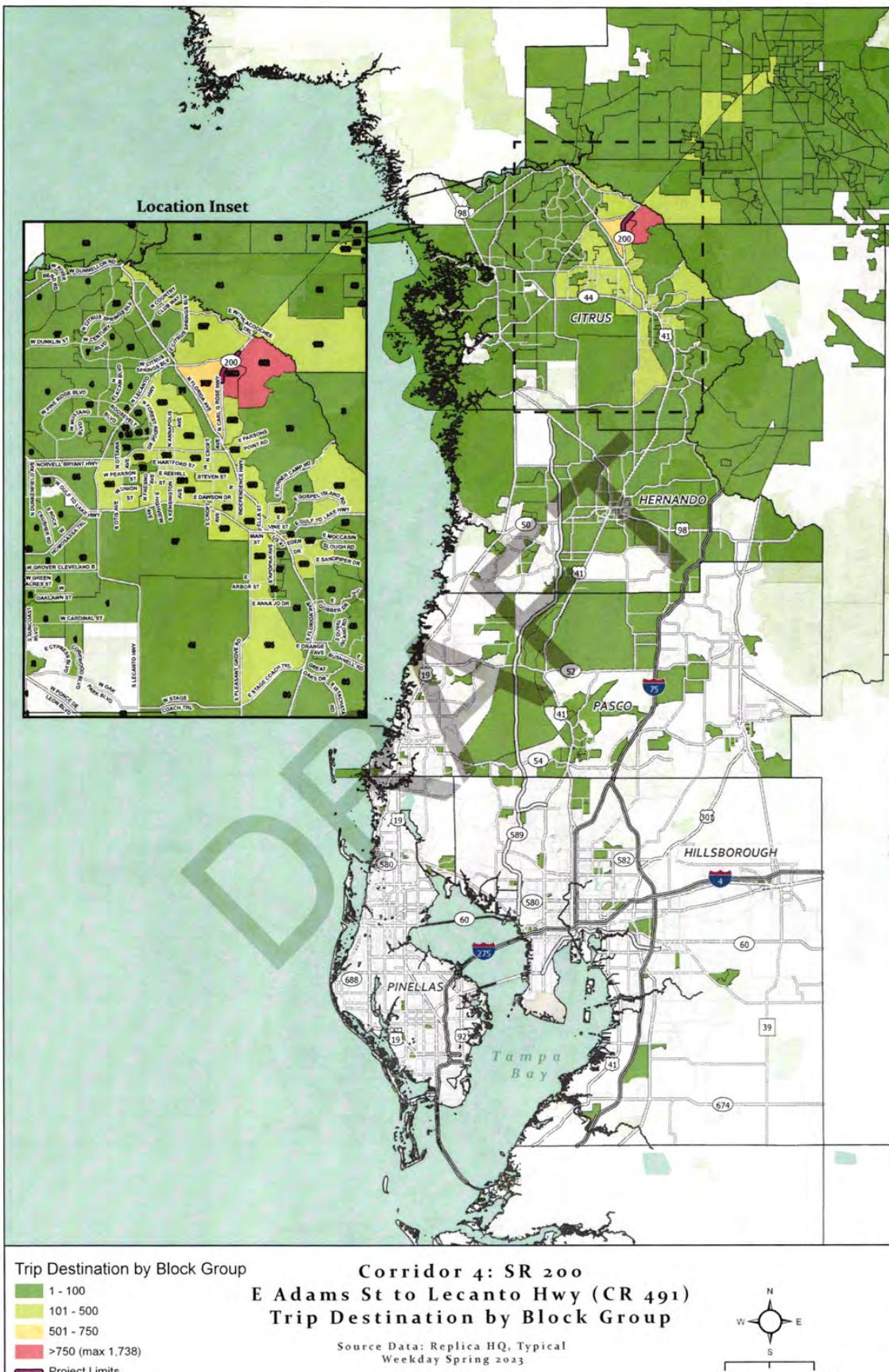


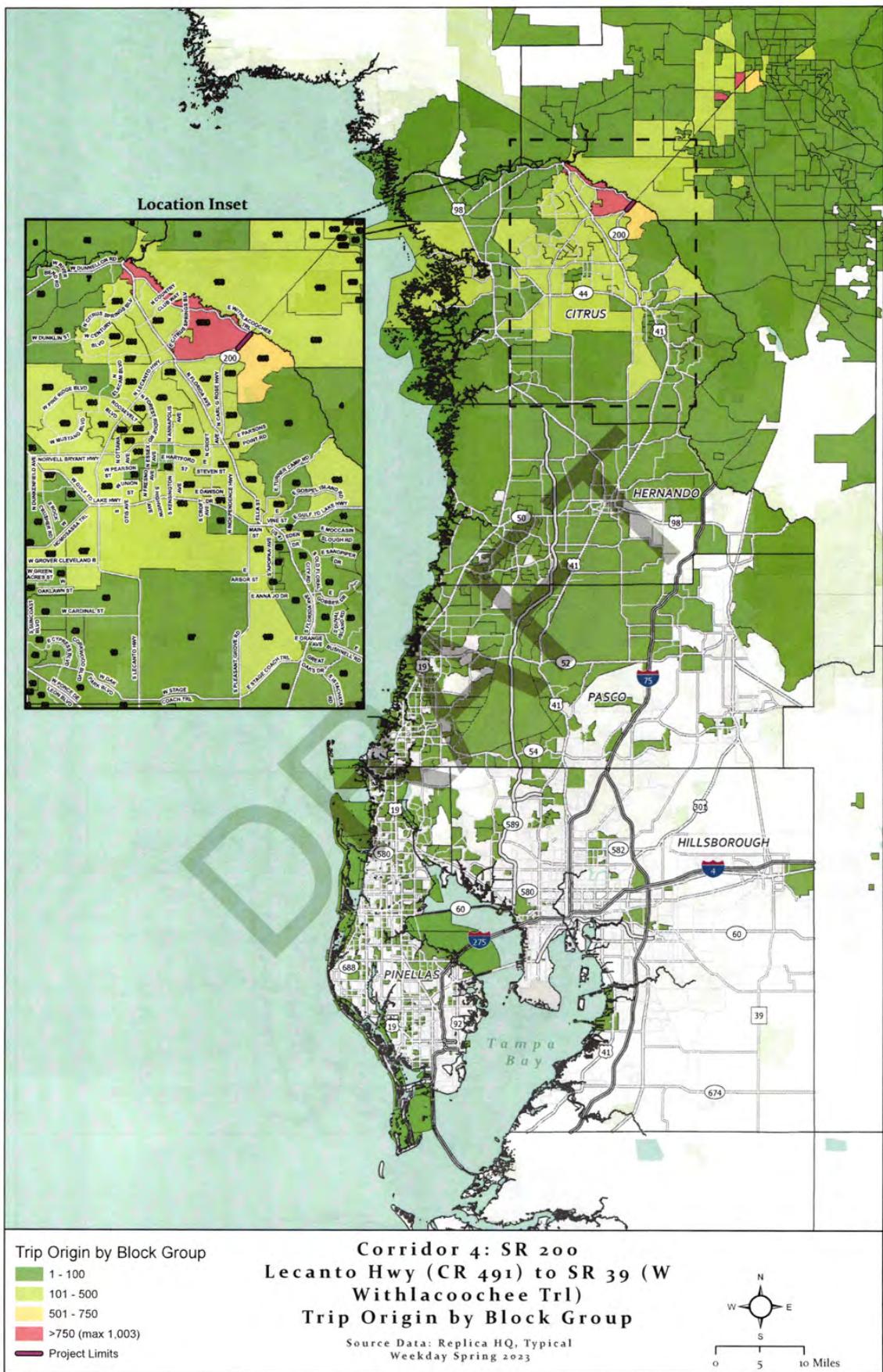


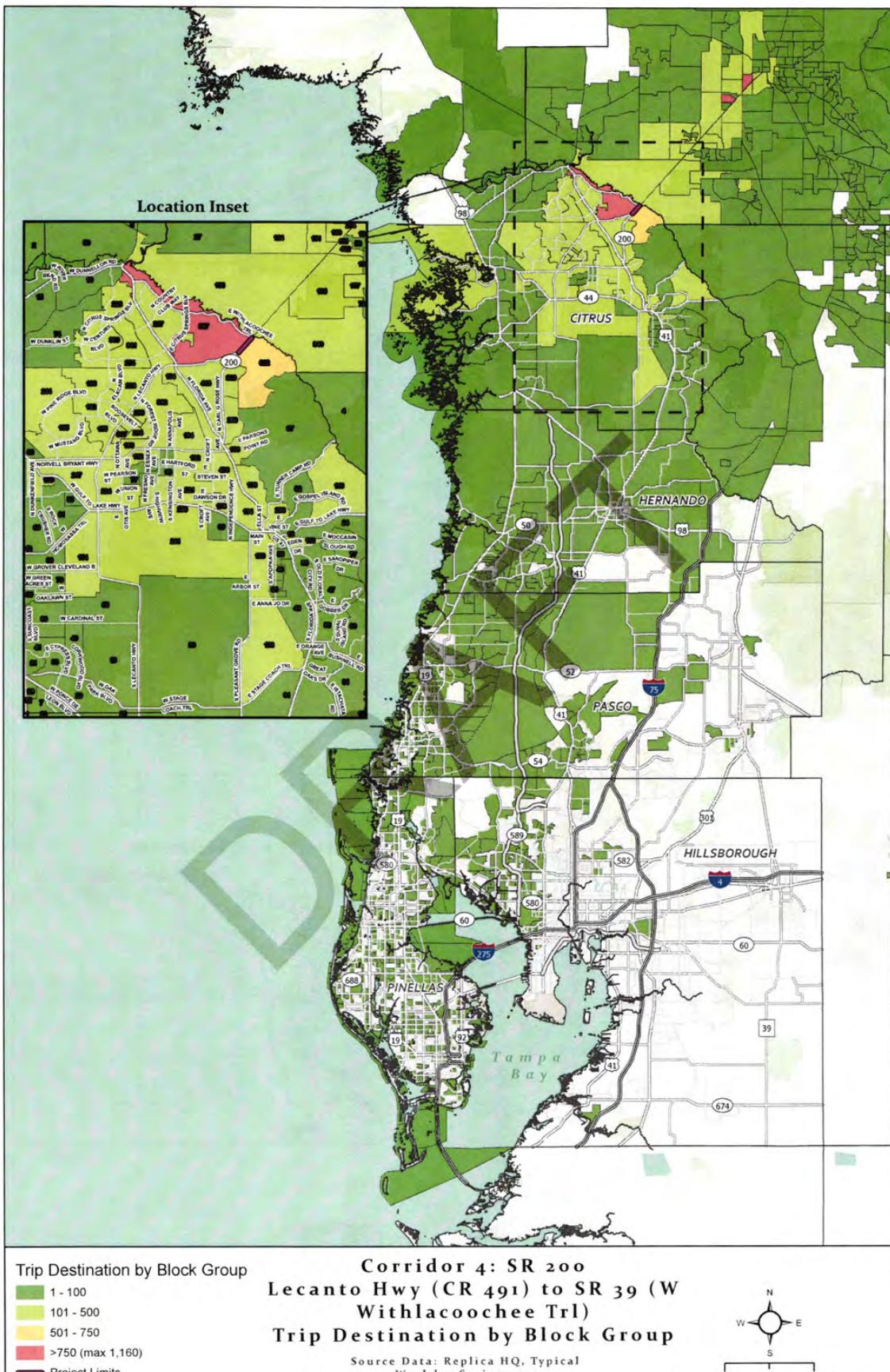












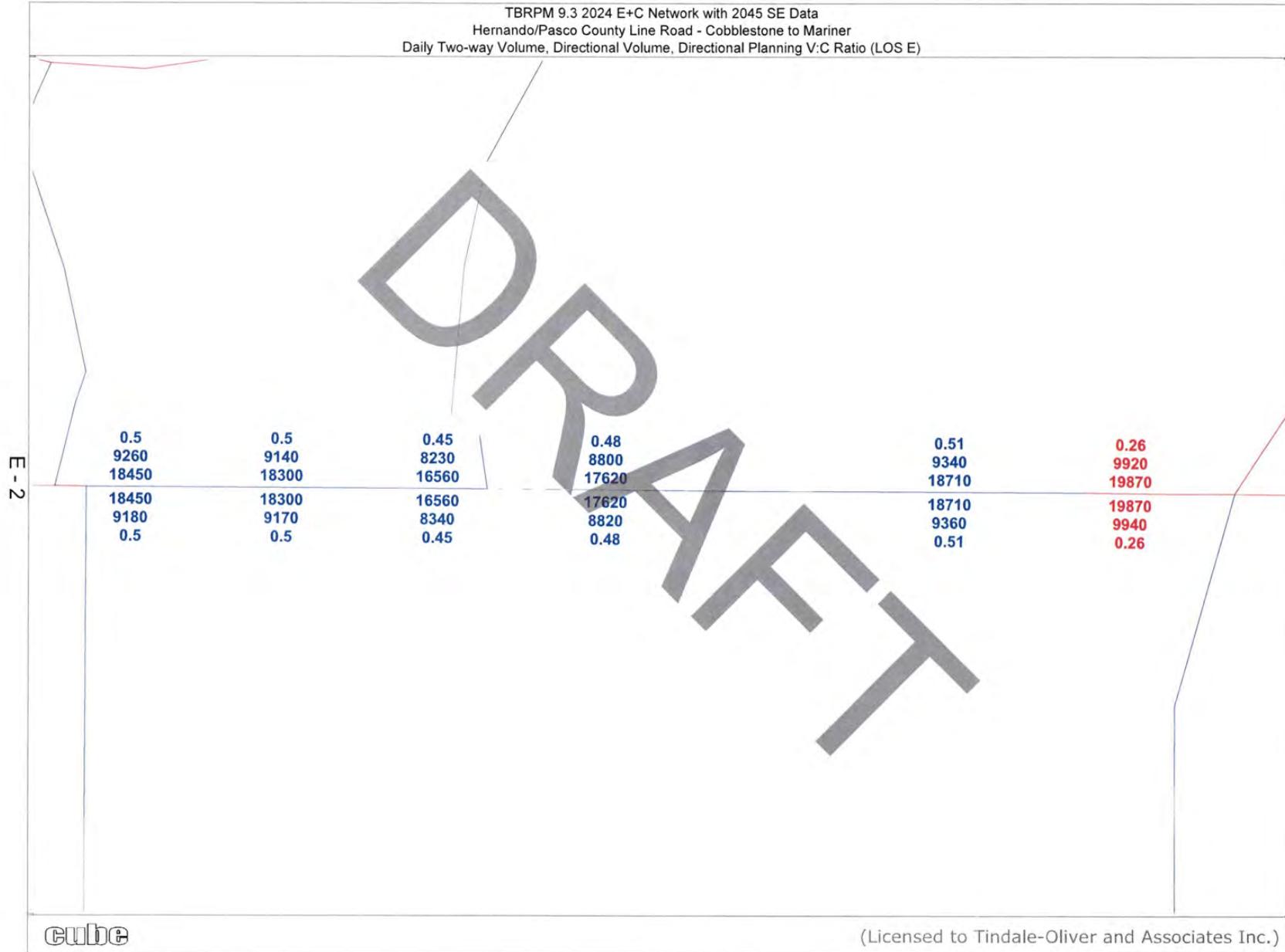
**APPENDIX E:**  
**TBRPM 9.3 MODEL VOLUME PLOTS**

**DRAFT**

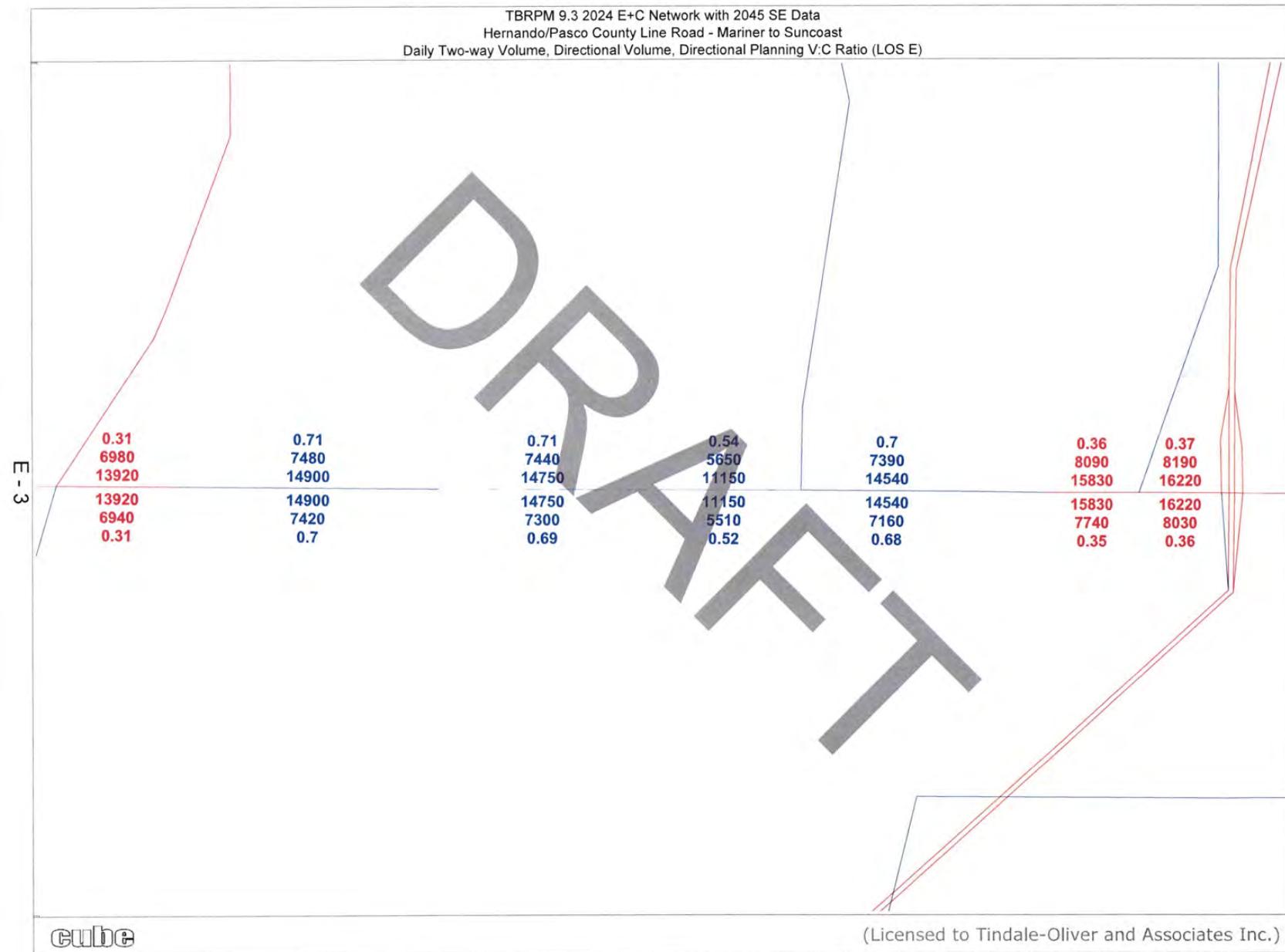
TBRPM 9.3 2024 E+C Network with 2045 SE Data  
Hernando/Pasco County Line Road - US 19 to Cobblestone  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



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

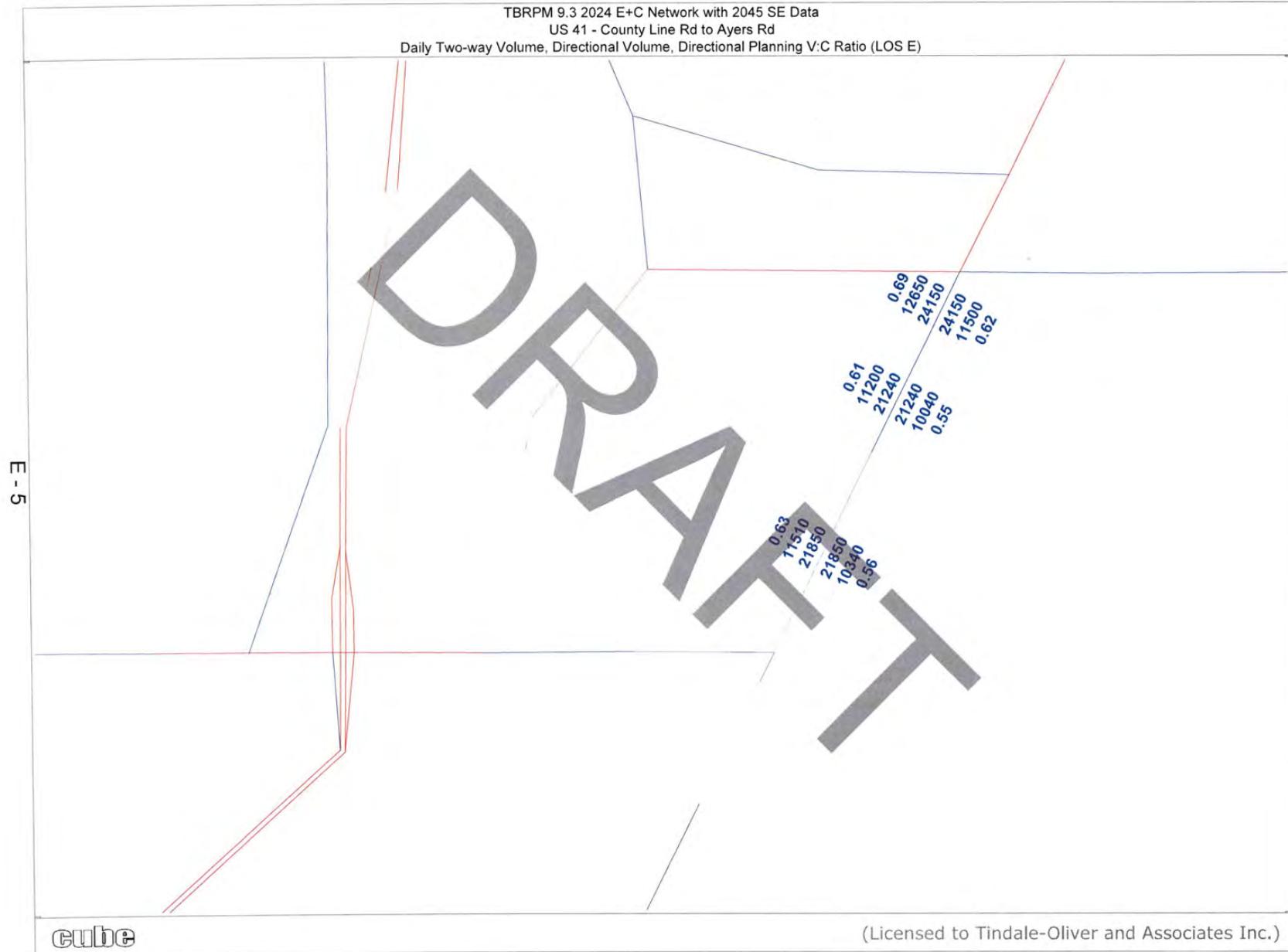


TBRPM 9.3 2024 E+C Network with 2045 SE Data  
 Hernando/Pasco County Line Road - Mariner to Suncoast  
 Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



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





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US 41 - Arlington to SR 200  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



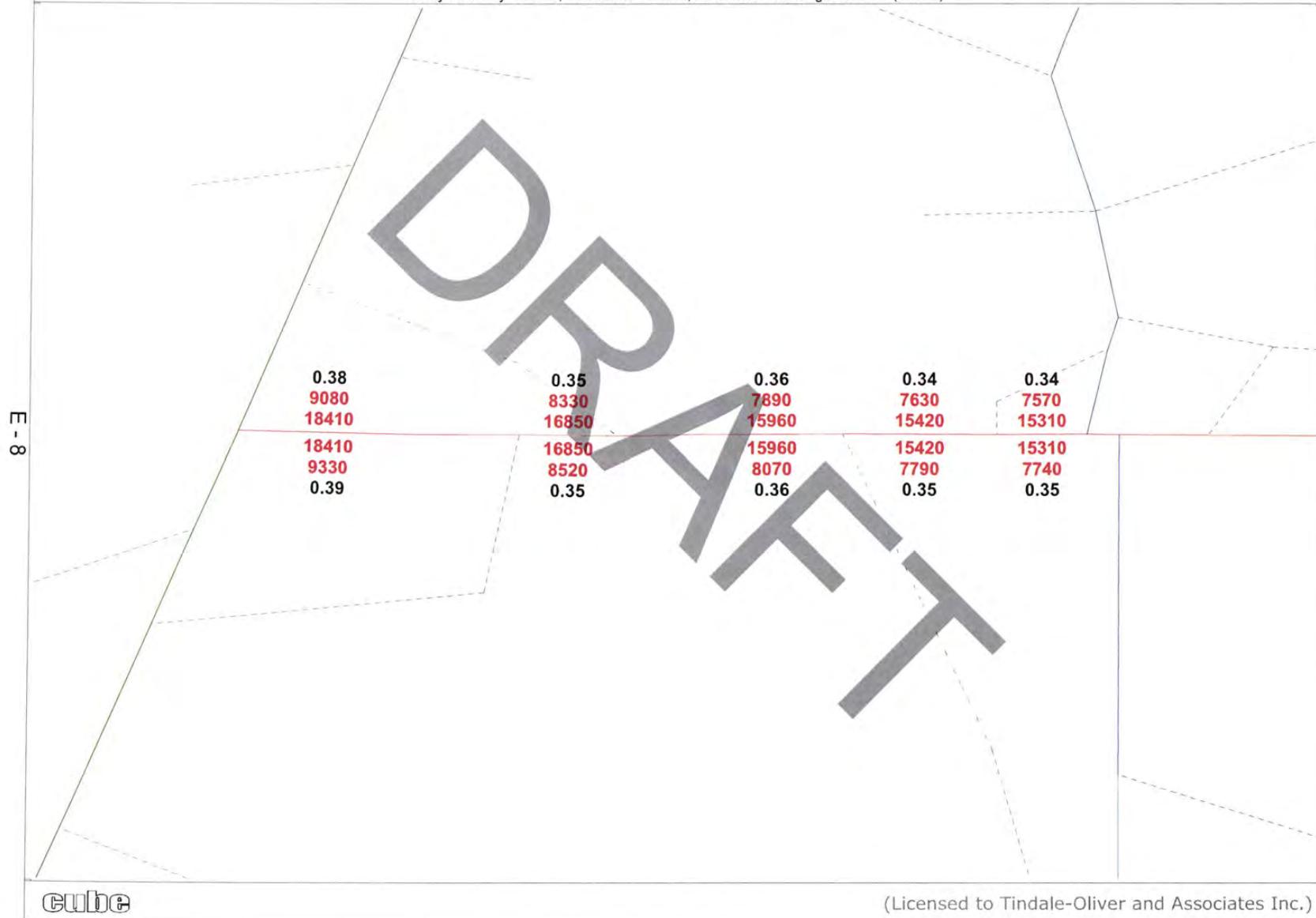
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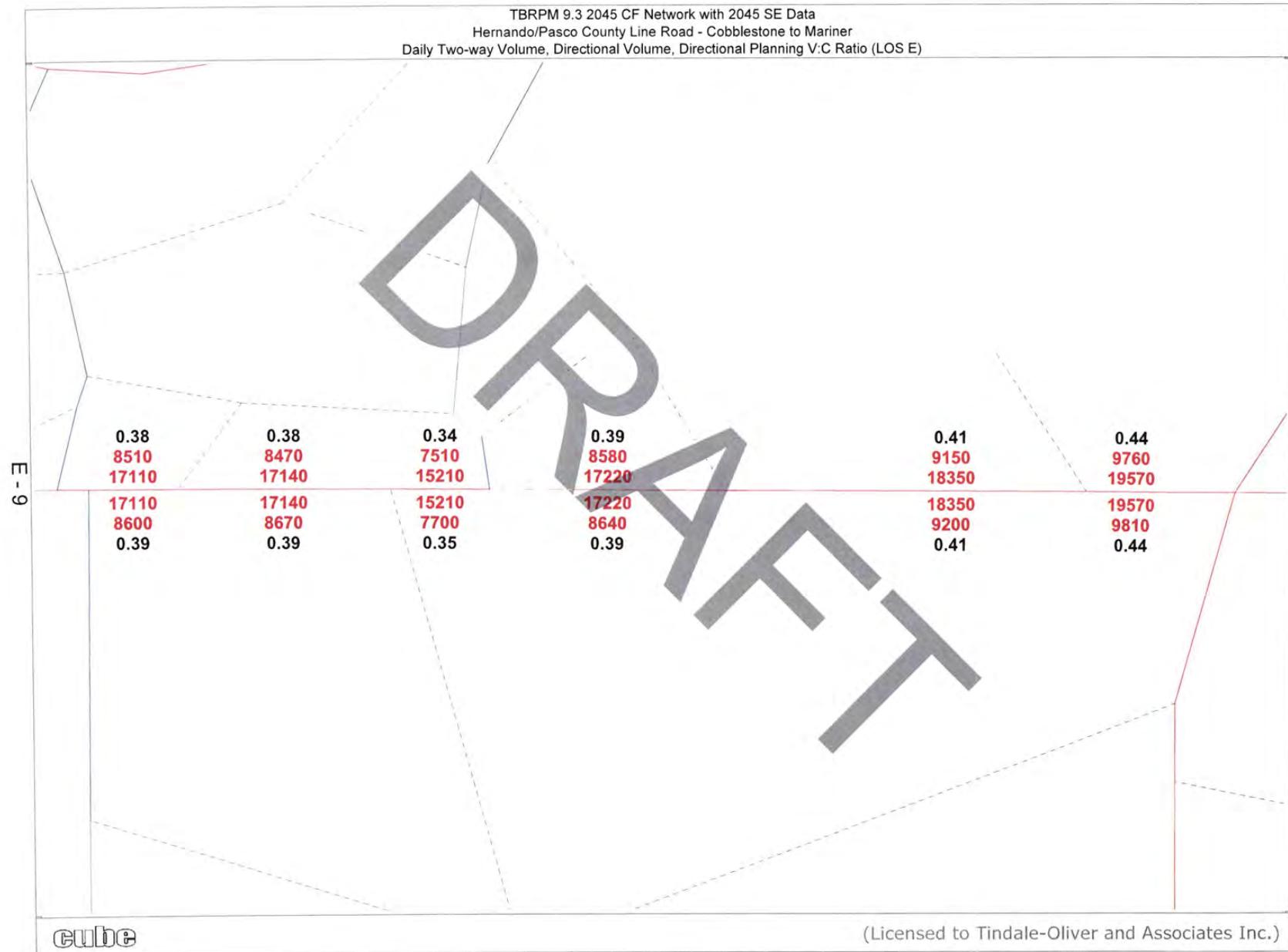
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E - 6

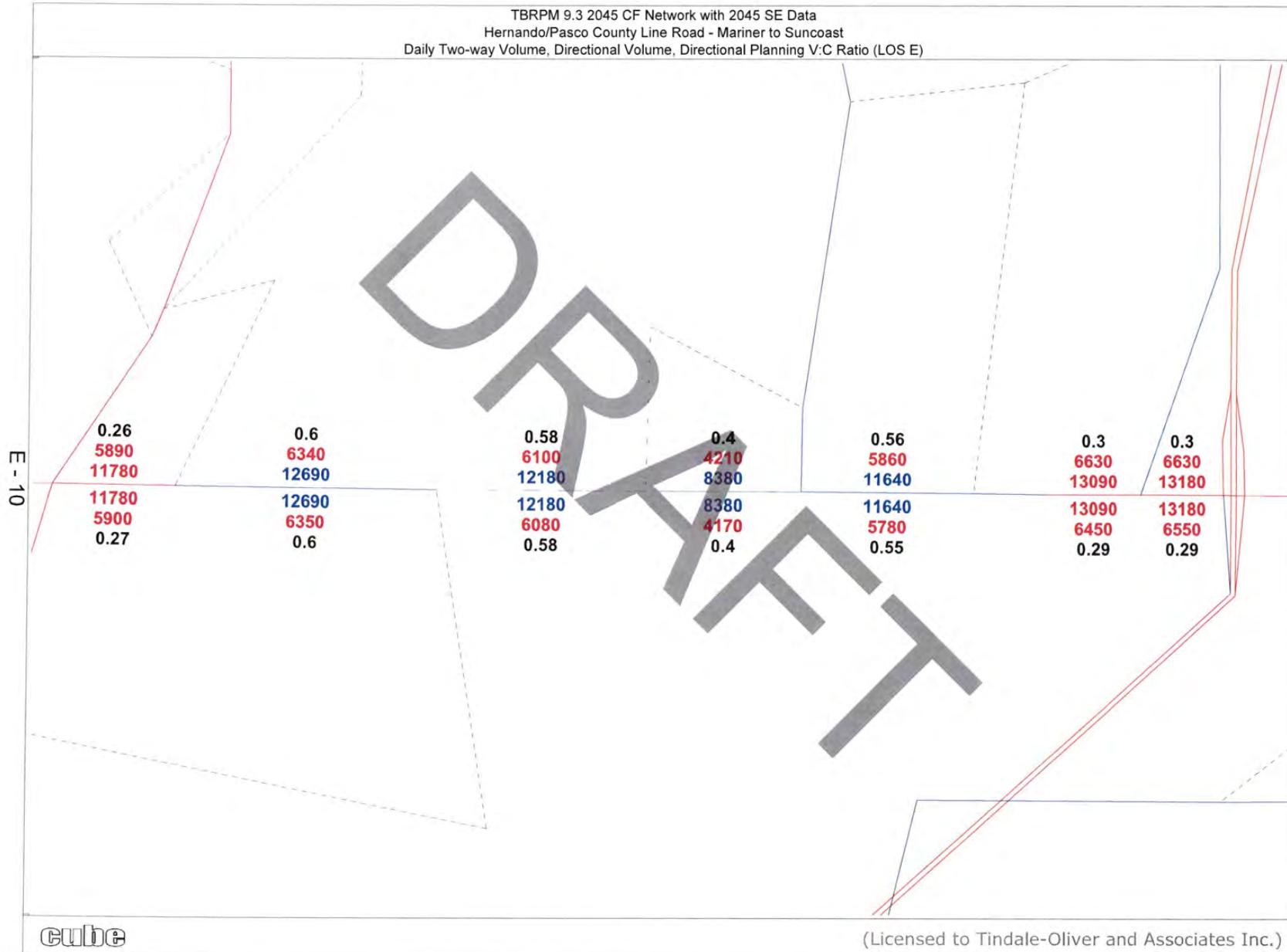


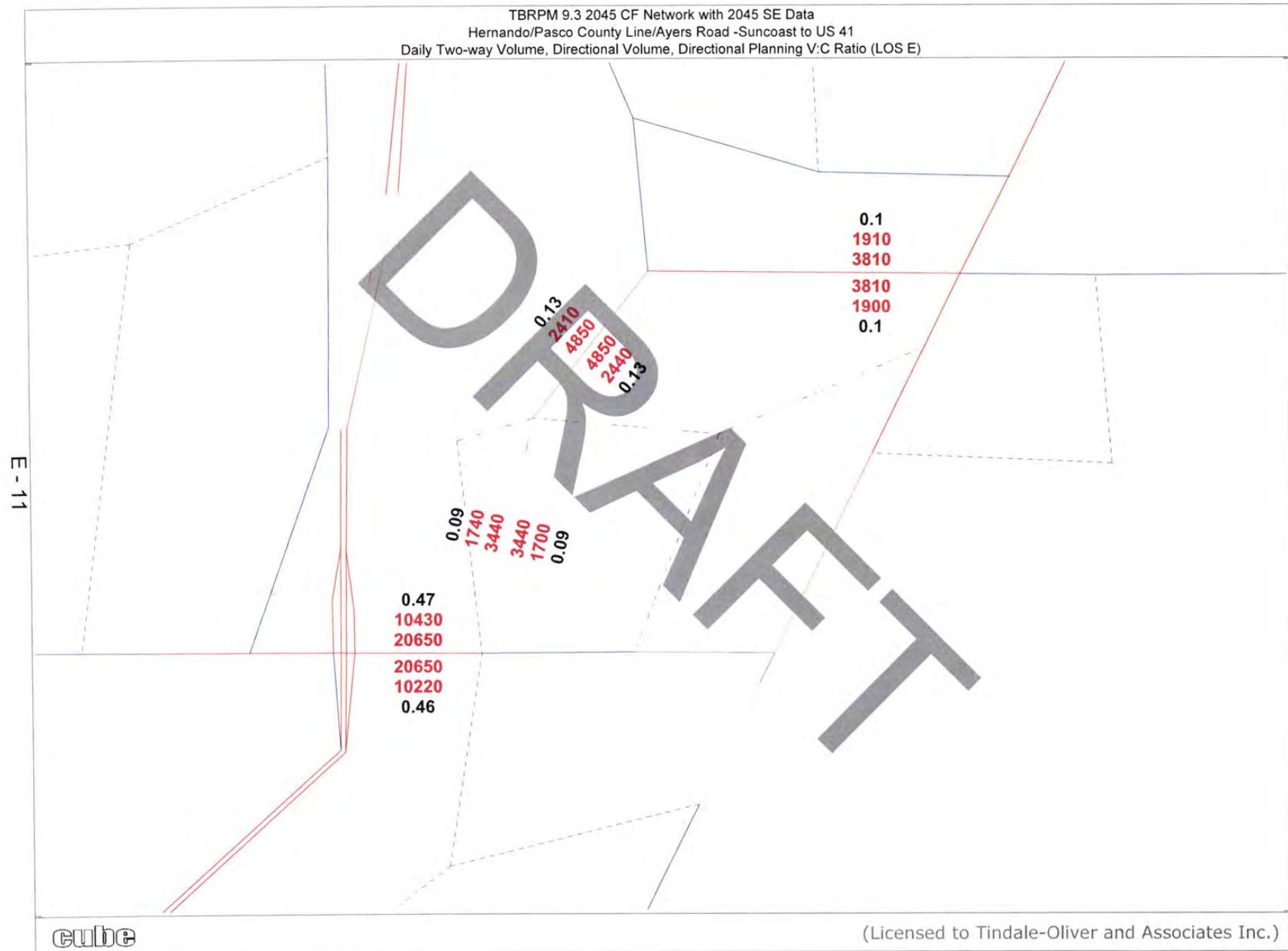
TBRPM 9.3 2045 CF Network with 2045 SE Data  
Hernando/Pasco County Line Road - US 19 to Cobblestone  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)

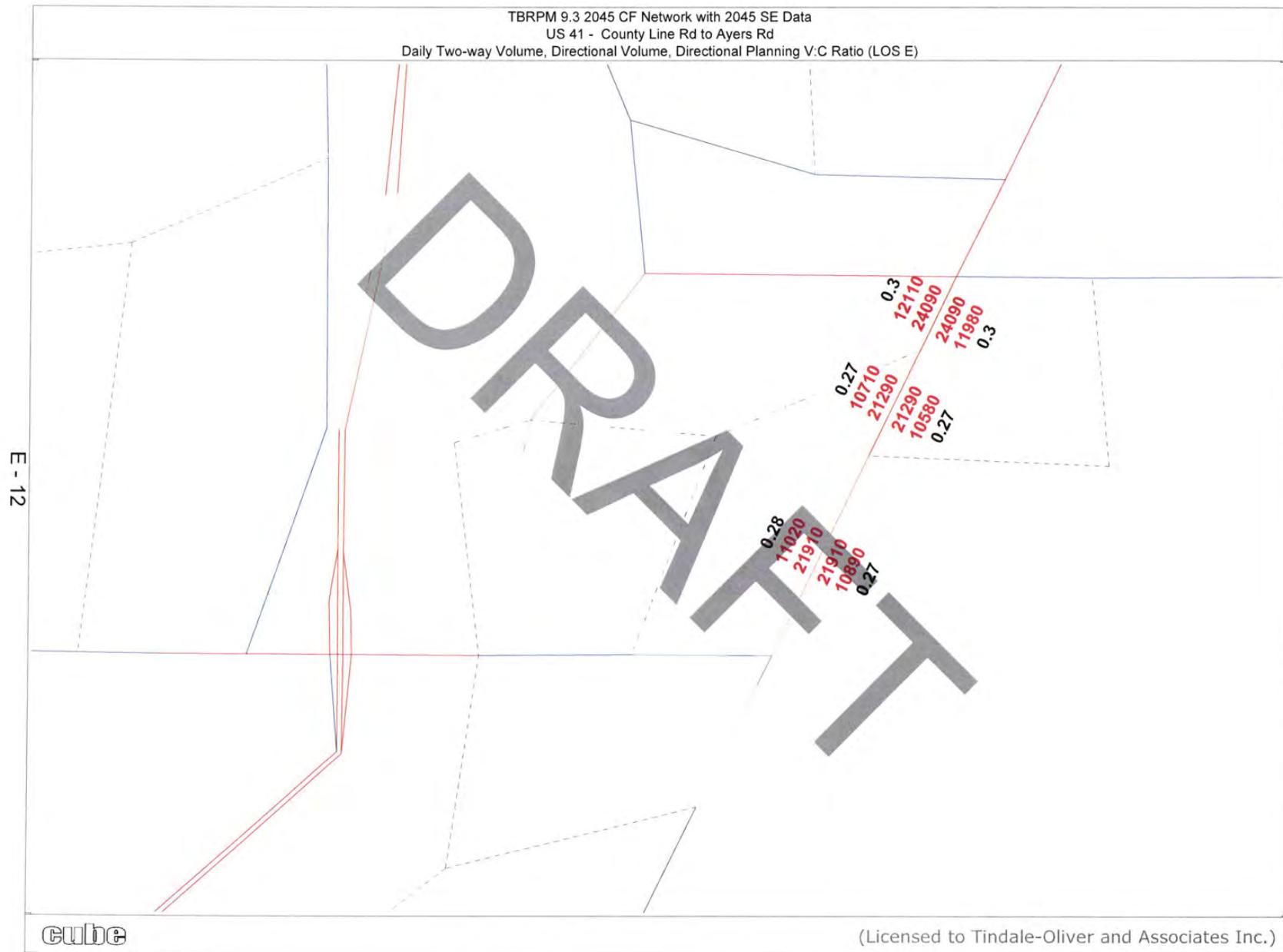




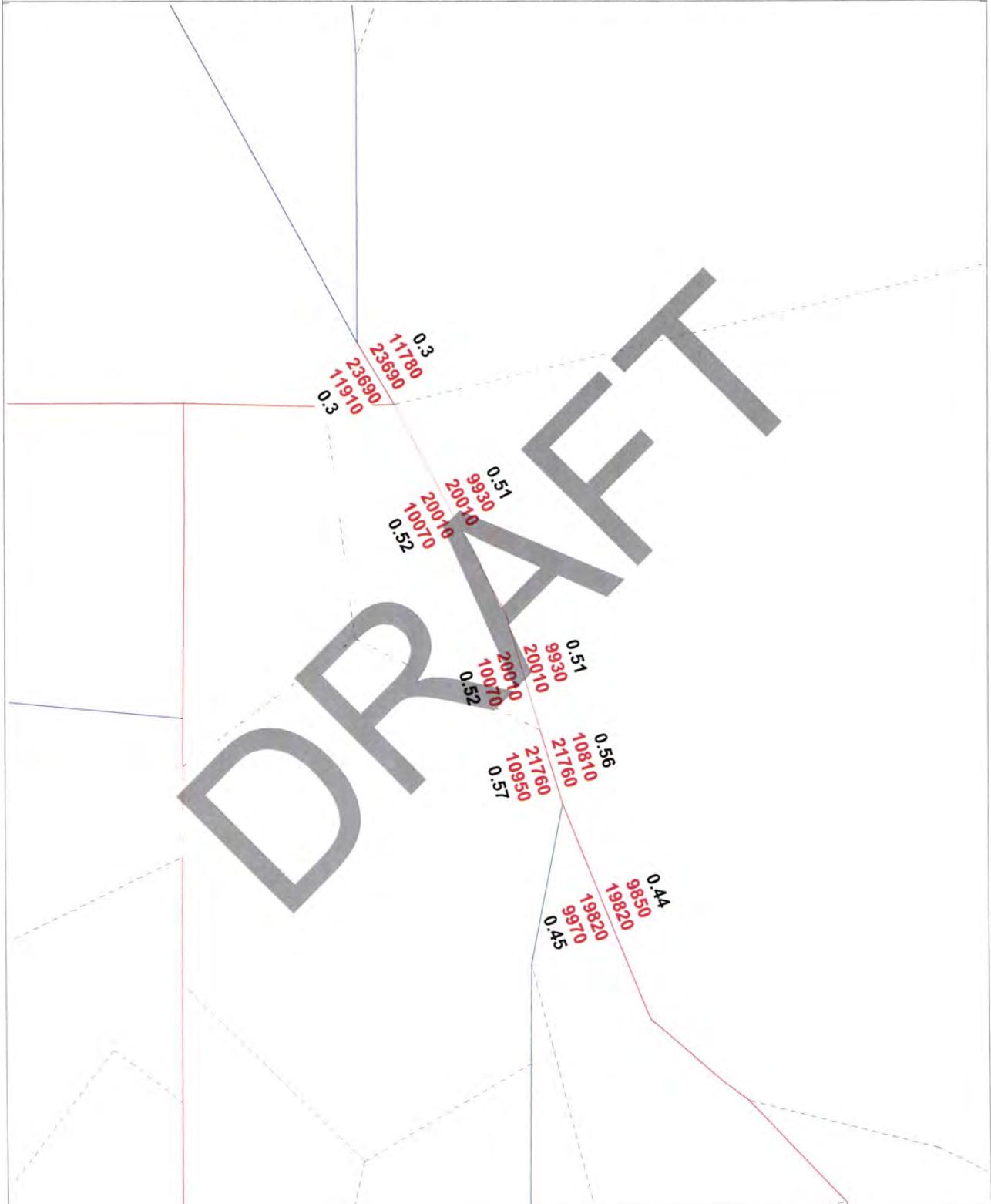
TBRPM 9.3 2045 CF Network with 2045 SE Data  
Hernando/Pasco County Line Road - Mariner to Suncoast  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)







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

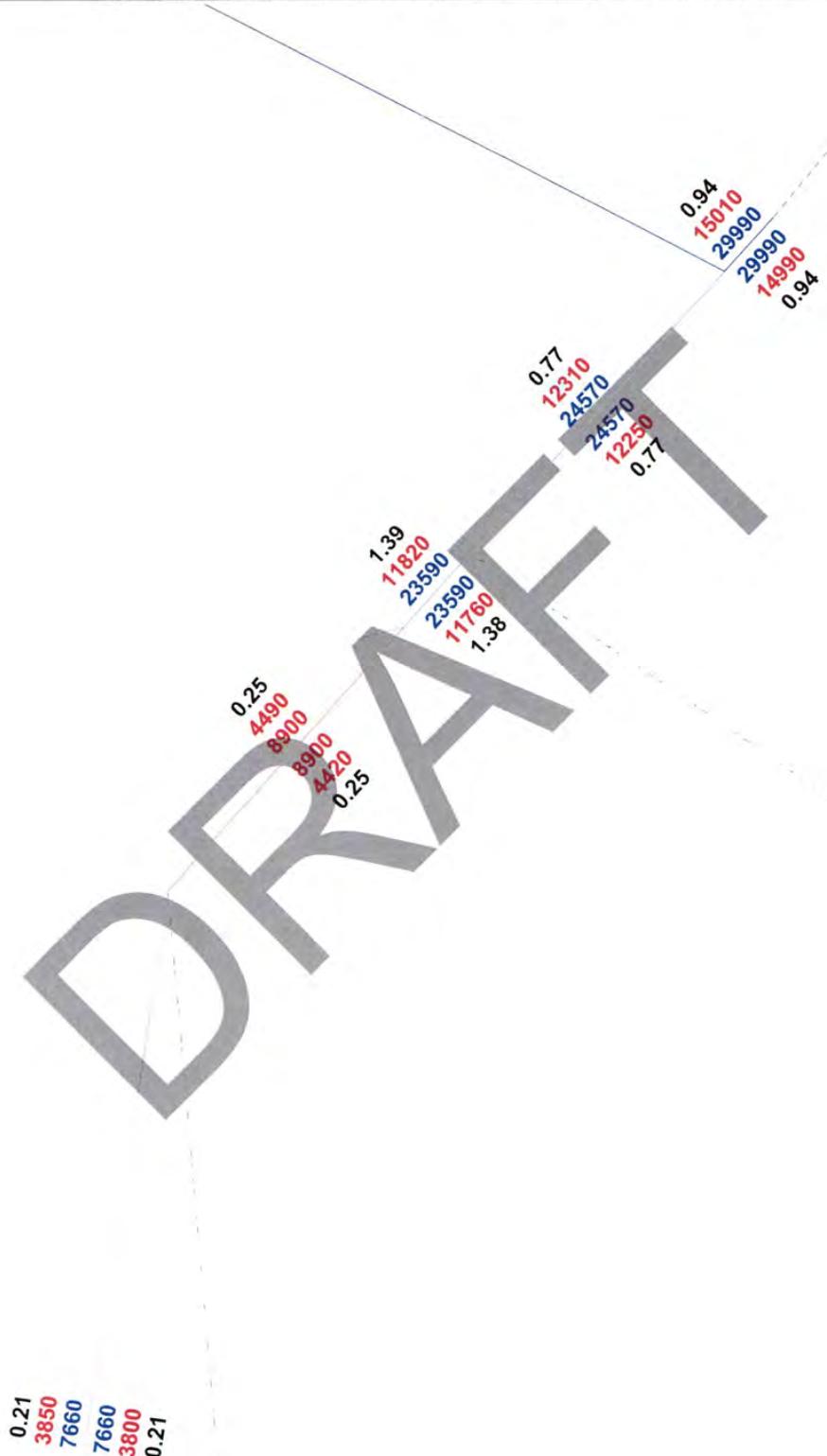


**cube**

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E - 13

TBRPM 9.3 2045 CF Network with 2045 SE Data  
SR 200 - Adams to Marion CL  
Daily Two-way Volume, Directional Volume, Directional Planning V:C Ratio (LOS E)



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

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

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

The TDP is a short-range (10-year horizon) transit plan that addresses operational and capital improvements for TheBus system and is updated annually. The last 10-year TDP (FY2020 – FY2029) was adopted by the Board of County Commissioners on August 13, 2019, and the MPO Board on August 20, 2019. In 2024, Hernando County contracted with the Center for Urban Transportation Research (CUTR) to assist in managing and developing the FY2025 – FY2024 TDP which is due to the FDOT September 1, 2024.

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

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

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

**Staff Recommendation:** It is recommended the CAC and BPAC review the presentation and provide comments, separately by committee, as desired. No action is required at this time.

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Attachment: Powerpoint presentation: Hernando County FY 2025-FY2034 Transit Development Plan (TDP), BOCC Meeting, May 14, 2024



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

## BOCC Meeting

### May 14, 2024



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# Hernando County FY 2025-2035 TDP

## Meeting Agenda

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



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



Martin Catala,  
Program Director,  
Transit Management  
and Innovation  
CUTR



Jonathan Roberson, AICP,  
Research Associate,  
CUTR



Vicky Perk  
Program Director,  
Transit Research Program,  
CUTR



Chris Cochran  
Senior Transportation Planner  
Madrid CPWG



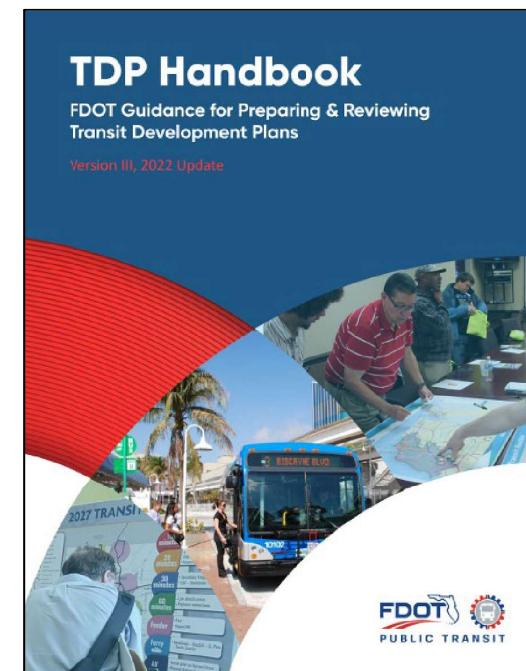
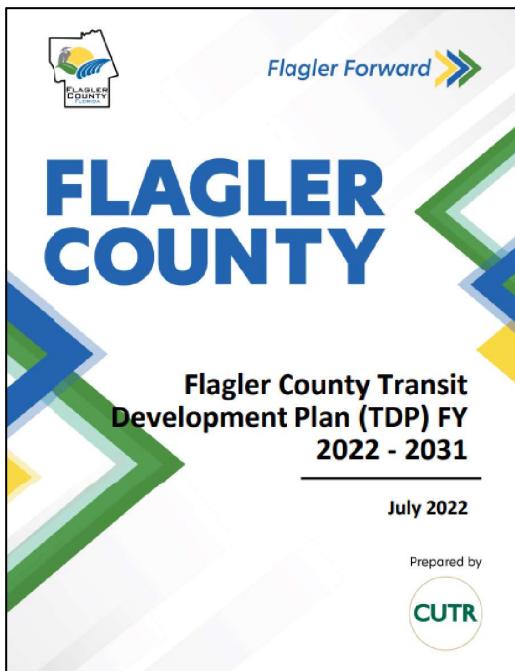
Jennifer Flynn  
Senior Research Associate  
CUTR



Melissa De Leon,  
Program Planner  
CUTR



# Recent CUTR TDP's & Resources



### Source:

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



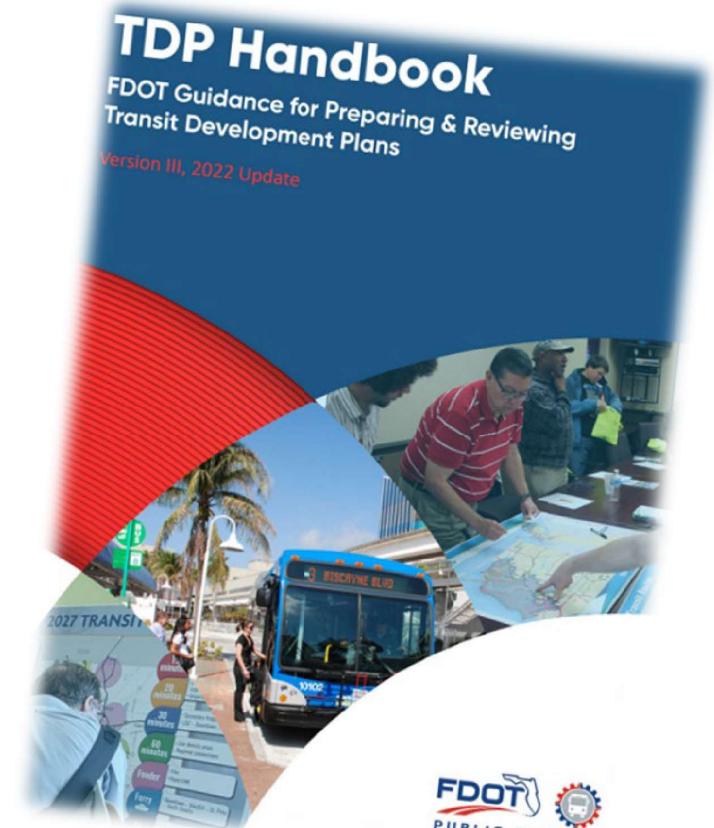
# What is a Transit Development Plan (TDP)?

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



# Required Components of a Major TDP

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



# Previous Hernando County TDPs & Other Supportive Plans

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



# Hernando County: TheBus System at a Glance



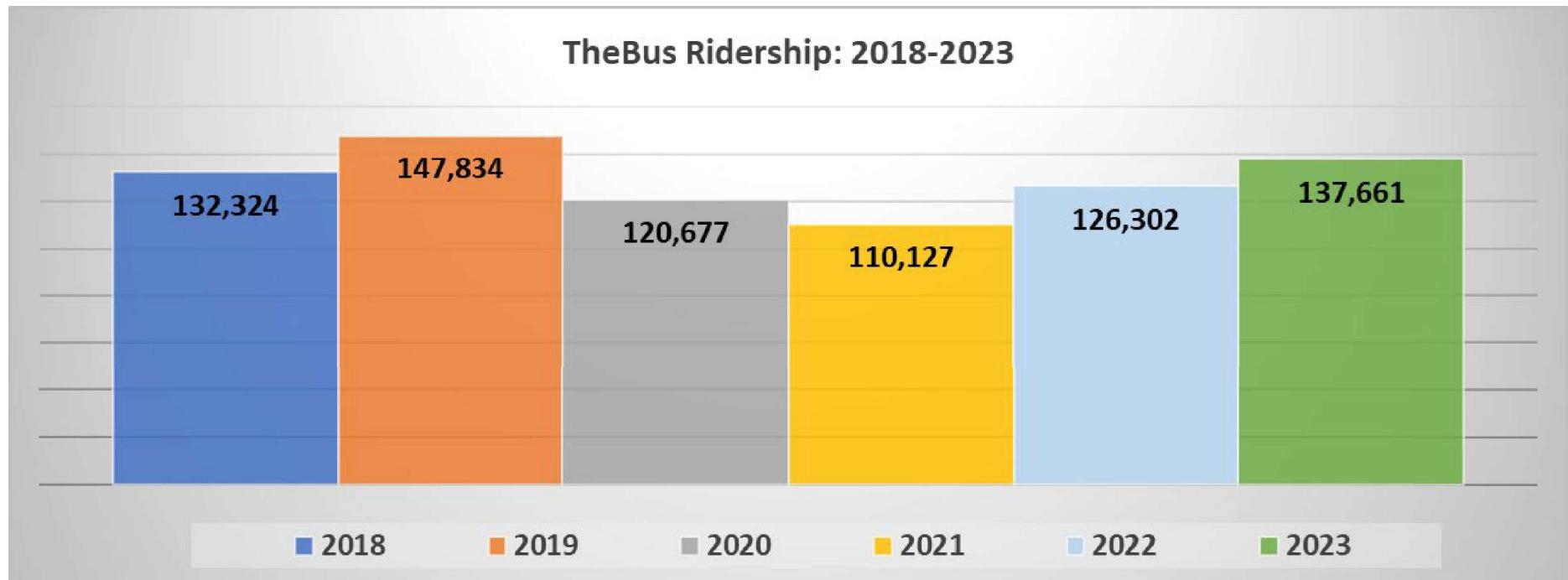
- 4 Fixed Routes: Red, Purple, Blue, Green
- Mon. – Sat. service from 5:00 a.m. – 8:00 p.m.
- 250 bus stops in County
- Bus Shelters
- Connections to schools, shopping, jobs & key employers
- Regional connections to Pasco Co. transit system



# TheBus Ridership: 2018-2023

## Initial Findings for Hernando County:

- Notable rebound in ridership since 2021:



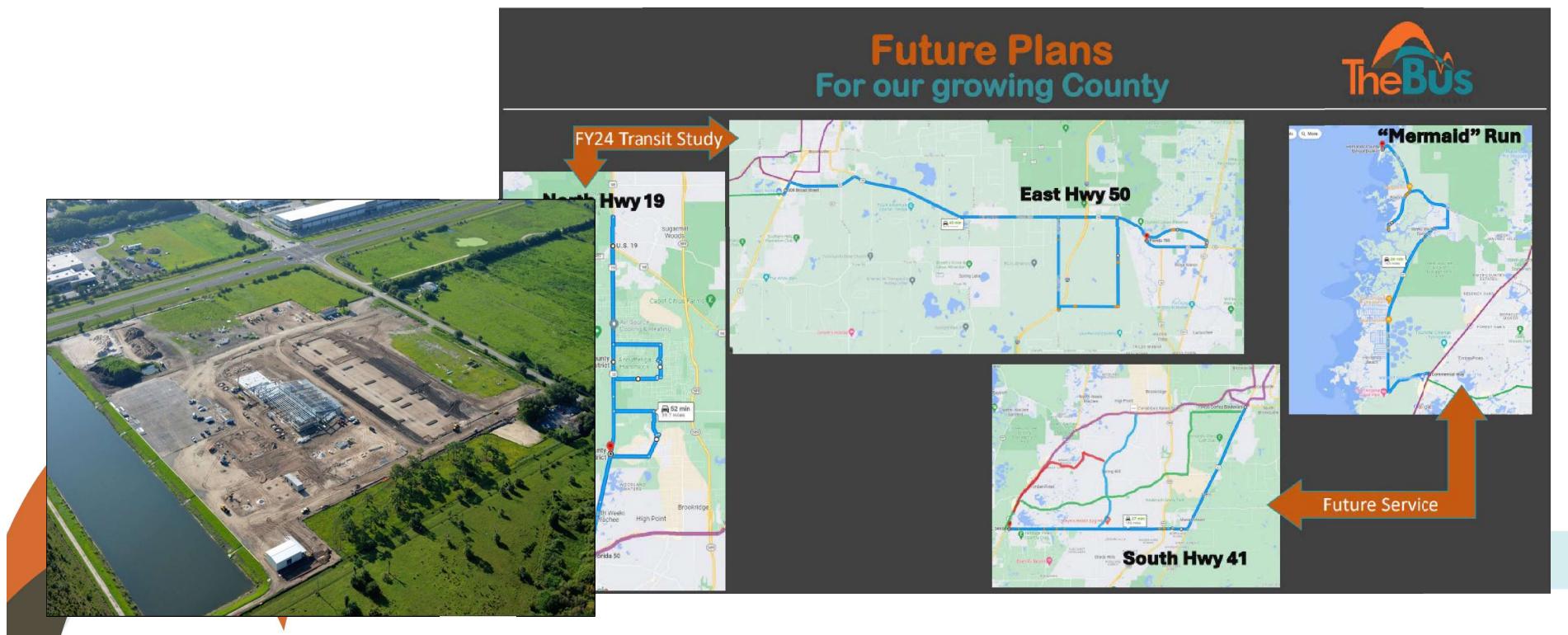
# TheBus: Current Conditions

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



# Current Projects

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



# Existing and Projected Conditions in Hernando County

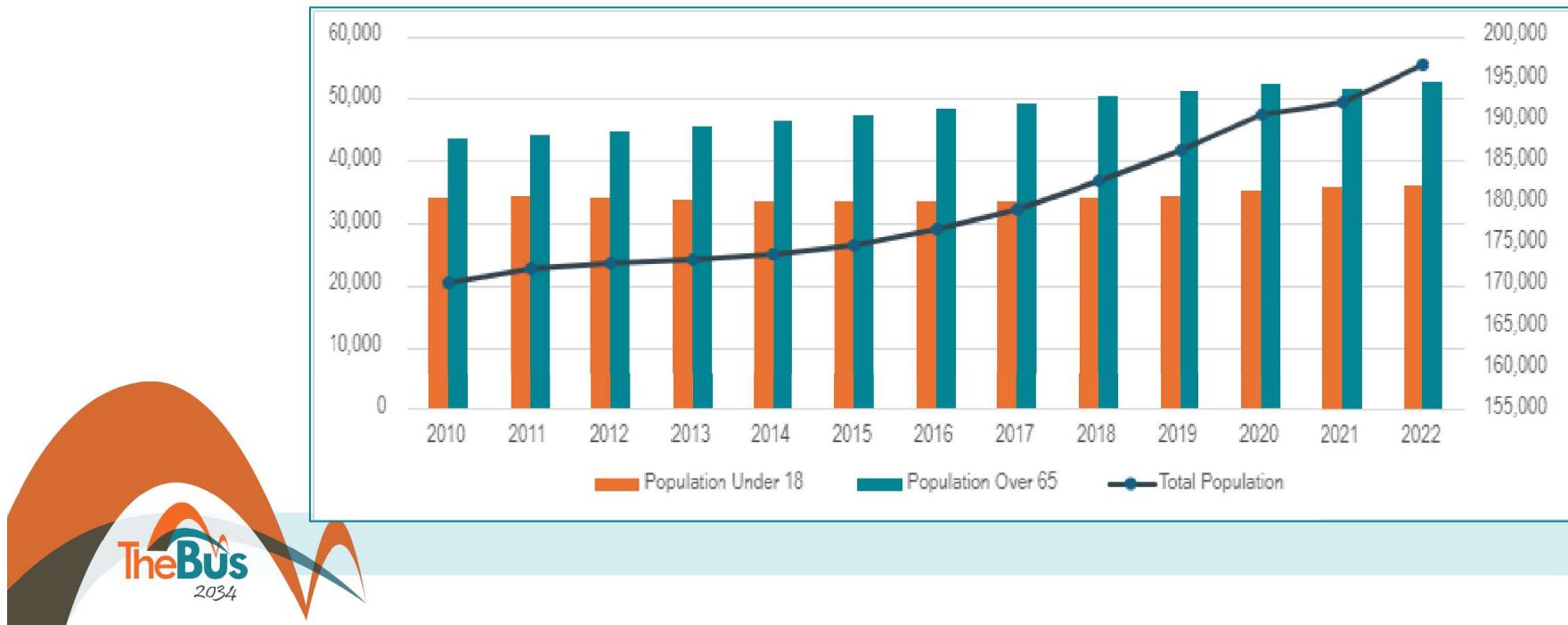
The TDP will look at existing and projected conditions in Hernando County for 2025-34 and examine the challenges and opportunities that may impact transit service needs. Questions to consider:

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



# Hernando County Population

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



# Planned TDP Public Outreach

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



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

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

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

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

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

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



# Next Steps

## 1. Begin public outreach and surveys:

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

## 2. Develop TDP that provides a detailed look at:

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

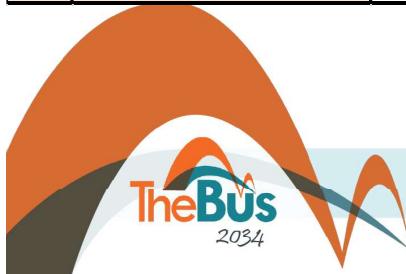
## 3. Provide a TDP project update to the BOCC in July or August.



# Project Schedule

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

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





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

### **Jonathan Roberson, AICP**

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Thank You!

### **Martin Catala**

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**REVIEW AND RECOMMENDATION FOR THE SCOPE OF WORK FOR THE CITRUS COUNTY TRANSIT DEVELOPMENT PLAN (TDP)**

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

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

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

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

MPO staff is requesting the Board approve the Scope of Services reflecting the following work tasks:

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

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

**Staff Recommendation:** It is recommended the CAC and BPAC review and recommend, separately by committee, the MPO Board approve the Scope of Work for Benesch and Associates to complete the Citrus County Transit Development Plan (TDP) in the amount of \$106,825.

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Attachment: Scope of Work

# SCOPE OF SERVICES

## Citrus County Ten-Year Transit Development Plan

HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION (MPO)

May 16, 2024

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

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

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

### SCOPE OF SERVICES

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

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

## **Task 1: Project Management and Administration**

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

### ***Task 1.1: Project Management/Coordination***

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

### ***Task 1.2: Kick-Off Meeting***

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

#### *Responsibilities of the Consultant:*

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

#### *Responsibilities of the MPO/Citrus County Transit:*

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

## **Task 2: Establish Baseline Conditions**

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

### ***Sub-Task 2.1: Collect Data and Prepare Baseline Conditions***

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

### ***Sub-Task 2.2: Prepare Technical Memorandum 1***

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

*Responsibilities of the Consultant:*

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

*Responsibilities of the MPO/Citrus County Transit:*

- Review and comment on draft Technical Memorandum 1.

### **Task 3: Facilitate Public Involvement**

The Florida TDP Rule emphasizes public involvement, as follows:

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

The rule also indicates that:

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

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

### ***Sub-Task 3.1: Develop Public Involvement Plan***

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

### ***Sub-Task 3.2: Conduct Stakeholder Interviews***

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

### ***Sub-Task 3.3: Conduct Open House Public Workshops***

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

### ***Sub-Task 3.4: Conduct Public Input Surveys***

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

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

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

#### *Responsibilities of the Consultant:*

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

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

*Responsibilities of the MPO/Citrus County Transit:*

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

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

#### **Task 4: Identify & Evaluate Existing Transit Services**

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

##### ***Sub-Task 4.1: Prepare Inventory of Existing Transportation Services***

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

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

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

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

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

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

#### *Responsibilities of the Consultant:*

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

#### *Responsibilities of the MPO/Citrus County Transit:*

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

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

## **Task 5: Conduct Situation Appraisal**

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

### ***Sub-Task 5.1: Review Local Plans & Documents***

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

### ***Sub-Task 5.2: Conduct Situation Appraisal***

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

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

### ***Sub-Task 5.3: Prepare Technical Memorandum 2***

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

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

#### *Responsibilities of the Consultant:*

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

#### *Responsibilities of the MPO/Citrus County Transit:*

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

## **Task 6: Estimate & Evaluate Demand & Mobility Needs**

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

### ***Sub-Task 6.1: Estimate Demand for Transit Services***

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

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

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

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

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

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

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

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

### ***Sub-Task 6.4: Identify & Evaluate Alternatives***

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

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

*Responsibilities of the Consultant:*

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

*Responsibilities of the MPO/Citrus County Transit:*

- Review and provide feedback on alternatives and the evaluation.

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

**Task 7: Review & Update Goals & Objectives**

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

***Sub-Task 7.1: Integrate Situation Appraisal and Public Input***

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

***Sub-Task 7.2: Develop Draft Goals & Objectives***

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

***Sub-Task 7.3: Prepare Technical Memorandum 3***

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

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

*Responsibilities of the Consultant:*

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

*Responsibilities of the MPO/Citrus County Transit:*

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

**Task 8: Prepare 10-Year Transit Development Plan**

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

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

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

***Sub-Task 8.2: Review/Enhance Performance Monitoring Program***

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

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

***Sub-Task 8.3: Prepare Draft TDP Document***

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

***Sub-Task 8.4: Prepare and Conduct Report Presentation***

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

***Sub-Task 8.5: Prepare Draft TDP Executive Summary***

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

***Sub-Task 8.6: Prepare Final TDP Documents***

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

*Responsibilities of the Consultant:*

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

*Responsibilities of the MPO/Citrus County Transit:*

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

## **SUMMARY OF PROJECT DELIVERABLES**

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

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

## **PROJECT BUDGET**

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

## **PROJECT SCHEDULE**

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

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

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

**REVIEW AND RECOMMENDATION ON THE DRAFT FY 2025-FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

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

**Staff Recommendation:** It is recommended the CAC and BPAC review and recommend, separately by committee, the MPO Board approve draft FY 2025-FY 2029 Transportation Improvement Program (TIP) and incorporate and/or address any comments by the federal and state agencies.

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Attachments: FY 2025-FY 2029 DRAFT TIP

**DRAFT**

# TRANSPORTATION IMPROVEMENT PROGRAM

**Fiscal Years 2025-2029**

Adoption Date: June 6, 2024

Hernando/Citrus Metropolitan Planning



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# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2025-2029

JULY 1, 2024 – JUNE 30, 2029

Adoption Date: June 6, 2024

Hernando/Citrus Metropolitan Planning Organization

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**Hernando/Citrus Metropolitan Planning Organization**  
**789 Providence Boulevard, Brooksville, Florida 34601**  
**[www.hernandocitrusmpo.us](http://www.hernandocitrusmpo.us)**

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

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

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Commissioner John Allococo  
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David Gwynn P.E., Secretary, District 7

## **Hernando/Citrus MPO Executive Director**

Robert M. Esposito

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

## **Endorsement**

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

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

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

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

Metropolitan Planning Organization Board – June 6, 2024

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Jerry Campbell  
Chair

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY

By \_\_\_\_\_  
MPO Attorney Jon Jouben

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## Purpose Statement

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

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

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

## Public Participation Process in the 5-Year TIP

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

## Project Selection Process

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

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

## Consistency with the 2045 LRTP and MPO Area Plans

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

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

## Amendments and Modifications to the 5-Year TIP

### Amendments to the Transportation Improvement Program

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

### Modifications to the Transportation Improvement Program

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

## Performance Management

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

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

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

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

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

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

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

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

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

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

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

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

## **FDOT's Tentative 5-Year Work Program Public Hearing**

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

## Regional Coordination Efforts

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

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

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

### **Trails:**

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

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

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

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

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

### **Projects on the Strategic Intermodal System (SIS)**

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

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

### **Non-Strategic Intermodal System (SIS) Projects**

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

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

## **Annual Listing of Obligated Projects**

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

## **FDOT/MPO Certification**

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

## **Congestion Management**

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

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

## **Local Capital Improvement Programs (CIP)**

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

## **5-Year Schedule of Capital Needs for Transit Systems**

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

## **Transportation Disadvantaged Services**

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

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

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

## **Appendix A: Index of TIP Amendments and Modifications Post Adoption**

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## APPENDIX A

## INDEX OF TIP AMENDMENTS AND MODIFICATIONS POST ADOPTION

TIP FY 2025-FY 2029

HERNANDO/CITRUS MPO

DATE	REVISION #	CHANGE TYPE	EXPLANATION OF THE CHANGE

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## **Appendix B: Performance Measures**

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

*Based on a template provided by FDOT*

**Systems Forecasting  
& Trends Office**



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# Purpose

## Purpose

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

The document is organized as follows:

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



## Section 1 Background

## 1.0 Background

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals.

Performance measures are quantitative expressions used to evaluate progress toward goals.

Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals.

Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by the U.S. Congress:

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

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



## Section 2

### Highway Safety Measures

#### (PM1)

## 2.0 Highway Safety Measures (PM1)

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

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

### 2.1 Highway Safety Targets

#### 2.1.1 Statewide Targets

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

**Table 2.1    Statewide Highway Safety Performance Targets**

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

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

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

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

## 2.1.2 MPO Safety Targets

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

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

**Table 2.2 MPO Safety Performance Targets**

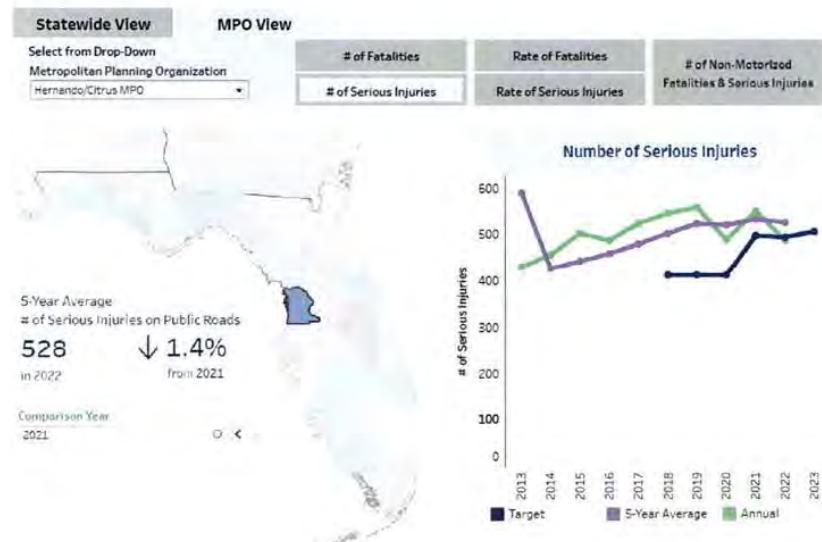
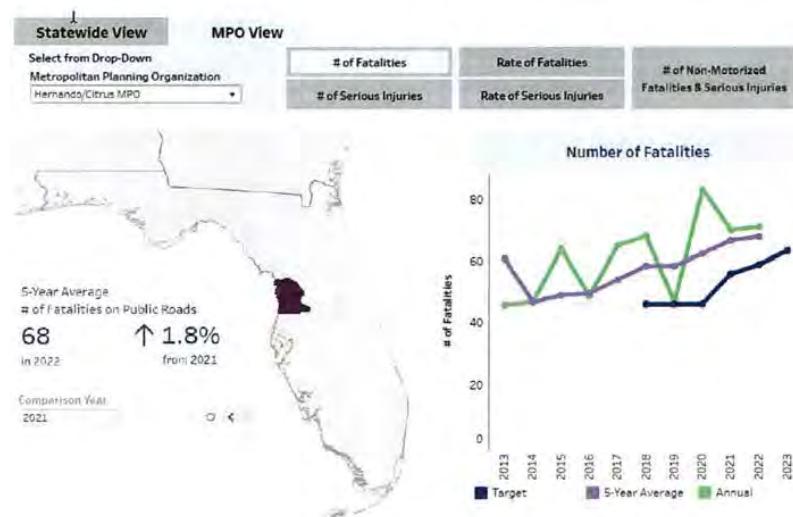
Performance Measure	Calendar Year 2024 MPO Target
Number of fatalities	59.9
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.6
Number of serious Injuries	497.4
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	13.4
Number of non-motorized fatalities and serious injuries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

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

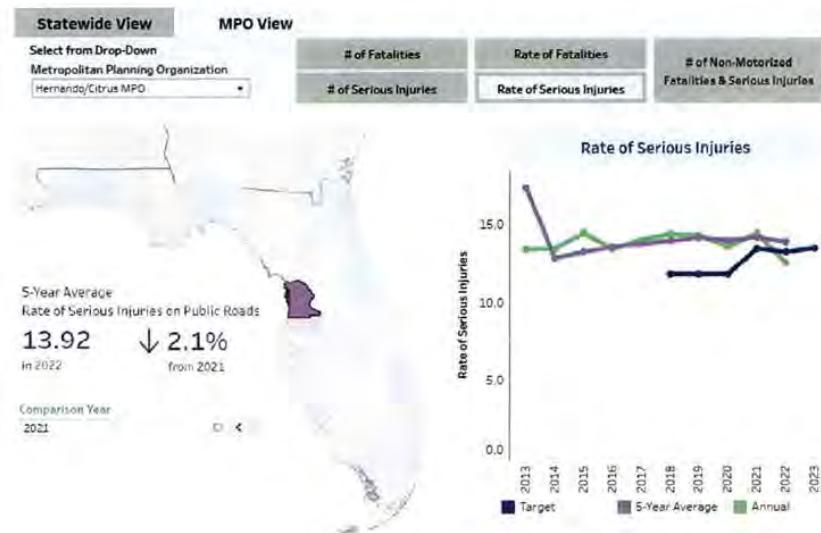
## Highway Safety Measures (PM1)

### 2.2 Safety Trends in the MPO Area

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



## Highway Safety Measures (PM1)



## 2.3 FDOT Safety Planning and Programming

### 2.3.1 Florida's Strategic Highway Safety Plan

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

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

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

### 2.3.2 Florida's Highway Safety Improvement Program

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

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

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

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

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

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

## Highway Safety Measures (PM1)

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FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

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

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

### 2.3.3 Additional FDOT Safety Planning Activities

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

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

## 2.4 Safety Investments in the TIP

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

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

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

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

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

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

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



## Section 3

### Pavement & Bridge Condition Measures (PM2)

## 3.0 Pavement & Bridge Condition Measures (PM2)

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

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

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

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

### 3.1 Bridge & Pavement Condition Targets

#### 3.1.1 Statewide Targets

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

**Table 3.1 Statewide Bridge and Pavement Condition Performance Targets**

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

Source: 2022 Statewide Conditions [fdotsourcebook.com](http://fdotsourcebook.com).

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

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

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

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

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

### 3.1.2 MPO Targets

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

## Pavement & Bridge Condition Measures (PM2)

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

### 3.2 Bridge & Pavement Investments in the TIP

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

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

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

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



## Section 4

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

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

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

### **National Highway Performance Program (NHPP)**

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

### **National Highway Freight Program (NHFP)**

3. Truck Travel Time Reliability index (TTTR);

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

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

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

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

## 4.1 System Performance and Freight Targets

### 4.1.1 Statewide Targets

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

**Table 4.1 Statewide System Performance and Freight Targets**

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

Source: 2022 Statewide Conditions [fdotsourcebook.com](http://fdotsourcebook.com).

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

System performance and freight are addressed through several statewide initiatives:

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

#### 4.1.2 MPO Targets

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

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

## 4.2 System Performance and Freight Investments in the TIP

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

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

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

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

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

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address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

## Section 5 Transit Asset Management Measures

## 5.0 Transit Asset Management Measures

### 5.1 Transit Asset Performance Measures

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

**Table 5.1 FTA TAM Performance Measures**

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

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

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

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

Tier I	Tier II
Operates rail service	Subrecipient of FTA 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	OR
	≤ 100 vehicles in one non-fixed route mode

## 5.2 FDOT Group TAM Plan Participants

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

**Table 5.2 Florida Group TAM Plan Participants**

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

## 5.3 Transit Asset Management Targets

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

### 5.3.1 Transit Agency Targets

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

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

Transit Asset Management Measures

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

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

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

### 5.3.2 MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On June 6, 2024, the Hernando/Citrus MPO agreed to support the Citrus County and Hernando County TAM targets, through the adoption of the last Transportation Improvement Program, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

## 5.4 Transit Asset Management Investments in the TIP

The Hernando/Citrus MPO's TIP was developed and is managed in cooperation with Citrus County Board of County Commissioners, the Hernando County Board of County Commissioners, and the Community Transportation Coordinators, Citrus County Board of County Commissioners, and Mid Florida Community Services doing business as Trans-Hernando, respectively. It reflects the investment priorities established in the Hernando/Citrus MPO and the 2045 Long-Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The anticipated effect of the TIP toward achieving the targets is reflected in the funding outlay shown in Appendix H (Transit Needs) and Appendix I (Transportation Disadvantaged Needs). Citrus County investments for the Five-Year Program reflect \$4,083,020 for 18 buses that are equipped for Americans with Disabilities. Hernando County's capital program reflects \$41,673,203 in projects encompassing the replacement of vehicles (fixed-route and paratransit), bus stop improvements for Americans with Disabilities, transit shelters and amenities, and a transfer facility, a major capital investment. A combination of local funds and federal/state grant funds allow for the systems to keep vehicles in a state of good repair and offer shelters, amenities and sidewalks that are safe and accessible by all riders. As previously indicated, identified in the program are:

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements including transit shelters and amenities,
- Bus stop improvements
- Transfer Facility (Hernando County)

Transit asset condition and state of good repair is a consideration in the methodology that the Hernando/Citrus MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers factors such as methodology utilized in the Transit Asset Management process involving age and vehicle mileage.

The Hernando/Citrus MPO's TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Hernando/Citrus MPO will continue to coordinate with the Citrus

## Transit Asset Management Measures

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County Board of County Commissioners, the Hernando County Board of County Commissioners and the Community Transportation Coordinators to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see Appendix H and Appendix I.



## Section 6

### Transit Safety Performance

## 6.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.<sup>1</sup>

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Hernando/Citrus MPO must reflect those targets in LRTP and TIP updates.

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<sup>1</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document\\_09112019.docx\\_\(live.com\)](https://www.floridajobs.org/14-90/ptasp-14-90-guidance-document_09112019.docx_(live.com).)

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### 6.1 Transit Safety Targets

The following public transportation provider(s) operate in the Hernando/Citrus MPO planning area: Citrus County Transit (Citrus County Board of County Commissioners), THEBus (Hernando County Board of County Commissioners), and Mid Florida Community Services doing business as Trans-Hernando. Of these, Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners are responsible for developing a PTASP and establishing transit safety performance targets annually.

#### 6.1.1 Transit Agency Safety Targets

The Citrus County Board of County Commissioners established the transit safety targets identified in Table 7.1 as adopted on September 8, 2020 (as revised on 7/12/2022), and the Hernando County Board of County Commissioners established the transit safety targets identified in Table 7.1 as approved in May of 2022.

**Table 6.1    Transit Safety Performance Targets for Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners**

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
<b>Citrus County Board of County Commissioners</b>							
Deviated Fixed Route Bus	0	0	3	.27 (per 100,000 VRM)	5	.45 (per 100,000 VRM)	1.41 (per 100,000 VRM Failures)
ADA/PARA-TRANSIT	0	0	1	.07 (Per 100,000 VRM)	10	.7 (per 100,000 VRM)	2.11 (per 100,000 VRM Failures)
<b>Hernando County Board of County Commissioners</b>							
Fixed Route Bus	0	0	1	0 (per 100,000 VRM)	1	0 (per 100,000 VRM)	1 (per 100,000 VRM Failures)
Demand Response	0	0	0	0 (per 100,000 VRM)	0	0 (per 100,000 VRM)	0 (per 100,000 VRM Failures)

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## Appendix A. **Error! No text of specified style in document.**

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### 6.1.2 MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On June 6, 2024, the Hernando/Citrus MPO agreed to support the transit safety targets provided by the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets as the targets appeared to be appropriate.

## 6.2 Transit Safety Investments in the TIP

The Hernando/Citrus MPO's TIP was developed and is managed in cooperation with the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners. It reflects the investment priorities established in the 2045 Long-Range Transportation Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of the Hernando/Citrus MPO's investments that address transit safety include Citrus County investments for the Five-Year Program of \$4,083,020 for 18 buses that are equipped for Americans with Disabilities. Hernando County's capital program reflects \$41,673,203 in projects encompassing the replacement of vehicles (fixed-route and paratransit), bus stop improvements for Americans with Disabilities, transit shelters and amenities, and a transfer facility, a major capital investment. A combination of local funds and federal/state grant funds allow for the systems to keep vehicles in a state of good repair and offer shelters, amenities and sidewalks that are safe and accessible by all riders.

Transit safety is a consideration in the methodology Hernando/Citrus MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. This prioritization process considers factors such as vehicles in a state of good repair, sidewalks that are ADA accessible, and transit shelters/amenities that offer coverage in the weather.

The Hernando/Citrus MPO's TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Hernando/Citrus MPO will continue to coordinate with the Citrus County Board of County Commissioners and the Hernando County Board of County Commissioners to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

For more information on these programs and projects, see Appendix H.

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## **Appendix C: List of Priority Projects (LOPP)**

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## Hernando/Citrus MPO List of Priority Projects - Major Improvement & Congestion Management

MPO Board - June 6, 2024

**DRAFT (REVISED 3-28-2024)**

PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	YEAR	REASON FOR CHANGE
1A	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	Construction	Winter-2027	Per FDOT, Project Moved to Production - Fully Funded
1B 1	257165-2	FDOT	US 41 (SR 45) from E Arlington Street St to N of SR 200 (Divided into 257165-6, 257165-7, 257165-8) <i>Project is phased below in segments for funding purposes.</i>							
	257165-6	FDOT	US 41 (SR 45)	Citrus	E Arlington St	E Louisiana Lane	Add 2 lanes (existing 2)	Design 45% complete, ROW underway		
	257165-7	FDOT	US 41 (SR 45)	Citrus	E Louisiana Lane	S of CR 486	Add 2 lanes (existing 2)	Design 45% complete		
	257165-8	FDOT	US 41 (SR 45)	Citrus	CR 486	N of SR 200	Add 2 lanes (existing 2)	Design 45% complete		
2	257298	FDOT	CR 578 (County Line Road) from E of East Rd to W of Suncoast Parkway (Divided into 257298-3 and 257298-4)							
	257298 3		CR 578 (County Line Road)	Hern	East of East Rd	Springtime St	Add 2 lanes (existing 2)			
	257298 4		CR 578 (County Line Road)	Hern	East of Mariner Blvd	W of the Suncoast Parkway	Add 2 lanes (existing 2)			
3		FDOT	SR 200 (N Carl G. Rose Hwy)	Citrus	US 41	Marion County Line	Add 2 lanes (existing 2)			
4	452924-1	FDOT	US 41/SR 50A One Way Pairs	Hern	W. of Mildred Avenue	US 41/SR 50A Intersection	Complete Streets			Per FDOT, Project Moved to Production - Fully Funded, PE is FY2024 and CST is FY2027.
6 4			US 41 at Lake Lindsey Rd	Hern			Roundabout			
5		FDOT	US 41/SR 45 (Broad Street) at CR 576 (Ayers Rd)	Hern			Intersection Improvement/add a turn lane			New Project
5 6		FDOT	CR 491 (N. Lecanto Hwy.)	Citrus	W. Pine Ridge Blvd.	SR 200	Add 2 lanes (existing 2)			
7		FDOT	US 41/SR 45 (Florida Avenue) at CR 491 (N Lecanto Highway)	Citrus	CR 491	Northbound US41 and Southbound US 41	Signal Improvement on Left Turn Lanes from CR491 to NB US41 & SB US41			New Project
7 8		FDOT	Cardinal St	Citrus	US 19	CR 491	Add 2 lanes (existing 2)			
8 9		FDOT	US 41 (SR 45)	Hern	Spring Hill Dr.	Powell Rd.	Add 2 lanes (existing 4)			
9 10	405822 5	FDOT	US 19 (SR 55)/US 98	Citrus	Cardinal Street	Green Acres	Add 2 lanes (existing 4)			
10 11	257299	FDOT	CR 485 (Cobb Rd)/SR 50 <i>(Project is phased below in segments for funding.)</i>	Hern	SR 50	N of Fort Dade	4-lane or 3-lane cross section			
10a	257299-3		CR 485 (Cobb Rd)	Hern	SR 50/50A/Cortez Blvd	Brooksville Water Reclamation Dr	Add 2 lanes (existing 2)			
10b			CR 485 (Cobb Rd)	Hern	Brooksville Water Reclamation Dr	Yontz Rd	Add 2 lanes (existing 2)			
10c			CR 485 (Cobb Rd)	Hern	Yontz Rd	US 98 (Ponce de Leon Blvd)	Add 2 lanes (existing 2)			
13 12		FDOT	US 41 @ North Citrus Springs Blvd.	Citrus	Intersection		Roundabout			
14 13		FDOT	CR 490 (Homosassa Trail)	Citrus	US 19 (SR 55)/US 98	SR 44 (W. Gulf to Lake Hwy.)	Add 2 lanes (existing 2)			
15 14		FDOT	Croft Ave.	Citrus	SR 44 (E. Gulf to Lake Hwy.)	E. Hayes St.	Add 2 lanes (existing 2)			
16 15		FDOT	Rock Crusher Road	Citrus	CR 490	SR 44	Add 2 lanes (existing 2)			
17 16		FDOT	Venable St. / Crystal Oaks Dr.	Citrus	US 19	SR 44	Add 2 lanes (existing 2)			
18 17		FDOT	CR 490A (W. Grover Cleveland Blvd.)	Citrus	US 19 (SR 55)/US 98	CR 491 (S. Lecanto Hwy.)	Add 2 lanes (existing 2)			

## Hernando/Citrus MPO List of Priority Projects In Production - Major Improvement & Congestion Management

MPO Board - June 6, 2024

Updated 3-28-2024

Line #	PRIORITY	FDOT ITEM #	AGENCY	FACILITY	AREA	FROM	TO	ACTIVITY	PROJECT PHASE	COST	YEAR
1	Production	442764 1	FTE	Suncoast Parkway II (SR 589)	Citrus	SR 44	CR 486	New 4 lane Toll Road	CONST	\$102,499,431	UNDERWAY
2	Production	405822 3	FDOT	US 19 (SR 55) / US 98	Citrus	W. Jump Ct.	W. Fort Island Trail	Add 2 lanes (existing 4)	CONST	\$37,962,912	UNDERWAY
3	Production	416733 2	FDOT	SR 50 Bypass	Hern	CR 485 (Cobb Rd.)	W. of Buck Hope Road	Add 2 lanes (existing 4)	CONST	\$11,192,916	UNDERWAY
4	Production	416735 1	FDOT	SR 50 Bypass	Hern	W. of Buck Hope Road	Jefferson Street (50A)	Add 2 lanes (existing 4)	CONST	\$41,323,243	UNDERWAY
5	Production	442835 1	FDOT	SR 50 (Cortez Blvd.)	Hern	US 301 / SR 35 (Treiman Blvd.)	Hernando/Sumter Co. Line	Add 2 lanes (existing 2)	CONST	\$54,317,918	UNDERWAY
6	Production	257165-3	FDOT	US 41 (SR 45)	Citrus	SR 44	S of Withlacoochee Trail Bridge	Add 2 lanes (existing 2)	CONST	\$14,985,303	UNDERWAY
7	Production	257165-4	FDOT	US 41 (SR 45)	Citrus	S. of Withlacoochee Trail Bridge	N of Sportsman Pt	Add 2 lanes (existing 2)	CONST	\$21,511,308	Summer 2025
8	Production	447536 3	FDOT	US 301	Hern	Pasco County Line	SR 50/Cortez Blvd	PE to Add 2 lanes (existing 2)	CONST		UNDERWAY
9	Production	257165-5	FDOT	US 41 (SR 45)	Citrus	N of N Sportsman Pt	E of Arlington St	Add 2 lanes (existing 2)	CONST		Winter 2027
10	Production	452924-1	FDOT	US 41/SR 50A One Way Pairs	Hern	W. of Mildred Avenue	US 41/SR 50A Intersection	Complete Streets	CONST		2027

# Hernando/Citrus MPO Transportation Alternatives List of Priority Projects

MPO Board - June 6, 2024

**DRAFT (3-28-2024)**

Priority	FPN / Resp.	Project/Corridor	From	To	Area	Project Type	Project Phase/Year
1	443358 1 /FDOT	Withlacoochee State Trail (WST) – Rehabilitation	Hernando / Citrus County Line	Citrus / Marion County Line	Citrus County	TA	RRR 2021
1d		Section d (6.38 Miles)	Citrus / Hernando County Border	Floral City	Citrus County	TA	RRR 2021
1e		Section e (6.97 Miles)	Floral City	North Apopka Ave.	Citrus County	TA	RRR 2021
1f		Section f (5.07 Miles)	North Apopka Ave.	Norvell Bryant Hwy.	Citrus County	TA	RRR 2021
1g		Section g (5.05 Miles)	Norvell Bryant Hwy.	CR 491	Citrus County (City of Inverness)	TA	RRR 2021
1 h		Section h (5.34 Miles)	CR 491	SR 200	Citrus County	TA	RRR 2021
2		N Independence Hwy-PS/Sidewalk	E Gulf to Lake Hwy (SR 44)	N Florida Ave (US 41)	Citrus County	TA	No application
3		Sunshine Grove Rd. - Sidewalk	Ken Austin Pkwy.	Hexam Rd.	Hernando County	TA	Application Submitted
4		Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive	486 Trail	Citrus County (Crystal River)	TBD	Application Submitted
5		California St. / Powell Rd. - Sidewalk	Spring Hill Dr. / California St.	Powell Rd./Rowan Rd.	Hernando County	TA	Application Submitted
6		Cobblestone Dr. - Sidewalk	Pinehurst Dr.	County Line Rd.	Hernando County	TA	Application Submitted
7 (Was #14)		Good Neighbor Trail (GNT) - Rehabilitation	Jefferson St.	Jasmine St.	Hernando County	TA	Application Submitted
8		W. Linden Dr. - Sidewalk	Spring Hill Dr.	Mariner Blvd.	Hernando County	TA	Application Submitted
9		Rock Crusher Sidewalk	W. Homosassa Trail (CR490)	W. Gulf to Bay Hwy (SR44)	Citrus County	TA	No Application
10		Amero Ln. - Sidewalk	Coronado Dr.	Anderson Snow Rd.	Hernando County	TA	Application Submitted
11		E. Vine St.& E. Gospel Is. Rd.- Sidewalk	N. Apopka Ave.	W. Gulf to Lake Hwy (SR 44)	Citrus County	TA	No Application
12		Nightwalker Rd. - Sidewalk	Cortez Blvd. (SR 50)	Madrid Rd.	Hernando County	TA	Application Submitted
13		W. Cardinal St. - Sidewalk	US 19 (S. Suncoast Blvd.)	S. Lecanto Hwy (CR 491)	Citrus County	TA	No Application
7-14 (Was #7)		Sugarmill Woods - Multi-Use Trail along US 98	Oak Village Blvd.	Trailhead / Parking lot near the Suncoast Parkway II	Citrus County	TA	No Application
15		US 19 Trailhead & Crossing	Crosstown Trail at US 19 - (In City of Crystal River)		Citrus County (Crystal River)	TA	No Application

# Hernando/Citrus MPO Transportation Alternatives List of Priority Projects

MPO Board - June 6, 2024

**DRAFT (3-28-2024)**

Priority	FPN / Resp.	Project/Corridor	From	To	Area	Project Type	Project Phase/Year
16		Withlacoochee State Trail (WST) – Reconstruction	Pasco/Hernando County Line	Citrus/Hernando County Line	Hernando County	TBD	No Application
16a		Section a (3.15 Miles)	Pasco/Hernando Border	SR 50	Hernando County	TBD	No Application
16b		Section b (5.15 Miles)	SR 50	Croom Rd.	Hernando County	TBD	No Application
16c		Section c (5.90 Miles)	Croom Rd.	Hernando/Citrus Border	Hernando County	TBD	No Application
17		South Apopka Connector - Phase I	Dampier St.	Highland Blvd.	Citrus County (City of Inverness)	TA	No Application
18		Suncoast Trail/U.S. 98 - Trailhead/Restroom	Suncoast Trail/US 98		Hernando County	TA	No Application
19		W. Halls River Rd. (CR 490A) - Sidewalk	S. Riverview Circle	US 19 (S. Suncoast Blvd.)	Citrus County	TA	No Application
20		Spring Hill Dr. - Sidewalk	US 19	Ken Lake Ave.	Hernando County	TA	No Application
21		Eden Dr. Connector/Sidewalk	WST	Martinis Dr.	Citrus County (City of Inverness)	TA	No Application
22		Spring Hill Dr. - Sidewalk	Spring Park Way	US 41	Hernando County	TA	Application Submitted
23		Forest Dr. Sidewalk	W. Main St. (SR44)	Independence Hwy.	Citrus County	TA	No Application
24		Turner Camp Rd./Ella Ave. - PS/Sidewalk	US 41	Inverness MS	Citrus County	TA	No Application
25		Citrus Springs Blvd. - Bicycle Lane/PS	Dunklin Blvd.	W. Deltona Blvd.	Citrus County	TA	No Application
26		Suncoast Trail (SCT) – Rehabilitation	County Line Road	US 98	Hernando County	TA	Application Submitted
26a		Section a	County Line Road	Spring Hill Drive	Hernando County	TBD	Application Submitted
26b		Section b	Spring Hill Drive	SR 50	Hernando County	TBD	Application Submitted
26c		Section c	SR 50	US 98	Hernando County	TBD	Application Submitted
26d		Section d	Centralia Rd.	US 98	Hernando County	TBD	Application Submitted
27		Elkcam Blvd. - Bicycle Lane/PS	Pine Ridge Blvd	N Citrus Springs Blvd.	Citrus County	TA	No Application
28		Pine Ridge Blvd. - Multiuse Trail	CR 486	CR 491	Citrus County	TA	No Application

# Hernando/Citrus MPO Transportation Alternatives List of Priority Projects

MPO Board - June 6, 2024

**DRAFT (3-28-2024)**

Priority	FPN / Resp.	Project/Corridor	From	To	Area	Project Type	Project Phase/Year
29		South Apopka Connector - Phase II	Highland Blvd.	E Anna Jo Dr.	Citrus County (City of Inverness)	TA	No Application
30		Mossy Oak Sidewalk	US 41 and Eden Dr.	WST	Citrus County	TA	No Application
31		Sugarmill Woods Bicycle Lane along:			Citrus County	TA	No Application
31a		Section a. W. Oak Park Blvd.	Shoppes at Sugarmill Woods	Corkwood Blvd.	Citrus County	TA	No Application
31b		Section b. Cypress Blvd. E	W. Oak Park Blvd.	Cypress Circle E	Citrus County	TA	No Application
32		W. Miss Maggie Dr. (CR 480) - Sidewalk/PS	Chassahowitzka River Campground	US 19 (S. Suncoast Blvd.)	Citrus County	TA	ROW issues
33		North Ave. - Sidewalk	Howell Ave.	Zoller St.	Hernando County (City of Brooksville)	TA	ROW issues
34		Kass Circle Improvements	Kass Circle		Hernando County	TA	Under Review
35a		Shelter/Restroom Amenities	Cardinal Boulevard Trailhead		Citrus County	TA	
35b		Shelter/Restroom Amenities	SR 44 @ Suncoast Parkway		Citrus County	TA	
36		Ft. Island Trail - Multi-Use Trail	Gulf of Mexico	Three Sisters Trail	Citrus County (Crystal River)	TBD	Consultant Study Complete / ETDM

*Note: Applications for projects are the responsibility of the jurisdictional entity.*

## Hernando/Citrus MPO Transportation Alternatives In Production - List of Priority Projects

MPO Board - June 6, 2024

DRAFT - REVISED 3-28-2024

Line #	Priority	FPN / Resp. Agency	Project/Corridor	From	To	Area	Project Type	Project Phase/Year	Disposition
1	Production	437264 2/FDOT	GNT GAP Connector	SR 50/Cortez Blvd	GNT	Hernando County (City of Brooksville)	TA	CST 2022	
2	Production	439509 1/FDOT	Deltona Blvd Sidewalks	Elgin Blvd	SR 50	Hernando County	TA	CST 2022	Completed
3	Production	433714 1/FDOT	E Linden Dr	Coronado Dr	Spring Hill Dr	Hernando County	TA	CST 2021	Completed
4 2	Production	437484 1/FDOT	W. Landover Blvd.	Northcliffe Blvd.	Elgin Blvd.	Hernando County	TA	CST 2023	
5	Production	439508 1/FDOT	Elgin Blvd—sidewalk	Deltona Blvd	Mariner Blvd	Hernando County	TA	CST 2022	Completed
6 3	Production	438651 1/FDOT	S Linden Dr. - Sidewalk	County Line Rd.	Spring Hill Dr.	Hernando County	TA	CST 2024	
7	Production	437514 2/FDOT	US 19/SR 55/S. Suncoast Blvd.—Multi-Use Trail	Hernando/Citrus County Line	W. Green Acres St.	Citrus County (Crystal River)	RRR	CST 2021	Completed
8 4	Production	441107 1/FDOT	Eastside Elementary – Sidewalk, Raley Rd	US 98/SR 50/Cortez Blvd	Roper Road	Hernando County	SRTS	CST 2024	
9	Production	439698 1/FDOT	Forest Ridge Elementary—Ph 1—Sidewalk	W Norvell Bryant Hwy (CR-486)	W Lake Beverly Dr	Citrus County	SRTS	CST 2021	Completed
10 5	Production	441103 1/FDOT	Freeport Dr	Deltona Blvd	Northcliffe Blvd	Hernando County	SRTS	CST 2024	
6	Production	441105-1	Forest Ridge Elementary Ph 2 Sidewalk	W Lake Beverly Dr	W Colbert Ct	Citrus County	SRTS	PE 2024, CST 2026	New to List

## **Appendix D: Glossary of Terms, Abbreviations, Funding Types/Codes, and Acronyms**

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**APPENDIX D**  
**GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS**

**TIP FISCAL YEARS 2025-2029**  
**HERNANDO/CITRUS MPO**

ACCM	ADVANCE CONSTRUCTION (CM)
ACNP	ADVANCED CONSTRUCTION - Advanced Construction is used to program project phases that will eventually be reimbursed with federal funds. These are state funds used to finance projects in anticipation of future federal funds. AC funds are authorized with Federal Highway Administration (FHWA) in the same manner as regular federal funds. This will allow the Florida Department of Transportation to convert the AC funds to federal funds and then bill FHWA for accumulated costs.
ACNR	AC NAT HWY PERFORM RESURFACING
ACPR	AC - PROTECT GRANT PGM
ACSA	ADVANCED CONSTRUCTION - ANY AREA
ACSL	ADVANCED CONSTRUCTION LOCAL
ACSM	STBG AREA POP. W/ 5K TO 49,999
ACSS	ADVANCE CONSTRUCTIONS (SS, HSP PROGRAMS)
ADA	AMERICANS WITH DISABILITIES - The Americans with Disabilities Act of 1990 is a Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.
ARPA	AMERICAN RESCUE PLAN ACT OF 2021 ALSO CALLED THE COVID19 STIMULUS PACKAGE
ARTW	ARTERIAL WIDENING PROGRAM
BA	DONOR BONUS, ANY AREA
BOCC	Board of County Commissioners is the chief legislative body in a County. Five county commissioners are elected to four-year terms by the voters at large and represent the geographical district in which they reside. The Board approves the budget, adopts local ordinances and resolutions, and establishes policies which govern the County and ensure the health, safety, and welfare of the citizens.
BPAC	Bicycle/Pedestrian Advisory Committee: The BPAC was established to provide a continuing forum with which to analyze and promote bicycle and pedestrian issues and Project as an integral part of a multi-modal transportation planning process. The BPAC initiates updates on the prioritization of transportation enhancement Project. The BPAC meets on a quarterly basis.
CAC	CAC - Citizens Advisory Committee: The CAC provides a formal framework for continuing public input on the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP), as well as other elements of the transportation planning process. The CAC meets on a quarterly basis to provide public input at all stages of the planning process.
CARB	CARBON REDUCTION GRANT PGM
CARL	CARB FOR URB. LESS THAN 200K
CARN	CARB FOR RURAL AREAS < 5K
CEI	Construction Engineering Inspection
CIP	Capital Improvement Program: The CIP is a multi-year schedule of capital improvement Project, including priorities and cost estimates, budgeted to fit the financial resources of the community. This plan is updated annually and is part of the County's Comprehensive Plan.
CM	Congestion Mitigation. The CMP is a management system to improve traffic operations and safety by either strategies that reduce travel demand or the implementation of operational improvements.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation Project and programs to help meet the requirements of the Clean Air Act.
CMP	Congestion Management Process: The CMP is a management system and process conducted by metropolitan planning organizations (MPO), such as the Hernando/Citrus MPO, to improve traffic operations and safety by either strategies that reduce travel demand or the implementation of operational improvements.
CMS	CMS Congestion Management System.
COOP	Continuity of Operations Plan: The COOP establishes policy and guidance to ensure the execution of mission essential functions for the Hernando/Citrus MPO if an emergency in Hernando County threatens or incapacitates operations, and to direct the relocation of selected personnel and resources to an alternate facility capable of supporting operations.
CPG	Consolidated Planning Grant: The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division.
CST	Construction
CTC	The Community Transportation Coordinator (CTC) is the agency or organization in each county responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged.
CTD	Commission for Transportation Disadvantaged: The CTD is the State-level policy board for the coordination of transportation services for persons who because of disability, age or income are unable to transport themselves. The CTD adheres to the policies and procedures as set out in Chapter 427 F.S. and Rule 41-2, F.A.C.
CTST	Community Traffic Safety Team: The CTST is a locally based group of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state, private industry, and citizens. The common goal of each CTST is to reduce the number and severity of traffic crashes within their community.

APPENDIX D GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO
D	UNRESTRICTED STATE PRIMARY	
DBE	DBE Disadvantaged Business Enterprise.	
DDR	DDR – DISTRICT DEDICATED REVENUE District Dedicated Revenue. Those state revenues which are collected pursuant to Section 206.608, Florida Statutes, are allocated directly to the districts, and to the maximum extent feasible, in the county where the proceeds were collected, without being reduced by any other requirements. DDR, statutorily known as the "State Comprehensive Enhanced Transportation Systems Tax", in addition to highway uses, may also be used for district public transportation projects to meet the required statewide minimum distribution of 15% of state funds for public transportation.	
DEM	DEM Environmental Mitigation	
DEO	Department of Economic Opportunity.	
DIH	STATE IN-HOUSE PRODUCT SUPPORT	
DPTO	STATE - PTO	
DOPA	Designated Official Planning Agency: The DOPA is the entity responsible for transportation disadvantaged planning in a given area. In the urbanized areas of the state, the planning agencies are metropolitan planning organizations (MPOs).	
DS	DS - STATE PRIMARY HIGHWAYS & PTO	
DSB	Design-Build	
DU	DU State Primary / Federal Reimbursement	
EPA	EPA Environmental Protection Agency	
ETDM	ETDM Efficient Transportation Decision Making. Florida's ETDM process defines the procedures for planning transportation Project, conducting environmental reviews, and developing and permitting Project.	
FAA	FAA Federal Aviation Administration.	
FAST Act	FAST-Act - Fixing America's Surface Transportation Act: Signed into law in December of 2015 by President Obama that provided long-term funding for surface transportation and infrastructure, planning and investment.	
FAULTING	Faulting is the vertical misalignment of pavement joints, applicable to certain types of concrete pavements	
FDOT	Florida Department of Transportation: FDOT is the State of Florida's multi-modal transportation agency. Organizationally, it is composed of one central office in Tallahassee, seven district offices, and Florida's Turnpike Enterprise.	
FHWA	Federal Highway Administration: The FHWA is the Division of the U.S. Department of Transportation responsible for administrating federal highway transportation programs under Title 23 U.S.C. and Title 49 U.S.C.	
FLAP	FEDERAL LANDS ACCESS PROGRAM	
FLP	The term "FLP" represents the freight, logistics and passenger operations program.	
FTA	Federal Transit Administration - The FTA is the Federal entity responsible for transit planning and programs under Title 49 U.S.C.	
FTE	Florida's Turnpike Enterprise: Florida's Turnpike Enterprise (FTE) manages Florida's Turnpike System and acts as a separate business unit of the Florida Department of Transportation (FDOT). FTE is responsible for all operations on every FDOT-owned and operated toll road and bridge. The FTE 5-year work program (2016-2020) contains more than \$3.7 billion in capital improvements, which include widening the mainline roadway, new interchanges, safety improvements, resurfacing improvements, and maintenance.	
FTP	Florida Transportation Plan: The FTP is the state's long-range plan guiding Florida's transportation future. The FTP is a plan for all of Florida – and affects every resident, business, and visitor.	
FY	A fiscal year (FY) is used in government accounting, which varies between entities and for budget purposes. It is also used for financial reporting by businesses and other organizations.	
GIS	Geographic Information System is a framework for gathering, managing, and analyzing data. Rooted in the science of geography, GIS integrates many types of data. It analyzes spatial location and organizes layers of information into visualizations using maps and 3D scenes.	
GFEV	GEN. FUND EVEHICLE CHARG. PGM	
GFSA	GF STPBG ANY AREA	
GRSC	GROWTH MANAGEMENT FOR SCOP	
GMR	GMR Growth Management for SIS	
GPC	GPC General Planning Consultant	
HPMS	HPMS Highway Performance Monitoring System. The primary purpose of the HPMS is to serve data and information needs to reflect the condition and operating characteristics of the nation's highways. HPMS data supports the analyses needed for the biennial condition and performance reports to Congress.	
HSP	HSP Highway Safety Program	
ICAR	ICAR Intergovernmental Coordination and Review and Public Transportation Collaborative Agreement.	
IIJA	IIJA Infrastructure Investment and Jobs Act (IIJA) The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021.	

## APPENDIX D

## GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS

TIP FISCAL YEARS 2025-2029

HERNANDO/CITRUS MPO

ITS	Intelligent Transportation System: ITS is the use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection," and "transit information kiosks."
JPA	Joint Participation Transportation Agreement: A contract between the department and a public transportation system for either operations or capital assistance needed for implementation of a service project or projects. Each agreement shall include, but not be limited to, a project budget, method of payment, and period of performance
LCB	Local Coordinating Board: The purpose of the coordinating board is to provide advice and direction to the <u>Community Transportation Coordinator concerning the coordination of transportation services</u> .
LEP	Limited English Proficient: LEP refers to individuals who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English
LF	LOCAL FUNDS
LFP	LFP – LOCAL FUNDS FOR PARTICIPATING
LOPP	LOPP List of Priority Projects. The LOPP is a list of priority Project developed in coordination with the MPO Board and committees.
LOS	Level of Service - a qualitative assessment of a road's operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).
LRTP	LRTP - Long-Range Transportation Plan: In accordance with 49 USC 5304(f), the LRTP provides for the development and implementation of the multimodal transportation system, including transit, highway, bicycle, pedestrian, and accessible transportation. This plan must identify how the transportation system will meet the economic, transportation, development, and sustainability goals – among others – for a 20+ year planning horizon.
LTTR	LOTTR Level of Travel Time Reliability. LOTTR is the percent of person-miles on the Interstate system that are reliable, also referred to as the percent of person-miles on the non-Interstate NHS that are reliable.
MAP21	MAP-21 Moving Ahead for Progress in the 21st Century Act.
MPO	MPO - Metropolitan Planning Organization: The MPO is the forum for cooperative transportation decision-making, required for urbanized areas with populations over 50,000.
MPOAC	MPOAC - Metropolitan Planning Organization Advisory Council: The MPOAC is a statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.
MSC	Miscellaneous(grants-in-aid)
NHFP	NHFP National Highway Freight Program. The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). <a href="https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance">https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance</a>
NHFP	NHFP National Highway Freight Program. The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). <a href="https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance">https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance</a>
NHPP	NHPP-IM – NATIONAL HIGHWAY PERFORMANCE PROGRAM-M National Highway Performance Program. IM, Bridge Replacement, National Highway -Map 21
NHS	NHS - National Highway System: Specific major roads to be designated September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for Federal funds under ISTEA.
NTD	In 1974, Congress established the National Transit Database (NTD) program to collect financial, operating, and asset information on transit agencies. Congress based the NTD program on the Uniform Financial Accounting and Reporting Elements (FARE), a Project initiated by the transit industry and funded by the UMTA. The NTD has become the Nation's <u>primary source of information on transit agencies</u> .
PD&E	PD&E Project Development and Environment. The PD&E is a corridor study to establish conceptual design for a roadway and to determine its compliance with <u>Federal, State, and local environmental permits</u> , as required.
PD&E	Project Development & Environment
PE	PE Preliminary Engineering/Design. Preliminary engineering is the location, design, and related work preparatory to the advancement of a project to physical construction. Preliminary engineering includes preliminary and final design, both defined in 23 CFR 636.103, and other project-related work leading to physical construction. This includes costs to perform studies needed to address requirements of the National Environmental Policy Act (NEPA) and other environmental laws. It may include advertising and other pre-award work such as bid analysis, although it is also acceptable to include this work as construction engineering costs.
PE	Preliminary Engineering

APPENDIX D GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO
PHED	Peak Hour Excessive Delay - is a term for traffic congestion measured by the annual hours of PHED per capita on the NHS. Excessive delay is based on travel time at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater, during in 15-minute intervals per vehicle. [23 CFR 490.705 and 490.707]	
PKBD	Parkway Master Bond Fund	
PKED	Parkway - Feeder Rd	
PKYI	Parkway Turnpike Improvement	
PKYR	Parkway Renewal and Replacement	
PL	PL Planning - Federal Highway Administration planning funds, also called Section 112 funds "PL."	
PPP	A Public Participation Plan is a document developed in consultation with all interested parties, and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.	
PSR	Present Serviceability Rating - a quality rating applicable only to certain lower speed roads.	
PTGA	Public Transportation Grant Agreement is an agreement between an agency and FDOT that establishes a public transportation Project and responsibilities related to the Project. A PTGA defines the scope, budget, funding source, and any legal provision necessary for the Project.	
ROW	ROW - Right-of-Way: Real property that is used for transportation purposes, defines the extent of the corridor that can be used for the road and associated drainage.	
RRR	RRR Resurfacing, Restoration and Rehabilitation	
RRU	Railroad and/or Utilities	
RTA	RTA - Regional Transportation Analysis: The Regional Transportation Analysis (RTA) promotes transportation planning both within and among the counties that make up the Tampa Bay Region. The RTA provides a forum for the coordination of proposed transportation improvements - both highway and transit - that span multiple jurisdictions. Another important function of the RTA is that it provides for the development of a powerful, regional travel demand-forecasting model, the Tampa Bay Regional Planning Model.	
SA	STP, ANY AREA	
SCED	2012 SB1998-SMALL CO OUTREACH	
SCOP	SCOP – SMALL COUNTY OUTREACH PROGRAM	
SCTPA	SCTPA Sun Coast Transportation Alliance - Formerly known as the West Central Florida Chairs Coordinating Committee (CCC)-is an effort to address the transportation challenge on a regional, long – range basis. Issues such as personal mobility, access to jobs, goods movement, emergency evacuation, and growth management are some of the concerns addressed by the CCC, which is made up of the chairpersons from Metropolitan Planning Organizations and Transportation Planning Organizations (MPOs and TPOs) and their affiliated, transportation-related organizations. It serves eight counties: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota.	
SCWR	SMALL COUNTY WATER RESOURCES	
SHSP	SHSP - Florida Strategic Highway Safety Plan: The SHSP is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP is updated at least every five years by FDOT in coordination with statewide, regional, and local safety partners. The SHSP is focused on the roadway component of transportation safety. Safety on other modes of transportation is covered by other plans.	
SIB1	STATE INFRASTRUCTURE BANK	
SIS	SIS - Strategic Intermodal System: The SIS is a Florida network of high-priority transportation facilities, including the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways.	
SIS	Strategic Intermodal System	
SL	STP, AREAS <= 200K	
SM	STBG AREA POP. W/ 5K TO 49,999	
SN	STP, MANDATORY NON-URBAN <= 5K	
SR2T	SAFE ROUTES - TRANSFER	
SRTS	Safe Routes to School	
STIP	State Transportation Improvement Program	
TA	Transportation Alternatives (TA): As defined under 23 U.S.C. 101(a)(29) (MAP-21 1103), these are specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, recreational trails program, Safe Routes to School (SRTS) activities, railway corridor preservation, construction of turnouts, overlooks and viewing areas, control/removal of outdoor advertising, historic preservation and rehabilitation of historic transportation facilities, invasive species control, archeological activities relating to impacts from eligible transportation Project, mitigation of highway storm water runoff water pollution, and reduce vehicle-caused wildlife mortality, planning, designing and construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	
TAC	TAC - Technical Advisory Committee: A standing committee of most MPOs, function is to provide advice on plans or actions of the MPO from planners, engineers, and other staff members (not general citizens).	

APPENDIX D GLOSSARY OF TERMS, ABBREVIATIONS, FUNDING TYPES/CODES, AND ACRONYMS		TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO
TALL	TRANSPORTATION ALTERNATIVES POPULATION <200,000	
TALT	Transportation Alternatives	
TAM	TAM - Transit Asset Management: Transit Asset Management is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties and keep transit networks in a State of Good Repair (SGR).	
TBRPT	Tampa Bay Regional Planning Council: TBRPC was established as Florida's first regional planning council in 1962 when representatives from St. Petersburg, Clearwater, and Tampa recognized the need for regional coordination. TBRPC is one of ten <u>regional planning councils in Florida</u> .	
TD	Transportation Disadvantaged: Those persons who because of physical or mental disability, income, status, or age are unable to transport themselves or purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are <u>disabled or high-risk or at-risk as defined in Section 411.202, Florida Statutes</u> .	
TDLCB	TDLCB - Transportation Disadvantaged Local Coordinating Board: The Transportation Disadvantaged Local Coordinating Board (TDLCB)s are the technical level review Boards established, consistent with Florida Statute, Chapter 427. The respective Boards oversee the activities of the Community Transportation Coordinator (CTC) and the overall Transportation Disadvantaged (TD) service program. The MPO serves as the Designated Official Planning Agency (DOPA) for the transportation disadvantaged program for both Hernando and Citrus County and functions as the appointing authority for both Boards. <u>the TDLCBs meet on a quarterly basis</u> .	
TDM	TDM - Transportation Demand Management: Transportation demand management, traffic demand management or travel demand management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. In transport, as in any network, managing demand can be a cost-effective alternative to increasing capacity.	
TDP	TDP - Transit Development Plan: The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The Block Grant Program requires public transit service providers to develop, adopt, and annually update a 10-Year Transit Development Plan (TDP). Under legislation that became effective February 20, 2007, the TDP must undergo a Major Update every five years. In the interim years, an update is to be submitted in the form of a progress report on the 10-year implementation program of the TDP.	
TDSP	TDSP - Transportation Disadvantaged Service Plan: The TDSP is a tactical plan with components of development, service, and quality assurance. It outlines and evaluates the services provided to the Transportation Disadvantaged population by the CTC. Every five years a new TDSP is developed and updated annually by the CTC, the planning agency and the LCB. Thus, the LCB can guide and support the CTC in implementing coordination efforts or locally developed service standards that are consistent with the needs and resources of the community.	
TIP	TIP - Transportation Improvement Program: A priority list of transportation Project developed by an MPO that is to be carried out within the four-year period following its adoption; must include documentation of Federal and State funding sources for each Project and be consistent with adopted MPO Long Range Transportation Plan (LRTP) and local government comprehensive plans.	
TMA	TMA - Transportation Management Area: A TMA is designated by the U.S. Secretary of Transportation for an urbanized area with a population of at least 200,000. Congress provided for this greater role by MPOs through a certification review aimed at formalizing the continuing oversight and day-to-day evaluation of the planning process. MPOs attaining certification enjoy certain benefits, but they also incur additional requirements beyond those of smaller urbanized areas for <u>congestion management, project selection, and certification</u> .	
TRIP	TRIP - Transportation Regional Incentive Program: TRIP was created in 2005 to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed Project that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay up to 50 percent of the non-federal share of <u>Project costs for public transportation facility Project</u> .	
TRT	TRT Technical Review Team	
TTTR	Truck Travel Time Reliability is the consistency or dependability in travel times for trucks, as measured from day-to-day and/or across different times of the day.	
UPWP	UPWP - Unified Planning Work Program: A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.	
USDOT	UNITED STATES DEPARTMENT OF TRANSPORTATION: Federal agency that oversees the administration of federal programs managing highways, air travel, railroads, maritime activity and other transportation modes. The FHWA and FTA operate as part of USDOT.	
ZDATA	ZDATA - Zonal Data: The information needed to describe the traveling public is commonly known as the zonal data and it includes household, person, vehicle, and travel related characteristics. The other is the supply side of the transportation systems represented by multimodal transportation networks.	

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## **Appendix E: 5-Year Funded Projects**

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## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

**Item Number:** 257165 1    **Project Description:** US 41 (SR 45) FROM SR 44 TO N OF SR 200  
**District:** 07                    **County:** CITRUS  
**Extra Description:**            2 TO 4 LANES  
**LRTP 2045 Reference:** Goal 3, Objective 4 & 7

**Type of Work: ADD LANES & RECONSTRUCT**  
**Project Length: 6.578MI**

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
Fund Code: ACSL-ADVANCE CONSTRUCTION (SL)	\$350,000							\$350,000
BA-DONOR BONUS, ANY AREA	\$740,031							\$740,031
DDR-DISTRICT DEDICATED REVENUE	\$7,038,091	\$336,555						\$7,374,646
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$353,977							\$353,977
DS-STATE PRIMARY HIGHWAYS & PTO	\$574,785							\$574,785
SA-STP, ANY AREA		\$1,298,445						\$1,298,445
SN-STP, MANDATORY NON-URBAN <= 5K	\$1,761,050					\$2,100,000		\$3,861,050
<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$10,817,934</b>	<b>\$1,635,000</b>				<b>\$2,100,000</b>		<b>\$14,552,934</b>

RIGHT OF WAY / MANAGED BY FDOT

ENVIRONMENTAL / MANAGED BY FDOT

<b>Fund Code:</b>	DS-STATE PRIMARY HIGHWAYS & PTO	\$62,715						\$62,715
<b>Item:</b>	<b>257165 1 Totals</b>	<b>\$11,402,612</b>	<b>\$1,635,000</b>				<b>\$2,100,000</b>	<b>\$15,137,612</b>

Item Number: 257165 4	Project Description: US 41 (SR 45) FROM S OF WITHLACOOCHEE TRAIL BR TO N OF N SPORTSMAN PT								
District: 07	County: CITRUS								
Extra Description: 2 TO 4 LANES	Type of Work: ADD LANES & RECONSTRUCT								
LRTP 2045 Reference: Goal 3, Objective 4 & 7	Project Length: 1.194MI								
		Fiscal Year							
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code:	ACCM-ADVANCE CONSTRUCTION (CM)	\$240,873							\$240,873
	ACSM-STBG AREA POP. W/ 5K TO 49,999	\$610,758							\$610,758
	CM-CONGESTION MITIGATION - AQ	\$670,723							\$670,723
	DDR-DISTRICT DEDICATED REVENUE	\$490,185	\$3,353,954						\$3,844,139
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$189,733							\$189,733
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,680,338							\$1,680,338
	SM-STBG AREA POP. W/ 5K TO 49,999	\$1,024,103	\$785,667						\$1,809,770
	SN-STP, MANDATORY NON-URBAN <= 5K	\$1,521,383	\$928,528						\$2,449,911
Phase: RIGHT OF WAY Totals		\$6,428,096	\$5,068,149						\$11,496,245

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

Item Number: 257165 4 (Continued from Prior Page)

## CONSTRUCTION / MANAGED BY FDOT

Fund Code: ACPR-AC - PROTECT GRANT PGM			\$4,629,202				\$4,629,202
CARB-CARBON REDUCTION GRANT PGM			\$1,477,955				\$1,477,955
CARN-CARB FOR RURAL AREAS < 5K			\$326,601				\$326,601
CM-CONGESTION MITIGATION - AQ			\$1,813,696				\$1,813,696
DDR-DISTRICT DEDICATED REVENUE			\$13,187,108				\$13,187,108
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$366,248				\$366,248
DS-STATE PRIMARY HIGHWAYS & PTO	\$28,799						\$28,799
SN-STP, MANDATORY NON-URBAN <= 5K			\$2,659,334				\$2,659,334
TALL-TRANSPORTATION ALTS- <200K			\$384,231				\$384,231
TALT-TRANSPORTATION ALTS- ANY AREA			\$2,423,026				\$2,423,026
Phase: CONSTRUCTION Totals	\$28,799		\$27,267,401				\$27,296,200
Item: 257165 4 Totals	\$6,456,895	\$5,068,149	\$27,267,401				\$38,792,445

Item Number: 257165 5 Project Description: US 41(SR 45) FROM N OF SPORTSMAN POINT TO N OF E ARLINGTON ST

District: 07 County: CITRUS

Extra Description: RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES &amp; SIDEWALK

Type of Work: ADD LANES &amp; RECONSTRUCT

Project Length: 0.804MI

LRTP 2045 Reference: Goal 3, Objective 4 &amp; 7

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
Fund Code: CARN-CARB FOR RURAL AREAS < 5K	\$779,352	\$314,742					\$1,094,094
CM-CONGESTION MITIGATION - AQ	\$21,469	\$29,036					\$50,505
DDR-DISTRICT DEDICATED REVENUE	\$20,000	\$191,525					\$211,525
SM-STBG AREA POP. W/ 5K TO 49,999			\$153,343				\$153,343
SN-STP, MANDATORY NON-URBAN <= 5K	\$645,389	\$1,621,744					\$2,267,133
Phase: RIGHT OF WAY Totals	\$1,466,210	\$2,157,047	\$153,343				\$3,776,600

## CONSTRUCTION / MANAGED BY FDOT

Fund Code: CARB-CARBON REDUCTION GRANT PGM					\$2,142,180		\$2,142,180
CARN-CARB FOR RURAL AREAS < 5K					\$326,434		\$326,434
DDR-DISTRICT DEDICATED REVENUE					\$10,272,186		\$10,272,186
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$127,753		\$127,753
DS-STATE PRIMARY HIGHWAYS & PTO					\$2,045,089		\$2,045,089
SN-STP, MANDATORY NON-URBAN <= 5K					\$2,657,969		\$2,657,969
Phase: CONSTRUCTION Totals					\$17,571,611		\$17,571,611
Item: 257165 5 Totals	\$1,466,210	\$2,157,047	\$153,343		\$17,571,611		\$21,348,211

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

Item Number: 257165 6	Project Description: US 41(SR 45) FROM N OF E ARLINGTON STREET TO E LOUISIANA LANE							
District: 07	County: CITRUS	Type of Work: ADD LANES & RECONSTRUCT						
Extra Description:	RECONSTRUCT FROM 2 TO 4 LANES WITH BIKE LANES & SIDEWALK	Project Length: 0.623MI						
LRTP 2045 Reference:	Goal 3, Objective 4 & 7							
Phase / Responsible Agency		Fiscal Year						
RIGHT OF WAY / MANAGED BY FDOT		<2025	2025	2026	2027	2028	2029	>2029
Fund Code: DDR-DISTRICT DEDICATED REVENUE					\$893,240			\$893,240
SN-STP, MANDATORY NON-URBAN <= 5K					\$2,611,862			\$2,611,862
Phase: RIGHT OF WAY Totals					\$3,505,102			\$3,505,102
Item: 257165 6 Totals					\$3,505,102			\$3,505,102
Project Totals		\$19,325,717	\$8,860,196	\$27,420,744	\$3,505,102	\$17,571,611	\$2,100,000	\$78,783,370
Item Number: 405822 5		*SIS*						
District: 07	County: CITRUS	Type of Work: ADD LANES & RECONSTRUCT						
Extra Description:	4 TO 6 LANES	Project Length: 2.045MI						
LRTP 2045 Reference:	Goal 4, Objective 4 & 7							
Phase / Responsible Agency		Fiscal Year						
PRELIMINARY ENGINEERING / MANAGED BY FDOT		<2025	2025	2026	2027	2028	2029	>2029
Fund Code: ACSA-ADVANCE CONSTRUCTION (SA)		\$5,000						\$5,000
DDR-DISTRICT DEDICATED REVENUE		\$507,297						\$507,297
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$16,096						\$16,096
DS-STATE PRIMARY HIGHWAYS & PTO		\$60,736						\$60,736
SA-STP, ANY AREA		\$1,770,457						\$1,770,457
Phase: PRELIMINARY ENGINEERING Totals		\$2,359,586						\$2,359,586
Item: 405822 5 Totals		\$2,359,586						\$2,359,586
Project Totals		\$2,359,586						\$2,359,586
Item Number: 437515 1		*SIS*						
District: 07	County: CITRUS	Type of Work: RESURFACING						
Extra Description:	4 LANES	Project Length: 1.174MI						
LRTP 2045 Reference:	Goal 4, Objective 1; Goal 6, Objective 1							
Phase / Responsible Agency		Fiscal Year						
PRELIMINARY ENGINEERING / MANAGED BY FDOT		<2025	2025	2026	2027	2028	2029	>2029
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$11,345						\$11,345
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$21,173						\$21,173
DS-STATE PRIMARY HIGHWAYS & PTO		\$686,168						\$686,168
Phase: PRELIMINARY ENGINEERING Totals		\$718,686						\$718,686
CONSTRUCTION / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$1,173,840				\$1,173,840
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$41,235				\$41,235
DS-STATE PRIMARY HIGHWAYS & PTO				\$326,447				\$326,447
SA-STP, ANY AREA				\$2,433,260				\$2,433,260
SM-STBG AREA POP. W/ 5K TO 49,999				\$661,369				\$661,369
Phase: CONSTRUCTION Totals				\$4,636,151				\$4,636,151
Item: 437515 1 Totals		\$718,686		\$4,636,151				\$5,354,837
Project Totals		\$718,686		\$4,636,151				\$5,354,837

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

Item Number: 441105 1	Project Description: FOREST RIDGE BLVD FROM W LAKE BEVERLY DR TO W COLBERT CT	Type of Work: SIDEWALK						
District: 07	County: CITRUS							
Extra Description: CONSTRUCT 5' SIDEWALK - FOREST RIDGE ELEMENTARY - SRTS		Project Length: 0.750MI						
LRTP 2045 Reference: Goal 3, Objectives 2, 4 & 5								
Fiscal Year								
Phase / Responsible Agency	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: SR2T-SAFE ROUTES - TRANSFER	\$451,036							\$451,036
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: ACSS-ADVANCE CONSTRUCTION (SS,HSP)			\$86,260					\$86,260
LF-LOCAL FUNDS			\$1,286,031					\$1,286,031
SR2T-SAFE ROUTES - TRANSFER			\$972,476					\$972,476
Phase: CONSTRUCTION Totals			<b>\$2,344,767</b>					<b>\$2,344,767</b>
Item: 441105 1 Totals	<b>\$451,036</b>		<b>\$2,344,767</b>					<b>\$2,795,803</b>
Project Totals	<b>\$451,036</b>		<b>\$2,344,767</b>					<b>\$2,795,803</b>
<b>Item Number: 447928 1 Project Description: US 19/SR 55 FROM N OF NW 7TH AVE TO S OF WITHLACOOCHEE RIVER BRIDGE</b>			<b>*SIS*</b>					
District: 07	County: CITRUS	Type of Work: RESURFACING						
Extra Description: 4 LANES		Project Length: 9.479MI						
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1								
Phase / Responsible Agency	<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$2,306,636							\$2,306,636
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$14,320							\$14,320
DS-STATE PRIMARY HIGHWAYS & PTO	\$24,292							\$24,292
Phase: PRELIMINARY ENGINEERING Totals	<b>\$2,345,248</b>							<b>\$2,345,248</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: ACNR-AC NAT HWY PERFORM RESURFACING			\$7,032,378					\$7,032,378
DDR-DISTRICT DEDICATED REVENUE			\$17,645,986					\$17,645,986
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$109,300					\$109,300
DS-STATE PRIMARY HIGHWAYS & PTO	\$1,158							\$1,158
Phase: CONSTRUCTION Totals	<b>\$1,158</b>		<b>\$24,787,664</b>					<b>\$24,788,822</b>
Item: 447928 1 Totals	<b>\$2,346,406</b>		<b>\$24,787,664</b>					<b>\$27,134,070</b>
Project Totals	<b>\$2,346,406</b>		<b>\$24,787,664</b>					<b>\$27,134,070</b>

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**HIGHWAYS**
**HERNANDO/CITRUS MPO**

Item Number: 448501 1	Project Description: E TURNER CAMP RD FROM E MATTHEW MEADOW CT TO ROAD TERMINI													
District: 07	County: CITRUS													
Extra Description:	2 LANES													
LRTP 2045 Reference:	Goal 4, Objective 1; Goal 6, Objective 1													
		<b>Fiscal Year</b>												
<b>Phase / Responsible Agency</b>		<2025	2025	2026	2027	2028	2029	>2029						
<b>CONSTRUCTION / MANAGED BY CITRUS COUNTY, FLORIDA</b>								All Years						
		\$1,338,900						\$1,338,900						
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP		\$1,106,936						\$1,106,936						
LF-LOCAL FUNDS		\$256,410						\$256,410						
SCED-2012 SB1998-SMALL CO OUTREACH		\$230,714						\$230,714						
SCOP-SMALL COUNTY OUTREACH PROGRAM		\$245,490						\$245,490						
SCWR-2015 SB2514A-SMALL CO OUTREACH		\$3,178,450						\$3,178,450						
Phase: CONSTRUCTION Totals		\$3,178,450						\$3,178,450						
Item: 448501 1 Totals		\$3,178,450						\$3,178,450						
Project Totals		\$3,178,450						\$3,178,450						
Item Number: 448502 1		Project Description: W MUSTANG BLVD FROM W MESA VERDE DR TO CR 491												
District: 07	County: CITRUS													
Extra Description:	2 LANES													
LRTP 2045 Reference:	Goal 4, Objective 1; Goal 6, Objective 1													
		<b>Fiscal Year</b>												
<b>Phase / Responsible Agency</b>		<2025	2025	2026	2027	2028	2029	>2029						
<b>CONSTRUCTION / MANAGED BY CITRUS COUNTY, FLORIDA</b>								All Years						
		\$486,130						\$486,130						
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP		\$226,860						\$226,860						
LF-LOCAL FUNDS		\$712,990						\$712,990						
Phase: CONSTRUCTION Totals		\$712,990						\$712,990						
Item: 448502 1 Totals		\$712,990						\$712,990						
Project Totals		\$712,990						\$712,990						
Item Number: 449062 1		Project Description: S APOPKA AVE FROM E ANNA JO DR TO US 41												
District: 07	County: CITRUS													
Extra Description:	2 LANES													
LRTP 2045 Reference:	Goal 4, Objective 1; Goal 6, Objective 1													
		<b>Fiscal Year</b>												
<b>Phase / Responsible Agency</b>		<2025	2025	2026	2027	2028	2029	>2029						
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								All Years						
		\$462,327						\$462,327						
Fund Code: GRSC-GROWTH MANAGEMENT FOR SCOP		\$407,568						\$407,568						
LF-LOCAL FUNDS		\$256,410						\$256,410						
SCED-2012 SB1998-SMALL CO OUTREACH		\$247,117						\$247,117						
SCOP-SMALL COUNTY OUTREACH PROGRAM		\$256,848						\$256,848						
SCWR-2015 SB2514A-SMALL CO OUTREACH		\$1,630,270						\$1,630,270						
Phase: CONSTRUCTION Totals		\$1,630,270						\$1,630,270						
Item: 449062 1 Totals		\$1,630,270						\$1,630,270						
Project Totals		\$1,630,270						\$1,630,270						

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**HIGHWAYS**
**HERNANDO/CITRUS MPO**

Item Number: 450545 1	Project Description: US 41/SR 45 FROM SOUTH OF SR 44 TO NORTH OF SR 44	*SIS*												
District: 07	County: CITRUS	Type of Work: RESURFACING												
Extra Description:	REPLACE ASPHALT WITH CONCRETE AT INTERSECTION-6 LANES	Project Length: 0.190MI												
LRTP 2045 Reference:	Goal 4, Objectives 2, 8 & 9; Goal 6, Objective 2, 8 & 9													
Phase / Responsible Agency		Fiscal Year												
		<2025	2025	2026	2027	2028	2029	>2029						
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								All Years						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			\$662,023				\$662,023						
	DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$1,000				\$1,000						
	Phase: PRELIMINARY ENGINEERING Totals			\$663,023				\$663,023						
<b>CONSTRUCTION / MANAGED BY FDOT</b>														
Fund Code:	ACNP-ADVANCE CONSTRUCTION NHPP				\$4,633,319			\$4,633,319						
	DDR-DISTRICT DEDICATED REVENUE				\$511,540			\$511,540						
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$77,173			\$77,173						
	SA-STP, ANY AREA				\$643,108			\$643,108						
	Phase: CONSTRUCTION Totals				\$5,865,140			\$5,865,140						
	Item: 450545 1 Totals			\$663,023		\$5,865,140		\$6,528,163						
	Project Totals			\$663,023		\$5,865,140		\$6,528,163						
Item Number: 450593 1	Project Description: CR 470 FROM N APOPKA AVE TO SR 44													
District: 07	County: CITRUS	Type of Work: RESURFACING												
Extra Description:	MILLING AND RESURFACING	Project Length: 4.925MI												
LRTP 2045 Reference:	Goal 4, Objectives 2, 8 & 9; Goal 6, Objective 2, 8 & 9													
Phase / Responsible Agency		Fiscal Year												
		<2025	2025	2026	2027	2028	2029	>2029						
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								All Years						
Fund Code:	GRSC-GROWTH MANAGEMENT FOR SCOP				\$966,026			\$966,026						
	LFP-LOCAL FUNDS FOR PARTICIPATING				\$1,289,872			\$1,289,872						
	SCED-2012 SB1998-SMALL CO OUTREACH				\$256,410			\$256,410						
	SCOP-SMALL COUNTY OUTREACH PROGRAM				\$256,923			\$256,923						
	SCWR-2015 SB2514A-SMALL CO OUTREACH				\$330,769			\$330,769						
	Phase: CONSTRUCTION Totals				\$3,100,000			\$3,100,000						
	Item: 450593 1 Totals				\$3,100,000			\$3,100,000						
	Project Totals				\$3,100,000			\$3,100,000						
Item Number: 450972 1	Project Description: CITRUS COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS													
District: 07	County: CITRUS	Type of Work: SIDEWALK												
LRTP 2045 Reference:	Goal 2, Objective 1; Goal 3, Objective 1	Project Length: 0.000												
Phase / Responsible Agency		Fiscal Year												
		<2025	2025	2026	2027	2028	2029	>2029						
<b>CONSTRUCTION / MANAGED BY FDOT</b>								All Years						
Fund Code:	CARL-CARB FOR URB. LESS THAN 200K				\$186,527			\$186,527						
	CARN-CARB FOR RURAL AREAS < 5K				\$320,771			\$320,771						
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$63,010			\$63,010						
	Phase: CONSTRUCTION Totals				\$570,308			\$570,308						
	Item: 450972 1 Totals				\$570,308			\$570,308						

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**HIGHWAYS**
**HERNANDO/CITRUS MPO**
**Item Number: 450972 2 Project Description: CITRUS COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS - PHASE II**
**District: 07 County: CITRUS**
**Type of Work: SIDEWALK**
**LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4**
**Project Length: 0.000**

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>CONSTRUCTION / MANAGED BY FDOT</b>							
Fund Code: CARL-CARB FOR URB. LESS THAN 200K					\$186,527		\$186,527
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$2,723		\$2,723
Phase: CONSTRUCTION Totals					\$189,250		\$189,250
Item: 450972 2 Totals					\$189,250		\$189,250

**Item Number: 450972 3 Project Description: CITRUS COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS - PHASE III**
**District: 07 County: CITRUS**
**Type of Work: SIDEWALK Project Length: 0.000**
**LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4**

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>CONSTRUCTION / MANAGED BY FDOT</b>							
Fund Code: CARL-CARB FOR URB. LESS THAN 200K					\$192,645		\$192,645
DDR-DISTRICT DEDICATED REVENUE					\$907,355		\$907,355
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$2,812		\$2,812
Phase: CONSTRUCTION Totals					\$1,102,812		\$1,102,812
Item: 450972 3 Totals					\$1,102,812		\$1,102,812
Project Totals				\$570,308	\$189,250	\$1,102,812	\$1,862,370

**Item Number: 453057 1 Project Description: W DUNKLIN ST FROM CR 495 TO N CITRUS SPRINGS BLVD**
**District: 07 County: CITRUS**
**Type of Work: RESURFACING**
**LRTP 2045 Reference: Goal 2, Objectives 2 and 4**
**Project Length: 4.089MI**

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>							
Fund Code: GRC-GROWTH MANAGEMENT FOR SCOP					\$966,026		\$966,026
LF-LOCAL FUNDS					\$1,499,358		\$1,499,358
SCED-2012 SB1998-SMALL CO OUTREACH					\$256,410		\$256,410
SCOP-SMALL COUNTY OUTREACH PROGRAM					\$258,462		\$258,462
SCWR-2015 SB2514A-SMALL CO OUTREACH					\$319,744		\$319,744
Phase: CONSTRUCTION Totals					\$3,300,000		\$3,300,000
Item: 453057 1 Totals					\$3,300,000		\$3,300,000
Project Totals					\$3,300,000		\$3,300,000

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

Item Number: 416735 1	Project Description: SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	*SIS*							
District: 07	County: HERNANDO	Type of Work: ADD LANES & REHABILITATE PVMNT							
Extra Description: 4 TO 6 LANES		Project Length: 2.557MI							
LRTP 2045 Reference: Goals 1, 2, 3, 6 Obj 2									
Phase / Responsible Agency		Fiscal Year							
PRELIMINARY ENGINEERING / MANAGED BY FDOT		<2025	2025	2026	2027	2028	2029	>2029	All Years
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP		\$340,000							\$340,000
ACSA-ADVANCE CONSTRUCTION (SA)		\$7,193							\$7,193
DDR-DISTRICT DEDICATED REVENUE		\$94,726							\$94,726
DEM-ENVIRONMENTAL MITIGATION		\$931							\$931
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$140,447							\$140,447
DS-STATE PRIMARY HIGHWAYS & PTO		\$222,564							\$222,564
NHPP-IM, BRDG REPL, NATNL HWY-MAP21		\$1,700,768							\$1,700,768
SA-STP, ANY AREA		\$515,988							\$515,988
SL-STP, AREAS < 200K		\$1,969,129							\$1,969,129
Phase: PRELIMINARY ENGINEERING Totals		\$4,991,746							\$4,991,746
RIGHT OF WAY / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$20							\$20
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$20,000							\$20,000
Phase: RIGHT OF WAY Totals		\$20,020							\$20,020
RAILROAD & UTILITIES / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$30,000							\$30,000
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP				\$58,863,872					\$58,863,872
DS-STATE PRIMARY HIGHWAYS & PTO		\$34,650							\$34,650
Phase: CONSTRUCTION Totals		\$34,650		\$58,863,872					\$58,898,522
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$133,188							\$133,188
DS-STATE PRIMARY HIGHWAYS & PTO		\$14,187							\$14,187
Phase: ENVIRONMENTAL Totals		\$147,375							\$147,375
Item: 416735 1 Totals		\$5,223,791		\$58,863,872					\$64,087,663
Project Totals		\$5,223,791		\$58,863,872					\$64,087,663
Item Number: 436733 1	Project Description: US 98 /SR 700/PONCE DE LEON BLVD FROM N OF CR 491 TO N OF LANDFILL RD								
District: 07	County: HERNANDO	Type of Work: RESURFACING							
Extra Description: 2 LANES		Project Length: 2.382MI							
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1									
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT		Fiscal Year							
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$117,262							\$117,262
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$204,664							\$204,664
DS-STATE PRIMARY HIGHWAYS & PTO		\$12,590							\$12,590
Phase: PRELIMINARY ENGINEERING Totals		\$334,516							\$334,516

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

CONSTRUCTION / MANAGED BY FDOT		(Continued from Prior Page)						
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$3,123,492					\$3,123,492
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$45,177					\$45,177
DS-STATE PRIMARY HIGHWAYS & PTO		\$211						\$211
Phase: CONSTRUCTION Totals	\$211	\$3,168,669						\$3,168,880
Item: 436733 1 Totals	\$334,727	\$3,168,669						\$3,503,396
Project Totals	\$334,727	\$3,168,669						\$3,503,396
<b>Item Number: 441935 1 Project Description: US 19/SR 55 FROM PASCO COUNTY LINE TO CITRUS COUNTY LINE *SIS*</b>								
District: 07	County: HERNANDO	Type of Work: ATMS - ARTERIAL TRAFFIC MGMT						
Extra Description: ADD CAMERAS, TRAVEL TIME READERS, FIBER, DETECTORS SIGNAL CONTROLLER UPGRADES ALONG ENTIRE CORRIDOR								
LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 2, Obj 3; Goal 3, Obj 1; Goal 6, Obj 1		Project Length: 19.514MI						
Phase / Responsible Agency		Fiscal Year						
PRELIMINARY ENGINEERING / MANAGED BY FDOT		<2025	2025	2026	2027	2028	2029	>2029
Fund Code: DDR-DISTRICT DEDICATED REVENUE							\$486,441	\$486,441
DIH-STATE IN-HOUSE PRODUCT SUPPORT							\$1,000	\$1,000
Phase: PRELIMINARY ENGINEERING Totals							\$487,441	\$487,441
Item: 441935 1 Totals							\$487,441	\$487,441
Project Totals							\$487,441	\$487,441
<b>Item Number: 447237 1 Project Description: US 98/SR 50 AT MONDON HILL RD *SIS*</b>								
District: 07	County: HERNANDO	Type of Work: RESURFACING						
Extra Description: 2 LANES		Project Length: 0.280MI						
LRTP 2045 Reference: Goal 1; Obj 1-3, Goal 4, Objective 3; Goal 6, Objective 1								
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
PRELIMINARY ENGINEERING / MANAGED BY FDOT								All Years
Fund Code: DDR-DISTRICT DEDICATED REVENUE		\$57,285						\$57,285
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$10,242						\$10,242
DS-STATE PRIMARY HIGHWAYS & PTO		\$33,169						\$33,169
SL-STP, AREAS <= 200K		\$580,222						\$580,222
Phase: PRELIMINARY ENGINEERING Totals		\$680,918						\$680,918
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP				\$2,134,079				\$2,134,079
ACNR-AC NAT HWY PERFORM RESURFACING				\$1,459,282				\$1,459,282
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$58,212				\$58,212
SA-STP, ANY AREA				\$388,083				\$388,083
Phase: CONSTRUCTION Totals				\$4,039,656				\$4,039,656
Item: 447237 1 Totals		\$680,918		\$4,039,656				\$4,720,574
Project Totals		\$680,918		\$4,039,656				\$4,720,574

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

Item Number: 447536 3	Project Description: US 301 FROM PASCO COUNTY LINE TO SR 50/CORTEZ BLVD							
District: 07	County: HERNANDO	Type of Work: ADD LANES & RECONSTRUCT						
Extra Description: 2 TO 4 LANES		Project Length: 2.082MI						
LRTP 2045 Reference: Goal 2, Obj 1, Goal 3, Objectives 1-3								
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
PRELIMINARY ENGINEERING / MANAGED BY FDOT								All Years
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT	\$799,660							\$799,660
DDR-DISTRICT DEDICATED REVENUE	\$794,586							\$794,586
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$122,111							\$122,111
DS-STATE PRIMARY HIGHWAYS & PTO	\$84,432							\$84,432
GFS-A-GF STPBG ANY AREA	\$365,992							\$365,992
LF-LOCAL FUNDS	\$146,007							\$146,007
Phase: PRELIMINARY ENGINEERING Totals	\$2,312,788							\$2,312,788
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: ARPA-AMERICAN RESCUE PLAN ACT	\$3,670,285							\$3,670,285
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$162,973							\$162,973
DS-STATE PRIMARY HIGHWAYS & PTO	\$31,558							\$31,558
Phase: RIGHT OF WAY Totals	\$3,864,816							\$3,864,816
RAILROAD & UTILITIES / MANAGED BY FDOT								
Fund Code: LF-LOCAL FUNDS	\$3,282,482							\$3,282,482
DESIGN BUILD / MANAGED BY FDOT								
Fund Code: ARTW-ARTERIAL WIDENING PROGRAM		\$5,267,171						\$5,267,171
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$452,760						\$452,760
SIB1-STATE INFRASTRUCTURE BANK	\$54,108,744							\$54,108,744
Phase: DESIGN BUILD Totals	\$54,108,744	\$5,719,931						\$59,828,675
REPAYMENTS / MANAGED BY FDOT								
Fund Code: ART-ARTERIAL HIGHWAYS PROGRAMS		\$50,742,862						\$50,742,862
ARTW-ARTERIAL WIDENING PROGRAM		\$3,365,882						\$3,365,882
Phase: REPAYMENTS Totals								
Item: 447536 3 Totals	\$63,568,830	\$5,719,931						\$69,288,761
Project Totals	\$63,568,830	\$5,719,931						\$69,288,761
Item Number: 447935 1	Project Description: US 41/SR 45 FROM SOUTH OF COUNTY LINE ROAD TO SOUTH OF POWELL ROAD							
District: 07	County: HERNANDO	Type of Work: RESURFACING						
Extra Description: 4 LANES		Project Length: 4.304MI						
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1								
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
PRELIMINARY ENGINEERING / MANAGED BY FDOT								All Years
Fund Code: ACSL-ADVANCE CONSTRUCTION (SL)	\$332,936							\$332,936
DDR-DISTRICT DEDICATED REVENUE	\$7,407							\$7,407
DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$15,900							\$15,900
DS-STATE PRIMARY HIGHWAYS & PTO	\$5,876							\$5,876
SA-STP, ANY AREA	\$946,410							\$946,410
Phase: PRELIMINARY ENGINEERING Totals	\$1,308,529							\$1,308,529

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

CONSTRUCTION / MANAGED BY FDOT		(Continued from Prior Page)						
Fund Code:	DDR-DISTRICT DEDICATED REVENUE			\$3,205,833				\$3,205,833
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$138,393				\$138,393
DS-STATE PRIMARY HIGHWAYS & PTO		\$527						\$527
SA-STP, ANY AREA				\$2,960,389				\$2,960,389
SL-STP, AREAS <= 200K				\$3,275,521				\$3,275,521
Phase: CONSTRUCTION Totals		\$527		\$9,580,136				\$9,580,136
Item: 447935 1 Totals		\$1,309,056		\$9,580,136				\$10,889,192
Project Totals		\$1,309,056		\$9,580,136				\$10,889,192
<b>Item Number: 447948 1 Project Description: SR 50 FROM MONDON HILL RD TO S OF JASMINE DR</b>								
District: 07	County: HERNANDO			*SIS*				
Extra Description:	4 LANES			Type of Work: RESURFACING				
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1								
Phase / Responsible Agency								Fiscal Year
PRELIMINARY ENGINEERING / MANAGED BY FDOT		<2025	2025	2026	2027	2028	2029	>2029
Fund Code:	ACSA-ADVANCE CONSTRUCTION (SA)	\$21,937						\$21,937
DDR-DISTRICT DEDICATED REVENUE		\$2,459						\$2,459
DIH-STATE IN-HOUSE PRODUCT SUPPORT		\$5,263						\$5,263
DS-STATE PRIMARY HIGHWAYS & PTO		\$21,375						\$21,375
SA-STP, ANY AREA		\$1,044,886						\$1,044,886
Phase: PRELIMINARY ENGINEERING Totals		\$1,095,920						\$1,095,920
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code:	ACNR-AC NAT HWY PERFORM RESURFACING		\$9,011,925					\$9,011,925
DDR-DISTRICT DEDICATED REVENUE			\$1,170,380					\$1,170,380
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$189,864					\$189,864
DS-STATE PRIMARY HIGHWAYS & PTO		\$25,940						\$25,940
Phase: CONSTRUCTION Totals		\$25,940	\$10,372,169					\$10,398,109
Item: 447948 1 Totals		\$1,121,860	\$10,372,169					\$11,494,029
Project Totals		\$1,121,860	\$10,372,169					\$11,494,029
<b>Item Number: 449059 1 Project Description: CR 581/EMERSON RD FROM POWELL RD TO SR 50/CORTEZ BLVD</b>								
District: 07	County: HERNANDO			Type of Work: RESURFACING				
Extra Description:	RESURFACING AND SHOULDER IMPROVEMENTS			Project Length: 2.903MI				
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1								
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
PRELIMINARY ENGINEERING / MANAGED BY HERNANDO COUNTY BOCC								All Years
Fund Code:	LF-LOCAL FUNDS		\$100,000					\$100,000
<b>CONSTRUCTION / MANAGED BY HERNANDO COUNTY BOCC</b>								
Fund Code:	LF-LOCAL FUNDS	\$250,000						\$250,000
SCWR-2015 SB2514A-SMALL CO OUTREACH		\$1,050,000						\$1,050,000
Phase: CONSTRUCTION Totals		\$1,300,000						\$1,300,000
Item: 449059 1 Totals		\$1,300,000	\$100,000					\$1,400,000
Project Totals		\$1,300,000	\$100,000					\$1,400,000

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**HIGHWAYS**
**HERNANDO/CITRUS MPO**

Item Number: 449157 1	Project Description: US 41/SR 45/BROAD ST FROM N OF JEFFERSON ST TO S OF TURKEY TROT LN							
District: 07	County: HERNANDO							
Extra Description: MILLING AND RESURFACING	Type of Work: RESURFACING							
LRTP 2045 Reference: Goal 2, Objectives 1-4	Project Length: 4.034MI							
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								All Years
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$3,391	\$1,053,001					\$1,056,392
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$1,500	\$1,000					\$2,500
	DS-STATE PRIMARY HIGHWAYS & PTO	\$2,025						\$2,025
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$6,916</b>	<b>\$1,054,001</b>					<b>\$1,060,917</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				\$5,331,279			\$5,331,279
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$71,083			\$71,083
	<b>Phase: CONSTRUCTION Totals</b>				<b>\$5,402,362</b>			<b>\$5,402,362</b>
	<b>Item: 449157 1 Totals</b>	<b>\$6,916</b>	<b>\$1,054,001</b>		<b>\$5,402,362</b>			<b>\$6,463,279</b>
<b>Item Number: 451056 1</b>								
District: 07	County: HERNANDO							
Extra Description: MILLING AND RESURFACING	Type of Work: RESURFACING							
LRTP 2045 Reference: Goal 1, Obj 1-3; Goal 2, Obj 1-4	Project Length: 2.393MI							
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								All Years
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$1,020	\$811,178					\$812,198
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$2,000	\$10,000					\$12,000
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,881						\$1,881
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$4,901</b>	<b>\$821,178</b>					<b>\$826,079</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
Fund Code:	DDR-DISTRICT DEDICATED REVENUE				\$4,046,331			\$4,046,331
	DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$53,952			\$53,952
	<b>Phase: CONSTRUCTION Totals</b>				<b>\$4,100,283</b>			<b>\$4,100,283</b>
	<b>Item: 451056 1 Totals</b>	<b>\$4,901</b>	<b>\$821,178</b>		<b>\$4,100,283</b>			<b>\$4,926,362</b>
<b>Item Number: 452924 1</b>								
District: 07	County: HERNANDO							
Extra Description: INTERSECTION IMPROVEMENTS	Type of Work: INTERSECTION IMPROVEMENT							
LRTP 2045 Reference: Goal 1, Obj 1-4; Goal 2, Obj 2; Goal 3, Obj 1	Project Length: 0.154MI							
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								All Years
Fund Code:	DDR-DISTRICT DEDICATED REVENUE	\$150,377						\$150,377
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	\$2,000						\$2,000
	DS-STATE PRIMARY HIGHWAYS & PTO	\$205,085						\$205,085
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>\$357,462</b>						<b>\$357,462</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>								
Fund Code:	DS-STATE PRIMARY HIGHWAYS & PTO	\$500,000						\$500,000

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

CONSTRUCTION / MANAGED BY FDOT		(Continued from Prior Page)													
Fund Code: DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$15,981			\$15,981							
SA-STP, ANY AREA					\$547,488			\$547,488							
SM-STBG AREA POP. W/ 5K TO 49,999					\$651,030			\$651,030							
Phase: CONSTRUCTION Totals					\$1,214,499			\$1,214,499							
Item: 452924 1 Totals	\$857,462				\$1,214,499			\$2,071,961							
Project Totals	\$869,279	\$1,875,179			\$10,717,144			\$13,461,602							
<b>Item Number: 450971 1 Project Description: HERNANDO COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS</b>															
District: 07	County: HERNANDO	Type of Work: SIDEWALK													
LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4															
Phase / Responsible Agency		Fiscal Year													
<2025		2025	2026	2027	2028	2029	>2029	All Years							
CONSTRUCTION / MANAGED BY FDOT															
Fund Code: CARL-CARB FOR URB. LESS THAN 200K					\$339,981			\$339,981							
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$4,831			\$4,831							
Phase: CONSTRUCTION Totals					\$344,812			\$344,812							
Item: 450971 1 Totals					\$344,812			\$344,812							
<b>Item Number: 450971 2 Project Description: HERNANDO COUNTY SIDEWALK GAPS- VARIOUS LOCATIONS - PHASE II</b>															
District: 07	County: HERNANDO	Type of Work: SIDEWALK													
LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objective 1 & 4															
Phase / Responsible Agency		Fiscal Year													
<2025		2025	2026	2027	2028	2029	>2029	All Years							
CONSTRUCTION / MANAGED BY FDOT															
Fund Code: CARL-CARB FOR URB. LESS THAN 200K					\$339,981			\$339,981							
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$4,986			\$4,986							
Phase: CONSTRUCTION Totals					\$344,967			\$344,967							
Item: 450971 2 Totals					\$344,967			\$344,967							
<b>Item Number: 450971 3 Project Description: HERNANDO COUNTY SIDEWALK GAPS- VARIOUS LOCATIONS - PHASE III</b>															
District: 07	County: HERNANDO	Type of Work: SIDEWALK													
LRTP 2045 Reference: Goal 1, Objective 1; Goal 6, Objectives 1 & 4															
Phase / Responsible Agency		Fiscal Year													
<2025		2025	2026	2027	2028	2029	>2029	All Years							
CONSTRUCTION / MANAGED BY FDOT															
Fund Code: CARL-CARB FOR URB. LESS THAN 200K					\$339,981			\$339,981							
DDR-DISTRICT DEDICATED REVENUE					\$760,019			\$760,019							
DIH-STATE IN-HOUSE PRODUCT SUPPORT					\$5,149			\$5,149							
Phase: CONSTRUCTION Totals					\$1,105,149			\$1,105,149							
Item: 450971 3 Totals					\$1,105,149			\$1,105,149							
Project Totals					\$344,812	\$344,967	\$1,105,149	\$1,794,928							

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## HIGHWAYS

HERNANDO/CITRUS MPO

Item Number: 451046 1	Project Description: SR 50/CORTEZ BLVD FROM WISCON RD TO COBB RD	*SIS*							
District: 07	County: HERNANDO	Type of Work: RESURFACING							
Extra Description:	MILLING AND RESURFACING C(9/2023)	Project Length: 3.834MI							
LRTP 2045 Reference:	Goal 1, Obj 1-3; Goal 2, 1-4; Goal 3, Obj 2; Goal 6, Obj 2								
Phase / Responsible Agency		Fiscal Year							
		<2025	2025	2026	2027	2028	2029	>2029	
PRELIMINARY ENGINEERING / MANAGED BY FDOT								All Years	
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$281,929					\$281,929	
DIH-STATE IN-HOUSE PRODUCT SUPPORT			\$500,000					\$500,000	
Phase: PRELIMINARY ENGINEERING Totals			\$781,929					\$781,929	
CONSTRUCTION / MANAGED BY FDOT									
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$4,614,908				\$4,614,908	
DIH-STATE IN-HOUSE PRODUCT SUPPORT				\$122,237				\$122,237	
DS-STATE PRIMARY HIGHWAYS & PTO				\$4,552,810				\$4,552,810	
Phase: CONSTRUCTION Totals				\$9,289,955				\$9,289,955	
Item: 451046 1 Totals		\$781,929		\$9,289,955				\$10,071,884	
Project Totals		\$781,929		\$9,289,955				\$10,071,884	
Total Highway Projects		\$99,609,892	\$34,056,523	\$109,891,609	\$52,314,985	\$23,970,968	\$8,095,402	\$0	\$327,939,379

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## TURNPIKE

HERNANDO/CITRUS MPO

Item Number: 442764 2	Project Description: SUNCOAST II-PHASE 3A (SR589)-CR 486 TO CR 495	*SIS*							
District: 07	County: CITRUS	Type of Work: NEW ROAD CONSTRUCTION							
LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 3, Obj 1, 2, 4; Goal 4, Obj 3, 4 and 5	Project Length: 5.515MI								
		Fiscal Year							
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,839,081								\$9,839,081
PKYI-TURNPIKE IMPROVEMENT	\$710,473	\$2,762,200							\$3,472,673
Phase: PRELIMINARY ENGINEERING Totals	<b>\$10,549,554</b>	<b>\$2,762,200</b>							<b>\$13,311,754</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$450,485								\$450,485
PKYI-TURNPIKE IMPROVEMENT	\$13,553,851	\$35,370,800	\$9,824,096						\$58,748,747
Phase: RIGHT OF WAY Totals	<b>\$14,004,336</b>	<b>\$35,370,800</b>	<b>\$9,824,096</b>						<b>\$59,199,232</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
Fund Code: PKYI-TURNPIKE IMPROVEMENT	\$500,000	\$7,500,000							\$8,000,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code: PKBD-TURNPIKE MASTER BOND FUND		\$161,487,480							\$161,487,480
PKYI-TURNPIKE IMPROVEMENT	\$59,355	\$116,008,972	\$1,060						\$117,979,387
Phase: CONSTRUCTION Totals	<b>\$59,355</b>	<b>\$277,496,452</b>	<b>\$1,060</b>						<b>\$279,466,867</b>
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>									
Fund Code: PKYI-TURNPIKE IMPROVEMENT	\$35,500	\$1,000,000	\$1,500,000						\$2,535,500
Item: 442764 2 Totals	<b>\$25,148,745</b>	<b>\$324,129,452</b>	<b>\$11,325,156</b>						<b>\$362,513,353</b>
Item Number: 442764 3	Project Description: SUNCOAST II-PHASE 3B (SR589)-CR 495 TO US 19	*SIS*							
District: 07	County: CITRUS	Type of Work: NEW ROAD CONSTRUCTION							
LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 3, Obj 1, 2, 4; Goal 4, Obj 3, 4 and 5	Project Length: 4.496MI								
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$9,365,325								\$9,365,325
PKYI-TURNPIKE IMPROVEMENT	\$1,753,583	\$1,800,000							\$3,553,583
Phase: PRELIMINARY ENGINEERING Totals	<b>\$11,118,908</b>	<b>\$1,800,000</b>							<b>\$12,918,908</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
Fund Code: PKED-2012 SB1998-TURNPIKE FEEDER RD	\$165,672								\$165,672
PKYI-TURNPIKE IMPROVEMENT	\$2,131,458	\$24,099,000	\$8,630,824						\$34,861,282
Phase: RIGHT OF WAY Totals	<b>\$2,297,130</b>	<b>\$24,099,000</b>	<b>\$8,630,824</b>						<b>\$35,026,954</b>
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>									
Fund Code: PKYI-TURNPIKE IMPROVEMENT		\$22,030,000	\$1,250,000						\$23,280,000
<b>CONSTRUCTION / MANAGED BY FDOT (Continued from Prior Page)</b>									
Fund Code: PKBD-TURNPIKE MASTER BOND FUND		\$148,278,792							\$148,278,792
PKYI-TURNPIKE IMPROVEMENT	\$38,885	\$105,965,888	\$1,093						\$106,005,866
Phase: CONSTRUCTION Totals	<b>\$38,885</b>	<b>\$254,244,680</b>	<b>\$1,093</b>						<b>\$254,284,658</b>

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

## TURNPIKE

TIP FISCAL YEARS 2025-2029

HERNANDO/CITRUS MPO

## ENVIRONMENTAL / MANAGED BY FDOT (Continued from prior page)

Fund Code: PKYI-TURNPIKE IMPROVEMENT		\$2,500,000						\$2,500,000
Item: 442764 3 Totals	\$13,454,923	\$50,429,000	\$264,125,504	\$1,093				\$328,010,520
Project Totals	\$38,603,668	\$374,558,452	\$275,450,660	\$1,093	\$1,910,000			\$690,523,873

Item Number: 447701 1 Project Description: RESURFACE SUNCOAST (SR 589) IN HERNANDO COUNTY, MP 37.3-44.5 \*SIS\*

District: 07 County: HERNANDO

LRTP 2045 Reference: Goal 1, Obj 1, 3, 4; Goal 3, Obj 1, 2, 4; Goal 4, Obj 3, 4 and 5

Type of Work: RESURFACING

Project Length: 7.212MI

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
Fund Code: PKYI-TURNPIKE IMPROVEMENT	\$8,020						\$8,020
PKYR-TURNPIKE RENEWAL & REPLACEMENT	\$1,500	\$1,550,000					\$1,551,500
Phase: PRELIMINARY ENGINEERING Totals	\$9,520	\$1,550,000					\$1,559,520

## CONSTRUCTION / MANAGED BY FDOT

Fund Code: PKYR-TURNPIKE RENEWAL & REPLACEMENT			\$19,238,419				\$19,238,419
Item: 447701 1 Totals	\$9,520	\$1,550,000	\$19,238,419				\$20,797,939

Item Number: 447701 2 Project Description: SAFETY IMPROVEMENTS TO SUNCOAST (SR 589) IN HERNANDO CNTY, MP 37.3-44.5

District: 07 County: HERNANDO

LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1

Type of Work: GUARDRAIL \*SIS\*

Project Length: 7.212MI

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>P D &amp; E / MANAGED BY FDOT</b>							
Fund Code: PKYR-TURNPIKE RENEWAL & REPLACEMENT	\$245,044						\$245,044

## PRELIMINARY ENGINEERING / MANAGED BY FDOT

Fund Code: PKYI-TURNPIKE IMPROVEMENT		\$55,652					\$55,652
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## CONSTRUCTION / MANAGED BY FDOT

Fund Code: PKYI-TURNPIKE IMPROVEMENT		\$8,433					\$8,433
PKYR-TURNPIKE RENEWAL & REPLACEMENT				\$2,485,066			\$2,485,066
Phase: CONSTRUCTION Totals	\$8,433		\$2,485,066				\$2,493,499

## ENVIRONMENTAL / MANAGED BY FDOT

Fund Code: PKYI-TURNPIKE IMPROVEMENT		\$20,733					\$20,733
Item: 447701 2 Totals	\$329,862		\$2,485,066				\$2,814,928
Project Totals	\$339,382	\$1,550,000	\$21,723,485				\$23,612,867
Total FL Turnpike Projects	\$38,943,050	\$376,108,452	\$297,174,145	\$1,093	\$1,910,000	\$0	\$0

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS TRANSPORTATION PLANNING

## **TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO**

Item Number: 439335 5	Project Description: HERNANDO/CITRUS FY 2024/2025-2025/2026 UPWP							
District: 07	County: HERNANDO							
LRTP 2045 Reference: Goals 1-6								
		Type of Work: TRANSPORTATION PLANNING						
		Project Length: 0.000						
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								All Years
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)			\$697,924	\$705,133				\$1,403,057
Item: 439335 5 Totals			\$697,924	\$705,133				\$1,403,057
Item Number: 439335 6	Project Description: HERNANDO/CITRUS FY 2026/2027-2027/2028 UPWP							
District: 07	County: HERNANDO							
LRTP 2045 Reference: Goals 1-6								
		Type of Work: TRANSPORTATION PLANNING						
		Project Length: 0.000						
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								All Years
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)					\$705,133	\$705,133		\$1,410,266
Item: 439335 6 Totals					\$705,133	\$705,133		\$1,410,266
Item Number: 439335 7	Project Description: HERNANDO /CITRUS FY 2028/2029-2029/2030 UPWP							
District: 07	County: HERNANDO							
LRTP 2045 Reference: All Goals								
		Type of Work: TRANSPORTATION PLANNING						
		Project Length: 0.000						
		Fiscal Year						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029
PLANNING / RESPONSIBLE AGENCY NOT AVAILABLE								All Years
Fund Code: PL-METRO PLAN (85% FA; 15% OTHER)							\$705,133	\$705,133
Item: 439335 7 Totals							\$705,133	\$705,133
Project Totals			\$697,924	\$705,133	\$705,133	\$705,133	\$705,133	\$3,518,456
Total Transportation Planning Projects		\$0	\$697,924	\$705,133	\$705,133	\$705,133	\$705,133	\$0

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS  
MAINTENANCE**

**TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO**

Item Number: 259756 1	Project Description: CITRUS CO (02)								
District: 07	County: CITRUS								
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1									
		Type of Work: ROUTINE MAINTENANCE							
		Project Length: 0.000							
		Fiscal Year							
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$3,891,346	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,241,346
Item: 259756 1 Totals		\$3,891,346	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,241,346
Project Totals		\$3,891,346	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000		\$4,241,346
Item Number: 405298 1		Project Description: CITRUS CO (02) ASSET MANAGEMENT CONTRACT							
District: 07	County: CITRUS								
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1		Type of Work: ROUTINE MAINTENANCE							
		Project Length: 0.000							
		Fiscal Year							
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$20,217,352	\$1,348,656	\$1,348,656	\$1,348,656	\$1,348,656	\$1,399,905		\$27,011,881
Item: 405298 1 Totals		\$20,217,352	\$1,348,656	\$1,348,656	\$1,348,656	\$1,348,656	\$1,399,905		\$27,011,881
Project Totals		\$20,217,352	\$1,348,656	\$1,348,656	\$1,348,656	\$1,348,656	\$1,399,905		\$27,011,881
Item Number: 400490 1		Project Description: HERNANDO CO (08)							
District: 07	County: HERNANDO								
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1		Type of Work: ROUTINE MAINTENANCE							
		Project Length: 0.000							
		Fiscal Year							
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$44,655,080	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$56,155,080
Item: 400490 1 Totals		\$44,655,080	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$56,155,080
Project Totals		\$44,655,080	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000	\$2,300,000		\$56,155,080
Item Number: 401185 1		Project Description: HERNANDO CO (08)							
District: 07	County: HERNANDO								
Extra Description: NONE		Type of Work: ROUTINE MAINTENANCE							
LRTP 2045 Reference: Goal 4, Objective 1; Goal 6, Objective 1		Project Length: 0.000							
		Fiscal Year							
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT									
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$149,793	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		\$224,793
Item: 401185 1 Totals		\$149,793	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		\$224,793
Project Totals		\$149,793	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000		\$224,793

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## MAINTENANCE

HERNANDO/CITRUS MPO

Item Number: 453974 1 Project Description: BROOKSVILLE OPS CENTER- CAMPUS PAINTING/CLEANING/INTERIOR & EXTERIOR  
 District: 07 County: HERNANDO Type of Work: FIXED CAPITAL OUTLAY  
 LRTP 2045 Reference: Goal 1, Obj 1-3; Goal 2, Obj 1-4; Goal 5, Obj 1, 2, 4; Goal 6, Goal 7 Project Length: 0.000

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT							
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$30,000					\$30,000
Item: 453974 1 Totals		\$30,000					\$30,000
Project Totals		\$30,000					\$30,000

Item Number: 453976 1 Project Description: BROOKSVILLE OPS CENTER- SECURITY/DESIGN CAMPUS-WIDE CAMERA SYSTEM  
 District: 07 County: HERNANDO Type of Work: FIXED CAPITAL OUTLAY  
 LRTP 2045 Reference: Goal 1, Obj 1-3, Goals 2, Obj 1-4, Goal 5, Obj 1, 2, 4, Goal 6, Goal 7 Project Length: 0.000

Phase / Responsible Agency	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	
BRDG/RDWY/CONTRACT MAINT / MANAGED BY FDOT								
Fund Code: D-UNRESTRICTED STATE PRIMARY		\$20,000					\$20,000	
Item: 453976 1 Totals		\$20,000					\$20,000	
Project Totals		\$20,000					\$20,000	
Total Maintenance Projects	\$68,913,571	\$3,783,656	\$3,733,656	\$3,733,656	\$3,733,656	\$3,784,905	\$0	\$87,683,100

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**HERNANDO/CITRUS MPO**
**FLP: AVIATION**

Item Number: 440559 1	Project Description: INVERNESS AIRPORT - TAXILANES FOR T-HANGARS	County: CITRUS	Type of Work: AVIATION REVENUE/OPERATIONAL					
District: 07	Extra Description: DESIGN AND CONSTRUCT		Project Length: 0.000					
LRTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1								
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: DPTO-STATE - PTO		\$84,880						\$84,880
FAA-FEDERAL AVIATION ADMIN		\$954,900						\$954,900
LF-LOCAL FUNDS		\$21,220						\$21,220
<b>Phase: CAPITAL Totals</b>		<b>\$1,061,000</b>						<b>\$1,061,000</b>
<b>Item: 440559 1 Totals</b>		<b>\$1,061,000</b>						<b>\$1,061,000</b>
<b>Project Totals</b>		<b>\$1,061,000</b>						<b>\$1,061,000</b>
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: DPTO-STATE - PTO				\$409,600				\$409,600
LF-LOCAL FUNDS				\$102,400				\$102,400
<b>Phase: CAPITAL Totals</b>				<b>\$512,000</b>				<b>\$512,000</b>
<b>Item: 450280 1 Totals</b>				<b>\$512,000</b>				<b>\$512,000</b>
<b>Project Totals</b>				<b>\$512,000</b>				<b>\$512,000</b>
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$86,400				\$86,400
FAA-FEDERAL AVIATION ADMIN				\$972,000				\$972,000
LF-LOCAL FUNDS				\$21,600				\$21,600
<b>Phase: CAPITAL Totals</b>				<b>\$1,080,000</b>				<b>\$1,080,000</b>
<b>Item: 452372 1 Totals</b>				<b>\$1,080,000</b>				<b>\$1,080,000</b>
<b>Project Totals</b>				<b>\$1,080,000</b>				<b>\$1,080,000</b>
<b>Fiscal Year</b>								
<b>Phase / Responsible Agency</b>	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: DDR-DISTRICT DEDICATED REVENUE				\$360,000				\$360,000
LF-LOCAL FUNDS				\$90,000				\$90,000
<b>Phase: CAPITAL Totals</b>				<b>\$450,000</b>				<b>\$450,000</b>
<b>Item: 452373 1 Totals</b>				<b>\$450,000</b>				<b>\$450,000</b>
<b>Project Totals</b>				<b>\$450,000</b>				<b>\$450,000</b>

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## FLP: AVIATION

HERNANDO/CITRUS MPO

Item Number: 452374 1 Project Description: CRYSTAL RIVER AIRPORT - TAXIWAY A REHAB DESIGN

District: 07 County: CITRUS

LRTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1

Type of Work: AVIATION PRESERVATION PROJECT

Project Length: 0.000

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>							
Fund Code: DDR-DISTRICT DEDICATED REVENUE			\$9,600				\$9,600
FAA-FEDERAL AVIATION ADMIN			\$108,000				\$108,000
LF-LOCAL FUNDS			\$2,400				\$2,400
Phase: CAPITAL Totals			<b>\$120,000</b>				<b>\$120,000</b>
Item: 452374 1 Totals			<b>\$120,000</b>				<b>\$120,000</b>
Project Totals			<b>\$120,000</b>				<b>\$120,000</b>

Item Number: 435240 1 Project Description: BROOKSVILLE-TAMPA BAY REGIONAL AIRPORT - RUNWAY REHABILITATION

District: 07 County: HERNANDO

Type of Work: AVIATION SECURITY PROJECT

Extra Description: DESIGN AND CONSTRUCT

Project Length: 0.000

LRTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>							
Fund Code: DPTO-STATE - PTO			\$160,000				\$160,000
LF-LOCAL FUNDS			\$40,000				\$40,000
Phase: CAPITAL Totals			<b>\$200,000</b>				<b>\$200,000</b>
Item: 435240 1 Totals			<b>\$200,000</b>				<b>\$200,000</b>
Project Totals			<b>\$200,000</b>				<b>\$200,000</b>

Item Number: 447532 1 Project Description: BROOKSVILLE - TAMPA BAY REGIONAL AIRPORT-T HANGER AND TAXI LANE CONST

District: 07 County: HERNANDO

Type of Work: AVIATION REVENUE/OPERATIONAL

LRTP 2045 Reference: Goal 2, Objective 2; Goal 4, Objective 1; Goal 6, Objective 1

Project Length: 0.000

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>							
Fund Code: DPTO-STATE - PTO				\$1,574,000			\$1,574,000
LF-LOCAL FUNDS				\$1,574,000			\$1,574,000
Phase: CAPITAL Totals				<b>\$3,148,000</b>			<b>\$3,148,000</b>
Item: 447532 1 Totals				<b>\$3,148,000</b>			<b>\$3,148,000</b>
Project Totals				<b>\$3,148,000</b>			<b>\$3,148,000</b>
Total Aviation Projects	\$0	\$1,261,000	\$570,000	\$4,740,000	\$0	\$0	\$6,571,000

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**FLP: TRANSIT**
**HERNANDO/CITRUS MPO**

Item Number: 402628 1	Project Description: FTA SECTION 5311 OPERATING								
District: 07	County: CITRUS	Type of Work: CAPITAL FOR FIXED ROUTE							
Extra Description: CITRUS COUNTY BOCC		Project Length: 0.000							
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5									
			<b>Fiscal Year</b>						
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
OPERATIONS / MANAGED BY BOARD CO COMMISSIONRS CITRUS CO									
Fund Code: DDR-DISTRICT DEDICATED REVENUE	\$31,314								\$31,314
DU-STATE PRIMARY/FEDERAL REIMB	\$5,184,527	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301		\$5,781,032
LF-LOCAL FUNDS	\$5,309,777	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301	\$119,301		\$5,906,282
Phase: OPERATIONS Totals	<b>\$10,525,618</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>		<b>\$11,718,628</b>
Item: 402628 1 Totals	<b>\$10,525,618</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>	<b>\$238,602</b>		<b>\$11,718,628</b>
Item Number: 402628 2	Project Description: FTA SECTION 5311								
District: 07	County: CITRUS	Type of Work: OPERATING/ADMIN. ASSISTANCE							
Extra Description: CITRUS COUNTY BOCC - FTA SECTION 5311		Project Length: 0.000							
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5									
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
OPERATIONS / MANAGED BY BOARD CO COMMISSIONRS CITRUS CO									
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$521,075	\$81,221	\$58,218	\$128,471	\$128,471	\$128,471	\$128,471		\$1,045,927
LF-LOCAL FUNDS	\$521,075	\$81,221	\$58,218	\$128,471	\$128,471	\$128,471	\$128,471		\$1,045,927
Phase: OPERATIONS Totals	<b>\$1,042,150</b>	<b>\$162,442</b>	<b>\$116,436</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$256,942</b>		<b>\$2,091,854</b>
CAPITAL / MANAGED BY BOARD CO COMMISSIONRS CITRUS CO									
Fund Code: DU-STATE PRIMARY/FEDERAL REIMB	\$3,631,468								\$3,631,468
LF-LOCAL FUNDS	\$596,494								\$596,494
Phase: CAPITAL Totals	<b>\$4,227,962</b>								<b>\$4,227,962</b>
Item: 402628 2 Totals	<b>\$5,270,112</b>	<b>\$162,442</b>	<b>\$116,436</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$256,942</b>	<b>\$256,942</b>		<b>\$6,319,816</b>
Item Number: 402628 4	Project Description: CITRUS COUNTY BOCC - FTA SECTION 5307								
District: 07	County: CITRUS	Type of Work: OPERATING/ADMIN. ASSISTANCE							
Extra Description: SMALL URBANIZED AREA GOVERNOR'S APPORTIONMENT		Project Length: 0.000							
LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5									
Phase / Responsible Agency		<2025	2025	2026	2027	2028	2029	>2029	All Years
OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT									
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$2,500,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000		\$8,750,000
LF-LOCAL FUNDS	\$700,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000		\$2,450,000
Phase: OPERATIONS Totals	<b>\$3,200,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>		<b>\$11,200,000</b>
CAPITAL / MANAGED BY CITRUS COUNTY TRANSIT									
Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION	\$6,145,165								\$6,145,165
LF-LOCAL FUNDS	\$6,145,165								\$6,145,165
Phase: CAPITAL Totals	<b>\$12,290,330</b>								<b>\$12,290,330</b>
Item: 402628 4 Totals	<b>\$15,490,330</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>		<b>\$23,490,330</b>
Project Totals	<b>\$31,286,060</b>	<b>\$2,001,044</b>	<b>\$1,955,038</b>	<b>\$2,095,544</b>	<b>\$2,095,544</b>	<b>\$2,095,544</b>	<b>\$2,095,544</b>		<b>\$41,528,774</b>

## APPENDIX E: FIVE-YEAR FUNDED PROJECTS

TIP FISCAL YEARS 2025-2029

## FLP: TRANSIT

HERNANDO/CITRUS MPO

Item Number: 438845 1 Project Description: CITRUS COUNTY BOCC - STATE TRANSIT BLOCK GRANT

District: 07 County: CITRUS

Extra Description: HOMOSASSA SPRINGS

LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Type of Work: OPERATING/ADMIN. ASSISTANCE

Project Length: 0.000

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>OPERATIONS / MANAGED BY CITRUS COUNTY TRANSIT</b>							
<b>Fund Code:</b> DDR-DISTRICT DEDICATED REVENUE							
	\$602,905	\$364,748	\$329,104	\$350,000	\$441,543	\$44,035	\$2,132,335
	DPTO-STATE - PTO	\$1,619,969				\$410,754	\$2,030,723
	LF-LOCAL FUNDS	\$2,331,558	\$364,748	\$329,104	\$350,000	\$441,543	\$454,789
	<b>Phase: OPERATIONS Totals</b>	<b>\$4,554,432</b>	<b>\$729,496</b>	<b>\$658,208</b>	<b>\$700,000</b>	<b>\$883,086</b>	<b>\$909,578</b>
	<b>Item: 438845 1 Totals</b>	<b>\$4,554,432</b>	<b>\$729,496</b>	<b>\$658,208</b>	<b>\$700,000</b>	<b>\$883,086</b>	<b>\$909,578</b>
	<b>Project Totals</b>	<b>\$4,554,432</b>	<b>\$729,496</b>	<b>\$658,208</b>	<b>\$700,000</b>	<b>\$883,086</b>	<b>\$909,578</b>

Item Number: 401982 1 Project Description: HERNANDO COUNTY SECTION 5311

District: 07 County: HERNANDO

Extra Description: FTA SECTION 5311

LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Type of Work: OPERATING/ADMIN. ASSISTANCE

Project Length: 0.000

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>OPERATIONS / MANAGED BY HERNANDO</b>							
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB							
	\$2,569,311	\$315,527	\$315,527	\$315,527	\$315,527	\$315,527	\$4,146,946
	LF-LOCAL FUNDS	\$2,598,762	\$315,527	\$315,527	\$315,527	\$315,527	\$4,176,397
	<b>Phase: OPERATIONS Totals</b>	<b>\$5,168,073</b>	<b>\$631,054</b>	<b>\$631,054</b>	<b>\$631,054</b>	<b>\$631,054</b>	<b>\$8,323,343</b>

## CAPITAL / MANAGED BY HERNANDO

Fund Code: LF-LOCAL FUNDS	\$22,000						\$22,000
Item: 401982 1 Totals	\$5,190,073	\$631,054	\$631,054	\$631,054	\$631,054	\$631,054	\$8,345,343

Item Number: 401982 2 Project Description: HERNANDO COUNTY BOCC - FTA SECTION 5311

District: 07 County: HERNANDO

Extra Description: THE BUS

LRTP 2045 Reference: Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5

Type of Work: CAPITAL FOR FIXED ROUTE

Project Length: 0.000

Phase / Responsible Agency	Fiscal Year						
	<2025	2025	2026	2027	2028	2029	>2029
<b>OPERATIONS / MANAGED BY HERNANDO COUNTY MPO</b>							
<b>Fund Code:</b> DU-STATE PRIMARY/FEDERAL REIMB							
	\$230,059	\$35,000	\$25,000	\$130,083	\$130,083	\$130,083	\$680,308
	LF-LOCAL FUNDS	\$230,059	\$35,000	\$25,000	\$130,083	\$130,083	\$680,308
	<b>Phase: OPERATIONS Totals</b>	<b>\$460,118</b>	<b>\$70,000</b>	<b>\$50,000</b>	<b>\$260,166</b>	<b>\$260,166</b>	<b>\$1,360,616</b>
	<b>Item: 401982 2 Totals</b>	<b>\$460,118</b>	<b>\$70,000</b>	<b>\$50,000</b>	<b>\$260,166</b>	<b>\$260,166</b>	<b>\$1,360,616</b>
	<b>Project Totals</b>	<b>\$5,650,191</b>	<b>\$701,054</b>	<b>\$681,054</b>	<b>\$891,220</b>	<b>\$891,220</b>	<b>\$9,705,959</b>

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**FLP: TRANSIT**
**HERNANDO/CITRUS MPO**

Item Number: 408104 1	Project Description: HERNANDO COUNTY BLOCK GRANT							
District: 07	County: HERNANDO							
Extra Description:	HERNANDO COUNTY BOCC - STATE TRANSIT BLOCK GRANT - THE BUS							
LRTP 2045 Reference:	Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5							
		<b>Fiscal Year</b>						
<b>Phase / Responsible Agency</b>		<2025	2025	2026	2027	2028	2029	>2029
<b>OPERATIONS / MANAGED BY HERNANDO COUNTY MPO</b>								
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	\$2,617,990	\$257,725	\$265,457	\$460,001	\$551,543		\$4,152,716
	DPTO-STATE - PTO	\$2,653,249	\$230,133	\$175,730			\$568,089	\$3,627,201
	DS-STATE PRIMARY HIGHWAYS & PTO	\$1,397,737						\$1,397,737
	LF-LOCAL FUNDS	\$6,712,599	\$487,858	\$441,186	\$460,001	\$551,543	\$568,089	\$9,221,276
	<b>Phase: OPERATIONS Totals</b>	<b>\$13,381,575</b>	<b>\$975,716</b>	<b>\$882,373</b>	<b>\$920,002</b>	<b>\$1,103,086</b>	<b>\$1,136,178</b>	<b>\$18,398,930</b>
<b>Item: 408104 1 Totals</b>		<b>\$13,381,575</b>	<b>\$975,716</b>	<b>\$882,373</b>	<b>\$920,002</b>	<b>\$1,103,086</b>	<b>\$1,136,178</b>	<b>\$18,398,930</b>
<b>Project Totals</b>		<b>\$13,381,575</b>	<b>\$975,716</b>	<b>\$882,373</b>	<b>\$920,002</b>	<b>\$1,103,086</b>	<b>\$1,136,178</b>	<b>\$18,398,930</b>
<b>Item Number: 408715 1</b>		<b>Project Description: HERNANDO COUNTY BOCC - FTA SECTION 5307</b>						
District: 07	County: HERNANDO							
Extra Description:	THE BUS - SMALL URBANIZED GOV. APPROPRIATION							
LRTP 2045 Reference:	Goal 1, Objective 3; Goal 3, Objectives 1-3, and 5, Goal 4, Goal 6, Obj 1-4							
		<b>Fiscal Year</b>						
<b>Phase / Responsible Agency</b>		<2025	2025	2026	2027	2028	2029	>2029
<b>OPERATIONS / MANAGED BY HERNANDO</b>								
<b>Fund Code:</b>	FTA-FEDERAL TRANSIT ADMINISTRATION	\$1,950,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$8,200,000
	LF-LOCAL FUNDS	\$1,400,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$3,150,000
	<b>Phase: OPERATIONS Totals</b>	<b>\$3,350,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$11,350,000</b>
<b>CAPITAL / MANAGED BY HERNANDO</b>								
<b>Fund Code:</b>	FTA-FEDERAL TRANSIT ADMINISTRATION	\$10,248,621						\$10,248,621
	<b>Item: 408715 1 Totals</b>	<b>\$13,598,621</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$21,598,621</b>
	<b>Project Totals</b>	<b>\$13,598,621</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$1,600,000</b>	<b>\$21,598,621</b>
	<b>Total Transit Projects</b>	<b>\$68,470,879</b>	<b>\$6,007,310</b>	<b>\$5,776,673</b>	<b>\$6,206,766</b>	<b>\$6,572,936</b>	<b>\$6,632,520</b>	<b>\$0</b>

**APPENDIX E: FIVE-YEAR FUNDED PROJECTS**
**TIP FISCAL YEARS 2025-2029**
**MISCELLANEOUS**
**HERNANDO/CITRUS MPO**

Item Number: 451758 1	Project Description: CRYSTAL RIVERS NWR HEADQUARTERS BYPASS ROAD - FLAP GRANT	County: CITRUS	Type of Work: NEW ROAD CONSTRUCTION					
District: 07								
Extra Description:	CITY OF CRYSTAL RIVER IS GRANT RECIPIENT. FWS TO ADMINISTER		Project Length: 0.000					
LRTP 2045 Reference:	Goal 3							
<b>Fiscal Year</b>								
Phase / Responsible Agency	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: FLAP-FEDERAL LANDS ACCESS PROGRAM	\$195,000							\$195,000
<b>CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: FLAP-FEDERAL LANDS ACCESS PROGRAM	\$650,344							\$650,344
Item: 451758 1 Totals	\$195,000	\$650,344						\$845,344
Project Totals	\$195,000	\$650,344						\$845,344
<b>Item Number: 452206 2 Project Description: US 41 AT SR 50 - ELECTRIC VEHICLE CHARGER DEPLOYN *SIS*</b>								
District: 07	County: HERNANDO	Type of Work: ELECTRIC VEHICLE CHARGING						
LRTP 2045 Reference:	Goal 3, Objective 1	Project Length: 0.371MI						
<b>Fiscal Year</b>								
Phase / Responsible Agency	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM			\$1,500,000					\$1,500,000
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM	\$900,000							\$900,000
Item: 452206 2 Totals	\$900,000	\$1,500,000						\$2,400,000
<b>Item Number: 452206 3 Project Description: US 301 AT SR 50 - ELECTRIC VEHICLE CHARGER DEPLOYMENT - NEVI *SIS*</b>								
District: 07	County: HERNANDO	Type of Work: ELECTRIC VEHICLE CHARGING						
LRTP 2045 Reference:	Goal 3, Objective 1	Project Length: 0.168MI						
<b>Fiscal Year</b>								
Phase / Responsible Agency	<2025	2025	2026	2027	2028	2029	>2029	All Years
<b>OPERATIONS / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM			\$1,500,000					\$1,500,000
<b>CAPITAL / RESPONSIBLE AGENCY NOT AVAILABLE</b>								
Fund Code: GFEV-GEN. FUND EVEHICLE CHARG. PGM	\$900,000							\$900,000
Item: 452206 3 Totals	\$900,000	\$1,500,000						\$2,400,000
Project Totals	\$1,800,000	\$3,000,000						\$4,800,000
Total Miscellaneous Projects	\$195,000	\$2,450,344	\$3,000,000	\$0	\$0	\$0	\$0	\$5,645,344
Grand Total	\$276,132,392	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960		\$1,245,161,103

## APPENDIX E

TIP FISCAL YEARS 2025-2029

## SUMMARY BY PROJECT CATEGORY PER FISCAL YEAR

HERNANDO/CITRUS MPO

Summary by Project Category	Fiscal Year							
	<2025	2025	2026	2027	2028	2029	>2029	All Years
Total Highway Projects	\$99,609,892	\$34,056,523	\$109,891,609	\$52,314,985	\$23,970,968	\$8,095,402	\$0	\$327,939,379
Total FL Turnpike Projects	\$38,943,050	\$376,108,452	\$297,174,145	\$1,093	\$1,910,000	\$0	\$0	\$714,136,740
Total Transportation Planning Projects	\$0	\$697,924	\$705,133	\$705,133	\$705,133	\$705,133	\$0	\$3,518,456
Total Maintenance Projects	\$68,913,571	\$3,783,656	\$3,733,656	\$3,733,656	\$3,733,656	\$3,784,905	\$0	\$87,683,100
Total Aviation Projects	\$0	\$1,261,000	\$570,000	\$4,740,000	\$0	\$0	\$0	\$6,571,000
Total Transit Projects	\$68,470,879	\$6,007,310	\$5,776,673	\$6,206,766	\$6,572,936	\$6,632,520	\$0	\$99,667,084
Total Miscellaneous Projects	\$195,000	\$2,450,344	\$3,000,000	\$0	\$0	\$0	\$0	\$5,645,344
<b>Total All Categories for 5-Year TIP FY 2025-FY 2029</b>	<b>\$276,132,392</b>	<b>\$424,365,209</b>	<b>\$420,851,216</b>	<b>\$67,701,633</b>	<b>\$36,892,693</b>	<b>\$19,217,960</b>	<b>\$0</b>	<b>\$1,245,161,103</b>

## APPENDIX E

TIP FISCAL YEARS 2025-2029

## SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR

HERNANDO/CITRUS MPO

Fund	Fund Name	<2025	2025	2026	2027	2028	2029	>2029	All Years
ACCM	ADVANCE CONSTRUCTION (CM)	240,873							240,873
ACNP	ADVANCE CONSTRUCTION NHPP	340,000		60,997,951		4,633,319			65,971,270
ACNR	AC NAT HWY PERFORM RESURFACING		9,011,925	1,459,282	7,032,378				17,503,585
ACPR	AC - PROTECT GRANT PGM			4,629,202					4,629,202
ACSA	ADVANCE CONSTRUCTION (SA)	34,130							34,130
ACSL	ADVANCE CONSTRUCTION (SL)	682,936							682,936
ACSM	STBG AREA POP. W/ 5K TO 49,999	610,758							610,758
ACSS	ADVANCE CONSTRUCTION (SS,HSP)			86,260					86,260
ARPA	AMERICAN RESCUE PLAN ACT	4,469,945							4,469,945
ARTW	ARTERIAL WIDENING PROGRAM		5,267,171						5,267,171
BA	DONOR BONUS, ANY AREA	740,031							740,031
CARB	CARBON REDUCTION GRANT PGM			1,477,955		2,142,180			3,620,135
CARL	CARB FOR URB. LESS THAN 200K				526,508	526,508	532,626		1,585,642
CARN	CARB FOR RURAL AREAS < 5K	779,352	314,742	326,601	320,771	326,434			2,067,900
CM	CONGESTION MITIGATION - AQ	692,192	29,036	1,813,696					2,534,924
D	UNRESTRICTED STATE PRIMARY	68,913,571	3,783,656	3,733,656	3,733,656	3,733,656	3,784,905		87,683,100
DDR	DISTRICT DEDICATED REVENUE	15,111,067	10,944,487	19,192,965	33,428,145	11,776,812	2,197,850		92,651,326
DEM	ENVIRONMENTAL MITIGATION		931						931
DIH	STATE IN-HOUSE PRODUCT SUPPORT	1,321,370	1,198,801	605,088	440,394	212,635	8,961		3,787,249
DPTO	STATE - PTO	4,273,218	475,013	175,730	1,983,600		978,843		7,886,404
DS	STATE PRIMARY HIGHWAYS & PTO	6,102,207		326,447	4,552,810	2,045,089			13,026,553
DU	STATE PRIMARY/FEDERAL REIMB	12,136,440	551,049	518,046	693,382	693,382	693,382		15,285,681
FAA	FEDERAL AVIATION ADMIN		954,900	108,000	972,000				2,034,900
FLAP	FEDERAL LANDS ACCESS PROGRAM	195,000	650,344						845,344
FTA	FEDERAL TRANSIT ADMINISTRATION	\$20,843,786	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000		\$33,343,786
GFEV	GEN. FUND EVEHICLE CHARG. PGM		\$1,800,000	\$3,000,000					\$4,800,000
GFSA	GF STPBG ANY AREA	\$365,992							\$365,992
GRSC	GROWTH MANAGEMENT FOR SCOP		\$1,338,900	\$948,457	\$966,026		\$966,026		\$4,219,409
LF	LOCAL FUNDS	\$30,245,978	\$3,371,811	\$4,001,195	\$3,901,383	\$2,386,468	\$3,915,618		\$47,822,453
LFP	LOCAL FUNDS FOR PARTICIPATING				\$1,289,872				\$1,289,872
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	\$1,700,768							\$1,700,768
PKBD	TURNPIKE MASTER BOND FUND		\$161,487,480	\$148,278,792					\$309,766,272
PKED	2012 SB1998-TURNPIKE FEEDER RD	\$19,820,563							\$19,820,563

## APPENDIX E

TIP FISCAL YEARS 2025-2029

## SUMMARY BY FUND TYPE/FUND NAME PER FISCAL YEAR

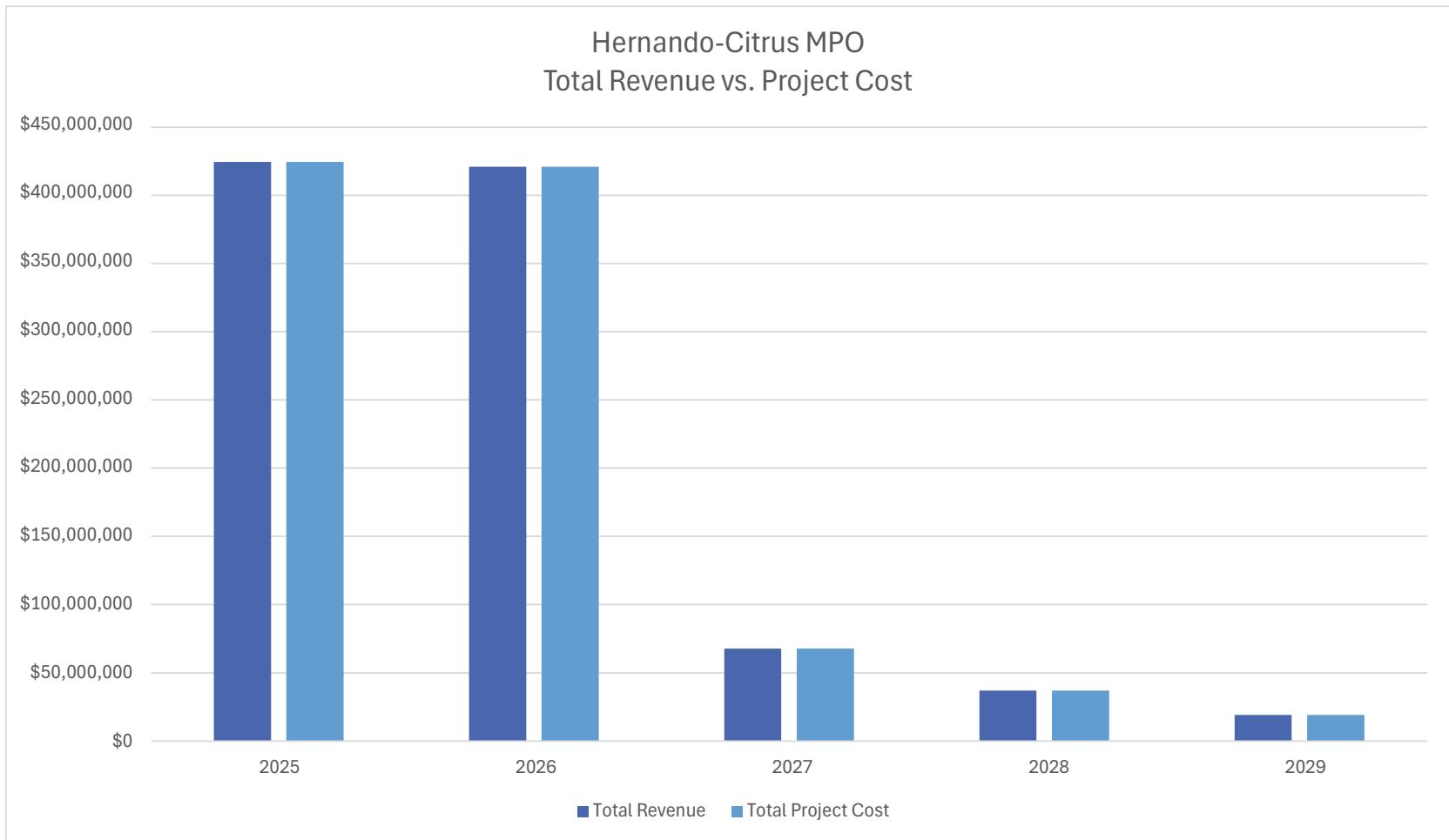
HERNANDO/CITRUS MPO

Fund	Fund Name	<2025	2025	2026	2027	2028	2029	>2029	All Years
PKYI	TURNPIKE IMPROVEMENT	\$18,875,943	\$213,070,972	\$127,171,868	\$1,093	\$1,910,000			\$361,029,876
PKYR	TURNPIKE RENEWAL & REPLACEMENT	\$246,544	\$1,550,000	\$21,723,485					\$23,520,029
PL	METRO PLAN (85% FA; 15% OTHER)		\$697,924	\$705,133	\$705,133	\$705,133	\$705,133		\$3,518,456
SA	STP, ANY AREA	\$4,277,741	\$1,298,445	\$5,781,732	\$547,488	\$643,108			\$12,548,514
SCED	2012 SB1998-SMALL CO OUTREACH		\$256,410	\$256,410	\$256,410		\$256,410		\$1,025,640
SCOP	SMALL COUNTY OUTREACH PROGRAM		\$230,714	\$247,117	\$256,923		\$258,462		\$993,216
SCWR	2015 SB2514A-SMALL CO OUTREACH	\$1,050,000	\$245,490	\$256,848	\$330,769		\$319,744		\$2,202,851
SIB1	STATE INFRASTRUCTURE BANK	\$54,108,744							\$54,108,744
SL	STP, AREAS <= 200K	\$2,549,351		\$3,275,521					\$5,824,872
SM	STBG AREA POP. W/ 5K TO 49,999	\$1,024,103	\$785,667	\$814,712	\$651,030				\$3,275,512
SN	STP, MANDATORY NON-URBAN <= 5K	\$3,927,822	\$2,550,272	\$2,659,334	\$2,611,862	\$2,657,969	\$2,100,000		\$16,507,259
SR2T	SAFE ROUTES - TRANSFER	\$451,036		\$972,476					\$1,423,512
TALL	TRANSPORTATION ALTS- <200K			\$384,231					\$384,231
TALT	TRANSPORTATION ALTS- ANY AREA			\$2,423,026					\$2,423,026
<b>Grand Total:</b>		<b>\$276,132,392</b>	<b>\$424,365,209</b>	<b>\$420,851,216</b>	<b>\$67,701,633</b>	<b>\$36,892,693</b>	<b>\$19,217,960</b>		<b>\$1,245,161,103</b>

**APPENDIX E**  
**SUMMARY BY FUNDING SOURCE PER FISCAL YEAR**

**TIP FISCAL YEARS 2025-2029**  
**HERNANDO/CITRUS MPO**

Fund Type	<2025	2025	2026	2027	2028	2029	>2029	All Years
Federal	\$56,062,256	\$21,144,304	\$93,933,158	\$16,560,552	\$14,828,033	\$6,531,141		\$209,059,444
Local	\$30,245,978	\$3,371,811	\$4,001,195	\$5,191,255	\$2,386,468	\$3,915,618		\$49,112,325
SIB	\$54,108,744							\$54,108,744
State 100%	\$116,592,927	\$23,740,642	\$25,742,718	\$45,948,733	\$17,768,192	\$8,771,201		\$238,564,413
Toll/Turnpike	\$19,122,487	\$376,108,452	\$297,174,145	\$1,093	\$1,910,000			\$694,316,177
<b>Grand Total:</b>	<b>\$276,132,392</b>	<b>\$424,365,209</b>	<b>\$420,851,216</b>	<b>\$67,701,633</b>	<b>\$36,892,693</b>	<b>\$19,217,960</b>		<b>\$1,245,161,103</b>



Fund Type	2025	2026	2027	2028	2029	All Years
Total Revenue	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960	\$969,028,711
Total Project Cost	\$424,365,209	\$420,851,216	\$67,701,633	\$36,892,693	\$19,217,960	\$969,028,711

## **Appendix F: FDOT Annual List of Obligated Projects**

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APPENDIX F FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS														TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO		
GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDID	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	CM	MANAGED BY FDOT	*NON-SIS*	\$281,441
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	GFSA	MANAGED BY FDOT	*NON-SIS*	\$172,937
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	GFSN	MANAGED BY FDOT	*NON-SIS*	\$40,297
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	PROT	MANAGED BY FDOT	*NON-SIS*	\$3,221,092
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	\$1,981,396
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	CONSTRUCTION	SN	MANAGED BY FDOT	*NON-SIS*	\$2,259,476
HIGHWAYS	CITRUS	2571653	257165 3	US 41 (SR 45) FROM SR 44 TO S OF WITHLACOOCHEE TRAIL BRIDGE	ADD LANES & RECONSTRUCT	02010000	0.936	MI	2	2	2	RIGHT OF WAY	SA	MANAGED BY FDOT	*NON-SIS*	\$163,000
HIGHWAYS	CITRUS	4058223	405822 3	US 19 (SR 55) FROM W JUMP COURT TO W FORT ISLAND TRAIL	ADD LANES & RECONSTRUCT	02030000	4.805	MI	4	6	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$1,161,795

APPENDIX F FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS														TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO		
GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDID	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	CITRUS	4058225	4058225	US 19 FROM W CARDINAL ST TO W GREEN ACRES ST	ADD LANES & RECONSTRUCT	02030000	2.045	MI	4	4	2	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	\$4,470
HIGHWAYS	CITRUS	4300211	4300211	CR490A/HALLS RIVER FROM W OF HALLS RIVER TO E OF HALLS RIVER	BRIDGE REPLACEMENT	02610000	0.333	MI	2	2	0	CONSTRUCTION	NHBR	MANAGED BY FDOT	*NON-SIS*	\$474,204
HIGHWAYS	CITRUS	4375141	4375141	US 19/US 98/SR 55/S SUNCOAST BLVD FR HERNANDO CO LN TO W GREEN ACRES	RESURFACING	02030000	6.809	MI	4	4	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*SIS*	-\$3,713
HIGHWAYS	CITRUS	4375141	4375141	US 19/US 98/SR 55/S SUNCOAST BLVD FR HERNANDO CO LN TO W GREEN ACRES	RESURFACING	02030000	6.809	MI	4	4	0	CONSTRUCTION	SA	MANAGED BY FDOT	*SIS*	\$326,175
HIGHWAYS	CITRUS	4396981	4396981	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605	MI	0	2	0	CONSTRUCTION	SR2T	MANAGED BY FDOT	*NON-SIS*	-\$6,979
HIGHWAYS	CITRUS	4396981	4396981	FOREST RIDGE ELEM FR CR486/NORVELL BRYANT HWY TO W LAKE BEVERLY DR	SIDEWALK	02000027	1.605	MI	0	2	0	PRELIMINARY ENGINEERING	SR2T	MANAGED BY FDOT	*NON-SIS*	-\$1,674
HIGHWAYS	CITRUS	4411041	4411041	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	-\$17,371
HIGHWAYS	CITRUS	4411041	4411041	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	CONSTRUCTION	SR2S	MANAGED BY FDOT	*NON-SIS*	-\$34,266

APPENDIX F FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS															TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO		
GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDID	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023	
HIGHWAYS	CITRUS	4411041	441104 1	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	CONSTRUCTION	SR2T	MANAGED BY FDOT	*NON-SIS*	\$7,566	
HIGHWAYS	CITRUS	4411041	441104 1	N TURKEY OAK DR FROM N BAY AVE TO SR 44	SIDEWALK	02000004	2.850	MI	0	2	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	-\$340	
HIGHWAYS	CITRUS	4466071	446607 1	NORTH G MARTINELLI BLVD @ RR CROSSING 628007L	RAIL SAFETY PROJECT		0.000		0	0	0	RAILROAD AND UTILITIES	RHH	MANAGED BY FDOT	*NON-SIS*	-\$1,745	
HIGHWAYS	CITRUS	4466101	446610 1	NORTH G.W. CARVER ROAD @ RR CROSSING 622600V	RAIL SAFETY PROJECT		0.000		0	0	0	RAILROAD AND UTILITIES	RHH	MANAGED BY FDOT	*NON-SIS*	-\$6,030	
HIGHWAYS	HERNANDO	2572984	257298 4	CR 578 (CO LINE RD) FROM E OF MARINER BLVD TO W OF SUNCOAST PARKWAY	ADD LANES & RECONSTRUCT	08000050	2.956	MI	2	2	2	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	\$5,000	
HIGHWAYS	HERNANDO	2572985	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492	MI	4	4	4	CONSTRUCTION	SU	MANAGED BY FDOT	*NON-SIS*	\$327,232	
HIGHWAYS	HERNANDO	2572985	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492	MI	4	4	4	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*NON-SIS*	\$66,363	
HIGHWAYS	HERNANDO	2572985	257298 5	CR 578 (CO LINE RD) FROM SUNCOAST PARKWAY TO US41 AT AYERS RD	NEW ROAD CONSTRUCTION	08000050	1.492	MI	4	4	4	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	-\$36,274	

APPENDIX F FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS														TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO		
GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDID	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	HERNANDO	2572986	257298 6	CR 578 @ MARINER INT FM SPRINGTIME STREET TO EAST OF MARINER BLVD	INTERSECTION IMPROVEMENT	08000050	0.674	MI	2	2	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	-\$37,335
HIGHWAYS	HERNANDO	4110122	411012 2	I-75 (SR 93) FROM N OF SR 50 TO HERNANDO/SUMTER CO/L	ADD LANES & REHABILITATE PVMNT	08150000	3.271	MI	4	4	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	-\$139,428
HIGHWAYS	HERNANDO	4167323	416732 3	SR 50 FROM E OF US 98/MCKETHAN RD TO E OF US 301	ADD LANES & REHABILITATE PVMNT	08070000	2.154	MI	4	4	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$9,563,130
HIGHWAYS	HERNANDO	4167324	416732 4	SR 50 FM WINDMERE RD/BRONSON BL TO E OF US 98/MCKETHAN RD	ADD LANES & REHABILITATE PVMNT	08070000	3.488	MI	5	5	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$2,035,373
HIGHWAYS	HERNANDO	4167351	416735 1	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	ADD LANES & REHABILITATE PVMNT	08002000	2.557	MI	4	4	2	PRELIMINARY ENGINEERING	NHPP	MANAGED BY FDOT	*SIS*	\$1,000
HIGHWAYS	HERNANDO	4167351	416735 1	SR 50/CORTEZ BLVD FROM W OF BUCK HOPE RD TO W OF JEFFERSON STREET	ADD LANES & REHABILITATE PVMNT	08002000	2.557	MI	4	4	2	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	\$396,192
HIGHWAYS	HERNANDO	4300512	430051 2	SR 50 FROM LOCKHART RD TO E OF REMINGTON RD	ADD LANES & REHABILITATE PVMNT	08070000	0.355	MI	4	4	2	CONSTRUCTION	GFSL	MANAGED BY FDOT	*SIS*	-\$50,217
HIGHWAYS	HERNANDO	4300512	430051 2	SR 50 FROM LOCKHART RD TO E OF REMINGTON RD	ADD LANES & REHABILITATE PVMNT	08070000	0.355	MI	4	4	2	CONSTRUCTION	NHPP	MANAGED BY FDOT	*SIS*	\$3,176

APPENDIX F FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS															TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO	
GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDID	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY FDOT	*NON-SIS*	-\$5,616
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-\$76,957
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-\$1,019
HIGHWAYS	HERNANDO	4337141	433714 1	LINDEN DR FROM CORONADO DR TO SPRING HILL DR	SIDEWALK	08000043	0.689	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY HERNANDO COUNTY BOCC	*NON-SIS*	-\$8,338
HIGHWAYS	HERNANDO	4367121	436712 1	BROOKSVILLE ELEMENTARY - HOWELL AVE FROM CROOM RD TO US 41/BROAD ST	SIDEWALK	08000007	0.602	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY FDOT	*NON-SIS*	-\$1,559
HIGHWAYS	HERNANDO	4374841	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233	MI	0	2	0	CONSTRUCTION	TALL	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	\$341,176
HIGHWAYS	HERNANDO	4374841	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	\$18,071
HIGHWAYS	HERNANDO	4374841	437484 1	W LANDOVER BLVD FROM NORTHCLIFFE BLVD TO ELGIN BLVD	SIDEWALK	08900006	1.233	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	\$340,971

APPENDIX F FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS															TIP FISCAL YEARS 2025-2029	
GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDID	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
HIGHWAYS	HERNANDO	4386511	438651 1	S LINDEN DRIVE SIDEWALK FROM COUNTY LINE RD TO SPRING HILL DR	SIDEWALK	08000043	2.610	MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	\$2,000
HIGHWAYS	HERNANDO	4394481	439448 1	US 98/SR 700/PONCE DE LEON FR N OF CITRUS WAY/CR491 TO S OF CITRUS WAY	ROUNDABOUT	08080000	0.495	MI	2	2	0	CONSTRUCTION	HSP	MANAGED BY FDOT	*NON-SIS*	-\$32,517
HIGHWAYS	HERNANDO	4395081	439508 1	ELGIN BLVD FROM DELTONA BLVD TO MARINER BLVD	SIDEWALK	08000042	2.520	MI	0	2	0	PRELIMINARY ENGINEERING	TALT	MANAGED BY FDOT	*NON-SIS*	-\$196
HIGHWAYS	HERNANDO	4395091	439509 1	DELTONA BLVD FROM ELGIN BLVD TO SR 50 (CORTEZ BLVD)	SIDEWALK	08000010	0.505	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY FDOT	*NON-SIS*	-\$5,988
HIGHWAYS	HERNANDO	4395091	439509 1	DELTONA BLVD FROM ELGIN BLVD TO SR 50 (CORTEZ BLVD)	SIDEWALK	08000010	0.505	MI	0	2	0	CONSTRUCTION	TALT	MANAGED BY HERNANDO COUNTY BOARD OF COUNTY	*NON-SIS*	-\$7,502
HIGHWAYS	HERNANDO	4413861	441386 1	US 41/SR 45/BROAD ST FR N OF INGRAM ST TO OAKS MHP	RESURFACING	08010000	1.952	MI	6	6	0	CONSTRUCTION	NHPP	MANAGED BY FDOT	*NON-SIS*	\$204,314
HIGHWAYS	HERNANDO	4472371	447237 1	US 98/SR 50 AT MONDON HILL RD	RESURFACING	08070000	0.265	MI	4	4	0	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*SIS*	\$580,222
HIGHWAYS	HERNANDO	4479481	447948 1	SR 50 FROM MONDON HILL RD TO S OF JASMINE DR	RESURFACING	08050000	4.147	MI	4	4	0	PRELIMINARY ENGINEERING	SA	MANAGED BY FDOT	*SIS*	\$1,044,978

APPENDIX F FDOT DISTRICT 7 ANNUAL LISTING OF OBLIGATED PROJECTS														TIP FISCAL YEARS 2025-2029 HERNANDO/CITRUS MPO		
GROUP	COUNTY	RELATED KEY	ITEM NO	DESCRIPTION	WORK MIX	ROADWAY	LENGTH	MEASCODE	LANES EXISTING	LANES IMPROVED	LANES ADDED	PHASE	WPFUNDID	RESPONSIBLE AGENCY MANAGING PROJECT	SIS	2023
MISC	CITRUS	4373491	437349 1	WITHLACOOCHEE-DUNNELLON TRAIL CONNECTOR FM N END WITHLA. TO S END DUNN	BIKE PATH/TRAIL		0.000		0	0	0	CONSTRUCTION	RED	MANAGED BY FDOT	*NON-SIS*	\$340,365
MISC	CITRUS	4373491	437349 1	WITHLACOOCHEE-DUNNELLON TRAIL CONNECTOR FM N END WITHLA. TO S END DUNN	BIKE PATH/TRAIL		0.000		0	0	0	CONSTRUCTION	SA	MANAGED BY FDOT	*NON-SIS*	\$83,441
MISC	CITRUS	4373491	437349 1	WITHLACOOCHEE-DUNNELLON TRAIL CONNECTOR FM N END WITHLA. TO S END DUNN	BIKE PATH/TRAIL		0.000		0	0	0	CONSTRUCTION	SN	MANAGED BY FDOT	*NON-SIS*	-\$29,897
PLANNING	HERNANDO	4387474	438747 4	HERNANDO PLANNING MODEL STUDIES	PLANNING MODELS/DATA UPDATE		0.000		0	0	0	PRELIMINARY ENGINEERING	SL	MANAGED BY FDOT	*NON-SIS*	\$1,000
PLANNING	HERNANDO	4393353	439335 3	HERNANDO/CITRUS FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING		0.000		0	0	0	PRELIMINARY ENGINEERING	PL	MANAGED BY HERNANDO COUNTY MPO	*NON-SIS*	-\$227,174
PLANNING	HERNANDO	4393354	439335 4	HERNANDO/CITRUS FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING		0.000		0	0	0	PRELIMINARY ENGINEERING	PL	RESPONSIBLE AGENCY NOT AVAILABLE	*NON-SIS*	\$1,112,137
														Total	\$25,827,855	

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## **Appendix G: Local Agency Capital Improvement Programs**

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**APPENDIX G: HERNANDO COUNTY, FLORIDA  
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO**

**APPENDIX G: HERNANDO COUNTY, FLORIDA**

**Department of Public Works FY 2025-29 CIP**

Projects by Category	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
<b>Capacity</b>	<b>10,142,460</b>	<b>17,513,300</b>	<b>8,704,000</b>	<b>5,732,000</b>	<b>15,193,000</b>	<b>15,031,000</b>	<b>62,173,300</b>
Anderson Snow/Corp Rdwy Inters Improv - 111817	7,170,900	-	-	-	-	-	-
Construction - 1013-34606-5616306	7,170,900	-	-	-	-	-	-
Ayers/Culbreath/Hayman Intersection Improv - 112004	-	604,000	2,100,000	-	-	-	2,704,000
Acquisition - 3333-03323-5606101	-	339,000	-	-	-	-	-
Construction - 3333-03323-5616306	-	-	2,100,000	-	-	-	2,704,000
Acquisition - 1017-03231-5606101	-	265,000	-	-	-	-	-
<b>Barclay Avenue Multilaning Ph 1 (SR50 to Lucky) - 100380</b>	<b>2,671,560</b>	<b>5,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>
Acquisition - 3334-03324-5606101	2,271,560	-	-	-	-	-	-
Design - 3334-03324-5616360	400,000	-	-	-	-	-	-
Construction - 3334-03324-5616360	-	5,000,000	-	-	-	-	5,000,000
<b>Barclay Avenue Multilaning Ph 2 (Elgin to San Antonio) - 100380</b>	<b>-</b>	<b>11,259,300</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,259,300</b>
Acquisition - 3334-03324-5606101	-	150,000	-	-	-	-	-
Design - 3334-03324-5616360	-	610,000	-	-	-	-	-
Construction - 3331-03321-5616360	-	5,158,000	-	-	-	-	-
Construction - 1017-03231-5616360	-	5,341,300	-	-	-	-	11,259,300
<b>Barclay Avenue Multilaning Ph 3 (San Antonio to Lucky) - 100380</b>	<b>-</b>	<b>-</b>	<b>520,000</b>	<b>1,250,000</b>	<b>1,250,000</b>	<b>-</b>	<b>3,020,000</b>
Acquisition - 3334-03324-5606101	-	-	-	1,250,000	1,250,000	-	3,020,000
Design - 3334-03324-5616360	-	-	520,000	-	-	-	-
<b>Coastal Way Intersection Imp - 105900</b>	<b>50,000</b>	<b>650,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>650,000</b>
Construction - 3331-03321-5616330	-	650,000	-	-	-	-	650,000
Acquisition - 3331-03321-5616330	50,000	-	-	-	-	-	-
<b>Kettering Road Multilaning (SR50 to Powerline) - 112049</b>	<b>-</b>	<b>-</b>	<b>4,059,000</b>	<b>1,107,000</b>	<b>9,594,000</b>	<b>-</b>	<b>14,760,000</b>
Construction - 1013-03211-5616306	-	-	-	-	9,594,000	-	14,760,000
Design - 1013-03211-5616306	-	-	2,952,000	-	-	-	-
Acquisition - 1013-03211-5616306	-	-	1,107,000	1,107,000	-	-	-
<b>Mariner W Frontage Rd (Evergreen Woods to Mariner) - 109900</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>474,000</b>	<b>577,500</b>	<b>1,051,500</b>
Acquisition - 3334-03324-5606101	-	-	-	-	345,000	-	-
Construction - 3334-03324-5616306	-	-	-	-	-	577,500	1,051,500
Design - 3334-03324-5616306	-	-	-	-	129,000	-	-
<b>SR50 Frontage Rd W of Mariner (Kadri to Evergreen) - 105840</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>953,500</b>	<b>953,500</b>
Acquisition - 3334-03324-5616340	-	-	-	-	-	530,000	-
Construction - 3334-03324-5616340	-	-	-	-	-	423,500	953,500

**APPENDIX G: HERNANDO COUNTY, FLORIDA  
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO**

Department of Public Works FY 2025-29 CIP							
PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Star Rd Imp - 105930	-	-	-	-	250,000	-	250,000
Acquisition - 3331-03321-5616321	-	-	-	-	250,000	-	250,000
Sunshine Grove Road Multilaning (Ken Austin to Hexam) - 112050	-	-	2,025,000	3,375,000	3,375,000	13,500,000	22,275,000
Construction - 1013-03211-5616306	-	-	-	-	-	13,500,000	22,275,000
Design - 1013-03211-5616306	-	-	2,025,000	-	-	-	-
Acquisition - 1013-03211-5616306	-	-	-	3,375,000	3,375,000	-	-
Weeping Willow Rd Imp - 105940	-	-	-	-	250,000	-	250,000
Acquisition - 3331-03321-5616321	-	-	-	-	250,000	-	250,000
Westside Elementary School Road Improv - 111956	250,000	-	-	-	-	-	-
Construction - 3334-03324-5616306	240,000	-	-	-	-	-	-
Design - 3334-03324-5616306	10,000	-	-	-	-	-	-

**APPENDIX G: HERNANDO COUNTY, FLORIDA  
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO**

Department of Public Works FY 2025-29 CIP							
PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
<b>Capital-Other</b>	<b>1,728,550</b>	<b>1,170,000</b>	<b>-</b>	<b>350,000</b>	<b>1,675,000</b>	<b>4,750,000</b>	<b>7,945,000</b>
<b>Cobblestone @ Spring Hill Intersection Improv - 109850</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>575,000</b>	<b>-</b>	<b>575,000</b>
Construction - 1015-03221-5616314	-	-	-	-	500,000	-	500,000
Design - 1015-03221-5616314	-	-	-	-	75,000	-	75,000
<b>County Line @ Anderson Snow Intersection Improv - TBD</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>325,000</b>	<b>-</b>	<b>325,000</b>
Construction - 1015-03221-5616314	-	-	-	-	250,000	-	250,000
Design - 1015-03221-5616314	-	-	-	-	75,000	-	75,000
<b>Cyril Bypass Rdwy (Grant) - 111150</b>	<b>1,728,550</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Construction - 1013-34702-5616316	<b>1,728,550</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DPW AC System Replacement - TBD</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>250,000</b>	<b>-</b>	<b>-</b>	<b>250,000</b>
Design - 1015-03221-5606201	-	-	-	25,000	-	-	25,000
Construction - 1015-03221-5606201	-	-	-	225,000	-	-	225,000
<b>DPW Building Exterior Restoration - TBD</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>100,000</b>
Construction - 1015-03221-5606201	-	-	-	100,000	-	-	100,000
<b>DPW Parking Lot Overlay - TBD</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>150,000</b>	<b>-</b>	<b>150,000</b>
Construction - 1015-03221-5606201	-	-	-	-	150,000	-	150,000
<b>Mariner Blvd Median Improvements - 112060</b>	<b>-</b>	<b>700,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>700,000</b>
Construction - 1015-03221-5616310	-	<b>700,000</b>	-	-	-	-	700,000
<b>Northcliff @ Deltona Intersection Improv - TBD</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>125,000</b>	<b>-</b>	<b>125,000</b>
Construction - 1015-03221-5616314	-	-	-	-	100,000	-	100,000
Design - 1015-03221-5616314	-	-	-	-	25,000	-	25,000
<b>Petit Lane Realignment - 111810</b>	<b>-</b>	<b>470,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>470,000</b>
Construction - 1013-03211-5616306	-	<b>470,000</b>	-	-	-	-	470,000
<b>Spring Lake @ SR50/Cortez Intersection Improv - TBD</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>750,000</b>	<b>850,000</b>
Construction - 1015-03221-5616314	-	-	-	-	-	750,000	750,000
Design - 1015-03221-5616314	-	-	-	-	100,000	-	100,000
<b>Weeki Wachee High School Road Imp - 111955</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>400,000</b>	<b>4,000,000</b>	<b>4,400,000</b>
Construction - 1013-03211-5616306	-	-	-	-	-	4,000,000	4,400,000
Design - 1013-03211-5616306	-	-	-	-	400,000	-	400,000

**APPENDIX G: HERNANDO COUNTY, FLORIDA  
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO**

<u>Department of Public Works FY 2025-29 CIP</u>							
PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
<b>Pavement Mgmt-Collector</b>	<b>2,601,000</b>	<b>7,235,440</b>	<b>20,905,910</b>	<b>5,228,000</b>	<b>12,619,250</b>	<b>4,858,500</b>	<b>50,847,100</b>
Anderson Snow Road Resurfacing (Spring Hill to Edward Knoll) - TBD	-	500,000	-	-	-	-	500,000
Construction - 1022-03241-5616305	-	455,000	-	-	-	-	-
Design - 1022-03241-5616305	-	45,000	-	-	-	-	500,000
Cedar Lane Resurfacing (SR50 to Powell) - TBD	-	-	-	-	-	1,319,950	1,319,950
Construction - 1022-03241-5616305	-	-	-	-	-	1,146,950	-
Design - 1022-03241-5616305	-	-	-	-	-	173,000	1,319,950
Citurs Way Resurfacing (Lake Lindsey to Kensington) - TBD	-	-	927,000	-	-	-	927,000
Construction - 1022-03241-5616305	-	-	842,000	-	-	-	-
Design - 1022-03241-5616305	-	-	85,000	-	-	-	927,000
Cobb Road Resurfacing (SR50 to Ponce DeLeon/US98) - 109750	-	-	3,184,750	-	-	-	3,184,750
Construction - 1022-03241-5616305	-	-	2,800,000	-	-	-	-
Design - 1022-03241-5616305	-	-	384,750	-	-	-	3,184,750
CR581/Emerson Road Resurfacing (Powell to SR50) - 111892	-	1,300,000	-	-	-	-	1,300,000
Construction - 1022-03241-5999078	-	250,000	-	-	-	-	1,300,000
Construction - 1022-34608-5616305	-	1,050,000	-	-	-	-	-
Croom Rd Safety Edge (US41 to Jacobson) - 109780	-	-	300,000	-	-	-	300,000
Construction - 1022-03241-5616305	-	-	300,000	-	-	-	300,000
Culbreath Road Resurfasing (Powell to Pasco) - 108290	-	-	-	-	2,374,000	-	2,374,000
Construction - 1022-03241-5616305	-	-	-	1,924,000	-	-	2,374,000
Design - 1022-03241-5616305	-	-	-	450,000	-	-	-
Deltona Blvd Resurfacing (Philatelic to Northcliff) - TBD	-	-	984,000	-	-	-	984,000
Construction - 1022-03241-5616305	-	-	894,000	-	-	-	-
Design - 1022-03241-5616305	-	-	90,000	-	-	-	984,000
Grove Road Resurfacing (SR50-Ken Austin Pkw/pvmt end) - 111690	-	-	-	250,000	1,250,000	-	1,500,000
Construction - 1022-03241-5616305	-	-	-	-	1,250,000	-	1,500,000
Design - 1022-03241-5606101	-	-	-	250,000	-	-	-
Hayman Road Resurfacing (Culbreath to Spring Lake) - 112019	-	-	3,157,260	-	-	-	3,157,260
Construction - 1022-03241-5616305	-	-	3,057,260	-	-	-	3,157,260
Design - 1022-03241-5616305	-	-	100,000	-	-	-	-
Hayman Road Safety Upgrade - 111893	-	950,440	-	-	-	-	950,440
Construction - 1022-03241-5616306	-	586,690	-	-	-	-	950,440
Construction - 1022-34605-5616306	-	363,750	-	-	-	-	-
Hickory Hill Resurfacing (Spring Lk to 2300' E of Baseball Pond) - TBD	-	-	770,000	-	-	-	770,000
Construction - 1022-03241-5616305	-	-	700,000	-	-	-	700,000
Design - 1022-03241-5616305	-	-	70,000	-	-	-	70,000

**APPENDIX G: HERNANDO COUNTY, FLORIDA  
LOCAL AGENCY CAPITAL IMPROVEMENT PLANS**

**TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO**

<b>Department of Public Works FY 2025-29 CIP</b>							
<b>PROJECTS BY CATEGORY</b>	<b>Sum of FY 2024</b>	<b>Sum of FY 2025</b>	<b>Sum of FY 2026</b>	<b>Sum of FY 2027</b>	<b>Sum of FY 2028</b>	<b>Sum of FY 2029</b>	<b>Sum of Total</b>
<b>Lake Lindsey Phase 4 Resurfacing - 109910</b>			<b>1,500,000</b>				<b>1,500,000</b>
Construction - 1022-03241-5616305			<b>1,500,000</b>				<b>1,500,000</b>
<b>Landover Blvd Phase 1 Resurfacing (Mariner N to Elgin) - 111947</b>			<b>880,000</b>				<b>880,000</b>
Construction - 1022-03241-5616305			<b>800,000</b>				<b>880,000</b>
Design - 1022-03241-5616305			<b>80,000</b>				
<b>Landover Blvd Phase 2 Resurfacing (Elgin to Mariner S) - 111948</b>			<b>1,200,000</b>				<b>1,200,000</b>
Construction - 1022-03241-5616305			<b>1,100,000</b>				
Design - 1022-03241-5616305			<b>100,000</b>				<b>1,200,000</b>
<b>Landover Blvd Phase 3 Resurfacing (Mariner S - Northcliff) - 111949</b>			<b>550,000</b>				<b>550,000</b>
Construction - 1022-03241-5616305			<b>500,000</b>				
Design - 1022-03241-5616305			<b>50,000</b>				<b>550,000</b>
<b>Lockhart Road Resurfacing (SR50 to Powerline Rd) - TBD</b>			<b>1,891,900</b>				<b>1,891,900</b>
Construction - 1022-03241-5616305			<b>1,641,900</b>				
Design - 1022-03241-5616305			<b>250,000</b>				<b>1,891,900</b>
<b>MLK Blvd Resurfacing - 108240</b>		<b>607,000</b>					<b>607,000</b>
Construction - 1022-03241-5616305		<b>552,000</b>					
Design - 1022-03241-5616305		<b>55,000</b>					<b>607,000</b>
<b>Northcliff Blvd Resurfacing (Azora to Mariner) - TBD</b>						<b>1,095,250</b>	
Construction - 1022-03241-5616305						<b>952,250</b>	
Design - 1022-03241-5616305						<b>143,000</b>	
<b>Northcliff Blvd Resurfacing (US19 to Azora) - TBD</b>			<b>296,000</b>	<b>1,968,000</b>			<b>2,264,000</b>
Construction - 1022-03241-5616305				<b>1,968,000</b>			
Design - 1022-03241-5616305			<b>296,000</b>				<b>2,264,000</b>
<b>Philatelic Drive Resurfacing - 112059</b>	<b>401,000</b>						
Construction - 1022-03241-5616367	<b>395,000</b>						
Design - 1022-03241-5616367	<b>6,000</b>						
<b>Powell Road Resurfacing (California to Suncoast Pkwy) - 111946</b>	<b>2,200,000</b>						
Construction - 1022-03241-5616305	<b>2,200,000</b>						
<b>Powell Road Resurfacing (Emerson to Spring Lake) - TBD</b>					<b>4,400,000</b>		<b>4,400,000</b>
Construction - 1022-03241-5616305					<b>4,000,000</b>		<b>4,400,000</b>
Design - 1022-03241-5616305					<b>400,000</b>		
<b>Powell Road Resurfacing (US41-Emerson) - 111700</b>			<b>2,250,000</b>				<b>2,250,000</b>
Construction - 1022-03241-5616305			<b>2,000,000</b>				<b>2,250,000</b>
Design - 1022-03241-5616305			<b>250,000</b>				
<b>Ridge Manor Blvd Resurfacing (SR50 to US301) - TBD</b>						<b>1,238,550</b>	<b>1,238,550</b>
Construction - 1022-03241-5616305						<b>1,076,550</b>	

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PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Design - 1022-03241-5616305	-	-	-	-	-	162,000	1,238,550
<b>Spring Hill Drive Phase 1 Resurfacing (US19 to Deltona) - 111951</b>	-	<b>2,300,000</b>	-	-	-	-	<b>2,300,000</b>
Construction - 1022-03241-5616305	-	<b>2,070,000</b>	-	-	-	-	-
Design - 1022-03241-5616305	-	<b>230,000</b>	-	-	-	-	<b>2,300,000</b>
<b>Spring Hill Drive Phase 2 Resurfacing (Deltona to Mariner) - 111952</b>	-	-	<b>2,300,000</b>	-	-	-	<b>2,300,000</b>
Construction - 1022-03241-5616305	-	-	<b>2,070,000</b>	-	-	-	-
Design - 1022-03241-5616305	-	-	<b>230,000</b>	-	-	-	<b>2,300,000</b>
<b>Spring Hill Drive Phase 3 Resurfacing (Mariner to E Linden) - 111953</b>	-	-	-	<b>2,300,000</b>	-	-	<b>2,300,000</b>
Construction - 1022-03241-5616305	-	-	-	<b>2,070,000</b>	-	-	-
Design - 1022-03241-5616305	-	-	-	<b>230,000</b>	-	-	<b>2,300,000</b>
<b>Spring Hill Drive Phase 4 Resurfacing (E Linden to Barclay) - 111954</b>	-	-	-	-	<b>2,300,000</b>	-	<b>2,300,000</b>
Construction - 1022-03241-5616305	-	-	-	-	<b>2,070,000</b>	-	-
Design - 1022-03241-5616305	-	-	-	-	<b>230,000</b>	-	<b>2,300,000</b>
<b>Spring Hill Drive Phase 5 Resurfacing (Barclay to California) - TBD</b>	-	-	-	-	-	<b>2,300,000</b>	<b>2,300,000</b>
Construction - 1022-03241-5616305	-	-	-	-	-	<b>2,070,000</b>	-
Design - 1022-03241-5616305	-	-	-	-	-	<b>230,000</b>	<b>2,300,000</b>
<b>Spring Hill Drive Phase 6 Resurfacing (California to US41/Broad) - TBD</b>	-	-	-	-	-	-	-
Construction - 1022-03241-5616305	-	-	-	-	-	-	-
Design - 1022-03241-5616305	-	-	-	-	-	-	-
<b>Sunshine Grove Resurfacing (Hexam-Centralia) - 111710</b>	-	-	-	-	<b>60,000</b>	<b>1,200,000</b>	<b>1,260,000</b>

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<u>Department of Public Works FY 2025-29 CIP</u>							
<b>PROJECTS BY CATEGORY</b>	<b>Sum of FY 2024</b>	<b>Sum of FY 2025</b>	<b>Sum of FY 2026</b>	<b>Sum of FY 2027</b>	<b>Sum of FY 2028</b>	<b>Sum of FY 2029</b>	<b>Sum of Total</b>
Construction - 1022-03241-5616305	-	-	-	-	1,200,000	-	-
Design - 1022-03241-5616305	-	-	-	60,000	-	-	1,260,000
<b>Thrasher Ave Resurfacing (Mellon to Pomp) - 109800</b>	-	-	<b>65,000</b>	<b>650,000</b>	-	-	<b>715,000</b>
Construction - 1022-03241-5616305	-	-	-	650,000	-	-	-
Design - 1022-03241-5616305	-	-	65,000	-	-	-	715,000
<b>Thrasher Ave Resurfacing (US19-Mellon) - 109790</b>	-	<b>32,500</b>	<b>650,000</b>	-	-	-	<b>682,500</b>
Construction - 1022-03241-5616305	-	-	650,000	-	-	-	-
Design - 1022-03241-5616305	-	32,500	-	-	-	-	682,500
<b>Waterfall Drive Resurfacing (County Line to Spring Hill) - TBD</b>	-	<b>700,500</b>	-	-	-	-	<b>700,500</b>
Construction - 1022-03241-5616305	-	608,500	-	-	-	-	-
Design - 1022-03241-5616305	-	92,000	-	-	-	-	700,500
<b>WPA Road Resurfacing (SR50 to Mondon Hill) - TBD</b>	-	<b>845,000</b>	-	-	-	-	<b>845,000</b>
Construction - 1022-03241-5616305	-	845,000	-	-	-	-	845,000

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<b>Department of Public Works FY 2025-29 CIP</b>							
<b>PROJECTS BY CATEGORY</b>	<b>Sum of FY 2024</b>	<b>Sum of FY 2025</b>	<b>Sum of FY 2026</b>	<b>Sum of FY 2027</b>	<b>Sum of FY 2028</b>	<b>Sum of FY 2029</b>	<b>Sum of Total</b>
<b>Pavement Mgmt-Residential</b>	<b>96,200</b>	<b>2,996,400</b>	<b>289,250</b>	<b>216,000</b>	<b>1,584,300</b>	<b>-</b>	<b>5,085,950</b>
Andy Pella Drive Resurfacing - 112058	96,200	-	-	-	-	-	-
Construction - 1022-03241-5616367	95,000	-	-	-	-	-	-
Design - 1022-03241-5616367	1,200	-	-	-	-	-	-
Calienta Stormwater/Rdwy Improvements - 111140	-	<b>2,996,400</b>	-	-	-	-	<b>2,996,400</b>
Construction - 3135-Grant-5616306	-	2,400,000	-	-	-	-	-
Construction - 7552-09552-5606309	-	596,400	-	-	-	-	<b>2,996,400</b>
Clayton Road Resurfacing - 108450	-	-	<b>173,250</b>	-	-	-	<b>173,250</b>
Construction - 1022-03241-5616367	-	-	165,000	-	-	-	-
Design - 1022-03241-5616367	-	-	8,250	-	-	-	<b>173,250</b>
Country Oak Drive Resurfacing - 111891	-	-	<b>116,000</b>	-	-	-	<b>116,000</b>
Construction - 1022-03241-5616367	-	-	110,000	-	-	-	-
Design - 1022-03241-5616367	-	-	6,000	-	-	-	<b>116,000</b>
Fairway Drive Resurfacing (Country Club to north end) - TBD	-	-	-	-	<b>243,000</b>	-	<b>243,000</b>
Construction - 1022-03241-5616367	-	-	-	-	221,000	-	-
Design - 1022-03241-5616367	-	-	-	-	22,000	-	<b>243,000</b>
Myers Road Resurfacing(Lockhart to south end) - TBD	-	-	-	-	<b>738,000</b>	-	<b>738,000</b>
Construction - 1022-03241-5616367	-	-	-	-	671,000	-	-
Design - 1022-03241-5616367	-	-	-	-	67,000	-	<b>738,000</b>
Navy Drive Resurfacing (Marine to Twin Dolphin) - TBD	-	-	-	-	<b>157,300</b>	-	<b>157,300</b>
Construction - 1022-03241-5616367	-	-	-	-	143,000	-	-
Design - 1022-03241-5616367	-	-	-	-	14,300	-	<b>157,300</b>
Old Trilby Road Resurfacing (Spring Lake to White) - 108430	-	-	-	-	<b>446,000</b>	-	<b>446,000</b>
Construction - 1022-03241-5616367	-	-	-	-	405,500	-	-
Design - 1022-03241-5616367	-	-	-	-	40,500	-	<b>446,000</b>
Redfox Lane Resurfacing - 108410	-	-	-	<b>135,000</b>	-	-	<b>135,000</b>
Construction - 1022-03241-5616367	-	-	-	127,000	-	-	-
Design - 1022-03241-5616367	-	-	-	8,000	-	-	<b>135,000</b>
Wildflower Drive Resurfacing - 111890	-	-	-	<b>81,000</b>	-	-	<b>81,000</b>
Construction - 1022-03241-5616367	-	-	-	79,000	-	-	-
Design - 1022-03241-5616367	-	-	-	2,000	-	-	<b>81,000</b>

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PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Sidewalks	<b>1,951,243</b>	-	-	-	-	-	-
Eastside Elem LAP (Raley from SR 50 to Roper) - 111270	<b>332,001</b>	-	-	-	-	-	-
Construction - 1013-34609-5616371	<b>332,001</b>	-	-	-	-	-	-
Freeport/Fox Chapel MS LAP; from Dltna to Nrthclf) - 111280	<b>552,251</b>	-	-	-	-	-	-
Construction - 1013-34610-5616371	<b>552,251</b>	-	-	-	-	-	-
S Linden SW LAP(Spring Hill to County Line) - 110030	<b>1,066,991</b>	-	-	-	-	-	-
Construction - 1013-34607-5616371	<b>1,066,991</b>	-	-	-	-	-	-

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PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Signal Systems							
County Line @ Linden Signalization - 111950	1,050,000	1,107,000	1,293,460	-	-	-	2,400,460
Construction - 1015-03211-5616307	300,000	-	-	-	-	-	-
Evergreen Woods @ SR50 Signalization Improv - 111809	300,000	-	-	-	-	-	-
Construction - 1015-03221-5616307	-	1,000,000	-	-	-	-	1,000,000
Fiber Optic-Northcliffe (Deltona-Explorer) - 106040	250,000	-	725,000	-	-	-	725,000
Construction - 1015-03221-5616307	-	-	725,000	-	-	-	-
Design - 1015-03221-5616307	250,000	-	-	-	-	-	725,000
Fiber Optic-Spring Hill Dr(Mariner-Coronado) - 109840	5,000	107,000	-	-	-	-	107,000
Construction - 1015-03221-5616307	-	107,000	-	-	-	-	-
Design - 1015-03221-5616307	5,000	-	-	-	-	-	107,000
Fiber Optic-SR50 (Wiscon-Cobb) - 106020	-	-	568,460	-	-	-	568,460
Construction - 1015-03221-5616307	-	-	568,460	-	-	-	-
Design - 1015-03221-5616307	-	-	-	-	-	-	568,460
Mariner @ Landover S Signal Upgrade - 109860	495,000	-	-	-	-	-	-
Construction - 1015-03221-5616307	495,000	-	-	-	-	-	-

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<u>Department of Public Works FY 2025-29 CIP</u>							
PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Stormwater	1,952,000	3,825,000	3,685,000	2,250,000	1,837,500	200,000	11,797,500
Alhambra Court Culvert Sliplining - TBD	-	-	-	125,000	-	-	125,000
Construction - 7552-09552-5606309	-	-	-	125,000	-	-	125,000
Baton Avenue Culvert Sliplining - TBD	-	-	-	125,000	-	-	125,000
Construction - 7552-09552-5606309	-	-	-	125,000	-	-	125,000
Bay Drive Culvert Lining - 112061	126,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	126,000	-	-	-	-	-	-
Clipper Court Drainage Improvement - 112056	-	325,000	-	-	-	-	325,000
Construction - 7552-09552-5606309	-	325,000	-	-	-	-	325,000
Coachman Road Culvert Sliplining - TBD	-	-	75,000	-	-	-	75,000
Construction - 7552-09552-5606309	-	-	75,000	-	-	-	75,000
Cobblestone Drive Culvert Sliplining - TBD	-	225,000	-	-	-	-	225,000
Construction - 7552-09552-5606309	-	225,000	-	-	-	-	225,000
Coronado/Little Farms Stormwater Retrofit - 109590	-	-	-	-	-	200,000	200,000
Construction - 7552-09552-5606309	-	-	-	-	-	200,000	200,000
Culbreath Rd@Carr Creek Flood Imp - 108510	2,750,000	-	-	-	-	-	2,750,000
Construction - 7552-09552-5606309	2,750,000	-	-	-	-	-	2,750,000
Emerson Rd Culvert Slip Lining - 111828	-	-	60,000	-	-	-	60,000
Construction - 7552-09552-5606309	-	-	60,000	-	-	-	60,000
Fillmore Street Culvert Lining - 112062	76,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	76,000	-	-	-	-	-	-
Highpoint Gardens Drainage Improvements - 111939	-	-	200,000	-	-	-	200,000
Construction - 7552-09552-5606309	-	-	200,000	-	-	-	200,000
Imogene Ln Culvert Replacement - 111829	-	-	-	250,000	-	-	250,000
Construction - 7552-09552-5606309	-	-	-	250,000	-	-	250,000
Lark Av Culvert Replacement - 111827	-	-	250,000	-	-	-	250,000
Construction - 7552-09552-5606309	-	-	250,000	-	-	-	250,000
Old Crystal River Road Drainage Improvements - 112057	-	350,000	-	-	-	-	350,000
Construction - 7552-09552-5606309	-	350,000	-	-	-	-	350,000
Peck Sink Drainage Improvements Phase I - 111813	-	-	-	1,550,000	-	-	1,550,000
Construction - 7552-09552-5606309	-	-	-	1,550,000	-	-	1,550,000
Peck Sink Drainage Improvements Phase II - 111814	-	-	-	-	1,737,500	-	1,737,500
Construction - 7552-09552-5606309	-	-	-	-	1,650,000	-	-
Design - 7552-09552-5606309	-	-	-	-	87,500	-	1,737,500
Pinehurst Drive Culvert Sliplining (6910) - TBD	-	175,000	-	-	-	-	175,000
Construction - 7552-09552-5606309	-	175,000	-	-	-	-	175,000

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<b>Department of Public Works FY 2025-29 CIP</b>							
<b>PROJECTS BY CATEGORY</b>	<b>Sum of FY 2024</b>	<b>Sum of FY 2025</b>	<b>Sum of FY 2026</b>	<b>Sum of FY 2027</b>	<b>Sum of FY 2028</b>	<b>Sum of FY 2029</b>	<b>Sum of Total</b>
Pinehurst Drive Culvert Sliplining (7665) - TBD			100,000				100,000
Construction - 7552-09552-5606310	-	-	100,000	-	-	-	100,000
Powell Rd Stormwater Improvements - 110080			-		100,000	-	100,000
Construction - 7552-09552-5606309	-	-	-	-	100,000	-	100,000
South Brooksville BMP-2 Drainage Improvements - 106220	500,000	-	3,000,000	-	-	-	3,000,000
Construction - 1555-33290-5626601	-	-	3,000,000	-	-	-	3,000,000
Design - 1555-33290-5626601	500,000	-	-	-	-	-	-
Waterfall Drive Culvert Sliplining - TBD			-	200,000	-	-	200,000
Construction - 7552-09552-5606308	-	-	-	200,000	-	-	200,000
WW Springs BMP-Geranium Ave Stormwater Retrofit - 109550	850,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	850,000	-	-	-	-	-	-
WW Springs BMP-Northcliffe Blvd Stormwater Retrofit - 109570	400,000	-	-	-	-	-	-
Construction - 7552-09552-5606309	400,000	-	-	-	-	-	-

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<u>Department of Public Works FY 2025-29 CIP</u>							
PROJECTS BY CATEGORY	Sum of FY 2024	Sum of FY 2025	Sum of FY 2026	Sum of FY 2027	Sum of FY 2028	Sum of FY 2029	Sum of Total
Surface Treatment	729,441	1,400,000	-	-	-	-	1,400,000
Dan Brown Hill Road Surface Treatment - TBD	-	1,400,000	-	-	-	-	1,400,000
Construction - 1013-03211-5616313	-	1,400,000	-	-	-	-	1,400,000
Ridge Manor Loop Multi Road Paving - 111816	729,441	-	-	-	-	-	-
Construction - 1013-03211-5616313	177,190	-	-	-	-	-	-
Construction - 1013-34602-5616313	552,251	-	-	-	-	-	-
<b>Grand Total</b>	<b>20,250,894</b>	<b>35,247,140</b>	<b>34,877,620</b>	<b>13,776,000</b>	<b>32,909,050</b>	<b>24,839,500</b>	<b>141,649,310</b>

## Transportation Funds

### Capital Improvement Project Summary

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Totals
<b>Funding Source</b>							
Grants	-	3,000,000	1,222,702	1,800,000	1,800,000	1,800,000	<b>9,622,702</b>
Other	-	7,757,425	10,343,234	12,929,043	12,929,043	12,929,043	<b>56,887,788</b>
Transportation and Gas Taxes	-	20,011,176	14,543,961	14,121,322	14,212,457	14,620,067	<b>77,508,983</b>
<b>Funding Source Total</b>	-	<b>30,768,601</b>	<b>26,109,897</b>	<b>28,850,365</b>	<b>28,941,500</b>	<b>29,349,110</b>	<b>144,019,473</b>
<b>Expenditures</b>							
Construction	-	24,647,001	21,043,297	23,196,665	24,090,000	23,800,960	<b>116,777,923</b>
Debt Service	-	2,936,600	2,934,600	2,933,700	2,931,500	2,928,150	<b>14,664,550</b>
Land	-	80,000	-	-	-	-	<b>80,000</b>
Other	-	1,860,000	1,860,000	1,860,000	1,860,000	1,860,000	<b>9,300,000</b>
Planning/Design	-	1,245,000	272,000	860,000	60,000	760,000	<b>3,197,000</b>
<b>Expenditures Total</b>	-	<b>30,768,601</b>	<b>26,109,897</b>	<b>28,850,365</b>	<b>28,941,500</b>	<b>29,349,110</b>	<b>144,019,473</b>
<b>Capital Improvement Project</b>							
2015 Transportation Bonds	-	735,700	735,500	734,500	735,400	733,550	<b>3,674,650</b>
2020 Transportation Bonds	-	2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	<b>10,989,900</b>
Annual Road Resurfacing Program	-	16,200,000	16,500,000	19,200,000	19,500,000	21,200,000	<b>92,600,000</b>
Bridge Repair - Museum Pt 019	-	-	-	-	-	-	-
Bridge Repairs - Ozello 009, 044 & 045	-	-	-	-	-	-	-
Bridge/Guardrail/Handrail Repair Program	-	250,000	250,000	250,000	150,000	150,000	<b>1,050,000</b>
CR 470 - Resurfacing SCOP	-	650,000	650,000	2,946,665	-	-	<b>4,246,665</b>
CR 491 & Hampshire Blvd Turn Lanes	-	570,000	462,000	-	-	-	<b>1,032,000</b>
CR 491 Next Phase Road Widening	-	-	-	-	-	-	-
E Turner Camp Rd - Resurfacing SCOP	-	3,178,450	-	-	-	-	<b>3,178,450</b>
Engineering Services	-	305,000	60,000	60,000	60,000	60,000	<b>545,000</b>
Ft Island Tr - Replace Guardrail at Bridge 024015	-	1,587,000	-	-	-	-	<b>1,587,000</b>
Functionally Classified Road Repair	-	500,000	500,000	500,000	500,000	-	<b>2,000,000</b>
Gas Tax Funding - Road Maintenance	-	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	<b>8,500,000</b>
Gas Tax Funding - Transit Operations	-	160,000	160,000	160,000	160,000	160,000	<b>800,000</b>
Guardrail & Handrail Installation Repair	-	100,000	100,000	100,000	100,000	-	<b>400,000</b>
Intersection Improvements	-	50,000	50,000	50,000	50,000	50,000	<b>250,000</b>
Kensington/ Rehill - Resurfacing SCOP	-	-	-	-	-	2,650,960	<b>2,650,960</b>
N Deltona Blvd - Resurfacing SCOP	-	508,561	-	-	-	-	<b>508,561</b>
N Dunkenfield Ave - Resurfacing SCOP	-	-	-	-	-	-	-
Path & Sidewalk Facility / Improvement	-	100,000	100,000	100,000	100,000	100,000	<b>500,000</b>
Re-Marking /Striping Existing County Roads	-	350,000	350,000	350,000	350,000	350,000	<b>1,750,000</b>
S Apopka Ave - Resurfacing SCOP	-	-	1,793,297	-	-	-	<b>1,793,297</b>
Safe Route to School PH II Forest Ridge	-	410,000	-	-	-	-	<b>410,000</b>
Turner Camp Rd Guardrail Replacement	-	-	-	-	-	-	-
W Dunklin St - Resurfacing SCOP	-	500,000	500,000	500,000	3,340,000	-	<b>4,840,000</b>
W Mustang Blvd - Resurfacing SCOP	-	712,990	-	-	-	-	<b>712,990</b>

## Annual Road Resurfacing Program

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T1993-12	Active		No

#### Project Description:

Resurfacing/maintenance of existing asphalt roads. Road resurfacing is funded from gas tax and ad valorem revenue. Prioritized resurfacing helps to reduce cost of maintaining existing County roads and keep roads from deteriorating to the point where major repairs or reconstruction becomes necessary.

The County is issuing an RFQ for Engineering services to evaluate and inventory paved county roads and develop a pavement preservation program. This analysis will review the roads to be evaluated following ASTM E3303 and will require annual Consultant update/maintenance.

Functionally Classified Roadway improvements as needed. Funded from gas tax revenue at 500,000 per year. The County has more than 300 miles of collector and arterial roadways which require periodic localized maintenance and repair. The BOCC directed staff to set a 20 year goal. Additional funding sources will be needed to meet the 20 year goal.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		8,442,575	6,156,766	6,270,957	6,570,957	8,270,957	35,712,212
Other		7,757,425	10,343,234	12,929,043	12,929,043	12,929,043	56,887,788
<b>Total Funding</b>		<b>- 16,200,000</b>	<b>16,500,000</b>	<b>19,200,000</b>	<b>19,500,000</b>	<b>21,200,000</b>	<b>92,600,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design		700,000		700,000		700,000	2,100,000
Construction		15,500,000	16,500,000	18,500,000	19,500,000	20,500,000	90,500,000
<b>Total Expenditures</b>		<b>- 16,200,000</b>	<b>16,500,000</b>	<b>19,200,000</b>	<b>19,500,000</b>	<b>21,200,000</b>	<b>92,600,000</b>

## Bridge/Guardrail/Handrail Repair Program

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T1993-14	Active		No

#### Project Description:

Maintenance for twenty-nine (29) county bridges as needed. Since the current maintenance program has been so successful, future repair costs may remain constant at \$50,000 per year. Funds are used to correct bridge deficiencies identified on Florida Department of Transportation (FDOT) bi-annual bridge inspection reports and make other repairs as necessary throughout the year. Guardrail and handrail installation repair as needed at \$100,000 per year. The County has nearly 200 sections of guardrails which require periodic maintenance and repair. The bridge/guardrail/handrail repair program will be funded from gas tax revenues.

Requested funding is necessary for Engineering and Permitting associated with repairs needed on bridges: 024015 - Ft Island Tr \$100,000; 024020 - Stokes Ferry \$100,000; 024022 - Turner Camp \$100,000

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		250,000	250,000	250,000	150,000	150,000	1,050,000
<b>Total Funding</b>	<b>-</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>150,000</b>	<b>150,000</b>	<b>1,050,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design		100,000	100,000	100,000			300,000
Construction		150,000	150,000	150,000	150,000	150,000	750,000
<b>Total Expenditures</b>	<b>-</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>150,000</b>	<b>150,000</b>	<b>1,050,000</b>



## Re-Marking /Striping Existing County Roads

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T1993-17	Active		No

#### Project Description:

Restripe existing county roads and other traffic safety related projects as directed by the Board of County Commissioners. Restriping improves safety by replacing worn or non-reflective striping to meet state requirements. This project is funded by gas tax revenue.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		350,000	350,000	350,000	350,000	350,000	1,750,000
<b>Total Funding</b>	-	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>1,750,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		350,000	350,000	350,000	350,000	350,000	1,750,000
<b>Total Expenditures</b>	-	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>1,750,000</b>

## Intersection Improvements

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T1993-32	Active		No

#### Project Description:

Intersection improvements as needed. Funded from gas tax revenue at \$50,000 per year. Construct intersection improvements to increase or improve traffic flow and safety. Projects are determined on an as needed basis.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	50,000	50,000	50,000	50,000	50,000	250,000
<b>Total Funding</b>	<b>-</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>250,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction	-	50,000	50,000	50,000	50,000	50,000	250,000
<b>Total Expenditures</b>	<b>-</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>250,000</b>



## Gas Tax Funding - Road Maintenance

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T1993-98	Active		No

#### Project Description:

A portion of the gas tax revenue is transferred to the Road and Bridge Fund for Road Maintenance Division's purchase of materials for maintenance of County infrastructure. This project provides funding for the Road Maintenance Operational Budget.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000
<b>Total Funding</b>	-	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>8,500,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Other		1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000
<b>Total Expenditures</b>	-	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>1,700,000</b>	<b>8,500,000</b>

## 2015 Transportation Bonds

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2012-02	Active		No

#### Project Description:

On October 13, 2015 the County issued \$10,580,000 in debt, at an interest rate of 3.50%, for the County Road 491 widening improvement project. These bonds mature on October 1, 2035 and are secured by a Covenant to Budget and Appropriate all legally available non-ad valorem revenues. The County plans to use gas tax revenues for the debt service payments.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		735,700	735,500	734,500	735,400	733,550	3,674,650
<b>Total Funding</b>	-	<b>735,700</b>	<b>735,500</b>	<b>734,500</b>	<b>735,400</b>	<b>733,550</b>	<b>3,674,650</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Debt Service		735,700	735,500	734,500	735,400	733,550	3,674,650
<b>Total Expenditures</b>	-	<b>735,700</b>	<b>735,500</b>	<b>734,500</b>	<b>735,400</b>	<b>733,550</b>	<b>3,674,650</b>



## Gas Tax Funding - Transit Operations

### Transportation Funds

**Project Number:** T2015-23      **Project Status:** Active      **Strategic Element:**      **Master Plan:** No

**Project Description:**

A portion of the 1-6 cents Local Option Fuel Tax is funding the cash match for County Bus (transportation) operations. This funding is authorized by Section 336.025 (7), F.S.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		160,000	160,000	160,000	160,000	160,000	800,000
<b>Total Funding</b>	<b>-</b>	<b>160,000</b>	<b>160,000</b>	<b>160,000</b>	<b>160,000</b>	<b>160,000</b>	<b>800,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Other		160,000	160,000	160,000	160,000	160,000	800,000
<b>Total Expenditures</b>	<b>-</b>	<b>160,000</b>	<b>160,000</b>	<b>160,000</b>	<b>160,000</b>	<b>160,000</b>	<b>800,000</b>

## N Dunkenfield Ave - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2020-01	Active		No

#### Project Description:

N. Dunkenfield Ave (SCOP Grant from W. Venable St. to 250 L.F. N. of N. Marion Way (1.9 miles). FDOT SCOP grant will provide a portion of the funding and the County will provide the remaining plus contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2018/2019 through 2022/2023 has been estimated at \$12,500 yearly. Once resurfacing has been completed in FY 2023/2024, the annual maintenance cost decreases to \$9,700.

Transportation and Gas Taxes	-
Grants	-
Construction	-

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		9,700	9,700	9,700	9,700	9,700	48,500
<b>Total Operational Impacts</b>	<b>-</b>	<b>9,700</b>	<b>9,700</b>	<b>9,700</b>	<b>9,700</b>	<b>9,700</b>	<b>48,500</b>



## W Mustang Blvd - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-01	Active		No

#### Project Description:

W. Mustang Blvd. SCOP Grant from Mesa Verde Dr. to CR 491(.65 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding, plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2020/2021 through 2023/2024 has been estimated at \$4,300 yearly. Once resurfacing has been completed in FY 2024/2025 the annual maintenance cost decreases to \$3,300.00

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		226,860					226,860
Grants		486,130					486,130
<b>Total Funding</b>	-	<b>712,990</b>	-	-	-	-	<b>712,990</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		712,990					712,990
<b>Total Expenditures</b>	-	<b>712,990</b>	-	-	-	-	<b>712,990</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		3,300	3,300	3,300	3,300	3,300	16,500
<b>Total Operational Impacts</b>	-	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>3,300</b>	<b>16,500</b>

## N Deltona Blvd - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-02	Active		No

#### Project Description:

N. Deltona Blvd.. SCOP Grant from CR 491 to Homeway Lp (.36 miles). FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding, plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2020/2021 through 2023/2024 has been estimated at \$2,400 yearly. Once resurfacing has been completed in FY 2024/2025 the annual maintenance cost decreases to \$1,800.00

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		161,815					161,815
Grants		346,746					346,746
<b>Total Funding</b>	<b>-</b>	<b>508,561</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>508,561</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		508,561					508,561
<b>Total Expenditures</b>	<b>-</b>	<b>508,561</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>508,561</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		1,800	1,800	1,800	1,800	1,800	9,000
<b>Total Operational Impacts</b>	<b>-</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>9,000</b>

## E Turner Camp Rd - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-03	Active		No

#### Project Description:

E. Turner Camp Rd.. SCOP Grant from Matthew Meadow to END (1.7 miles). FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding, plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance costs for FY 2020/2021 through 2023/2024 has been estimated at \$11,200 yearly. Once resurfacing has been completed in FY 2024/2025 the annual maintenance cost decreases to \$8,600.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		1,011,326					1,011,326
Grants		2,167,124					2,167,124
<b>Total Funding</b>		<b>- 3,178,450</b>					<b>- 3,178,450</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		3,178,450					3,178,450
<b>Total Expenditures</b>		<b>- 3,178,450</b>					<b>- 3,178,450</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		8,600	8,600	8,600	8,600	8,600	43,000
<b>Total Operational Impacts</b>		<b>- 8,600</b>	<b>8,600</b>	<b>8,600</b>	<b>8,600</b>	<b>8,600</b>	<b>43,000</b>

## CR 491 & Hampshire Blvd Turn Lanes

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2021-05	Active		No

#### Project Description:

The purpose of this project is to improve the left turn lane on CR 491 and construct a right turn lane on Hampshire Blvd. Project costs are as follows Engineer Design and Permitting \$140,000; Construction \$700,000. Right-of-way acquisition: (Does not include business damages or litigation costs \$80,000). Construction Administration/Inspection/ Testing \$112,000.. This County road is identified as an arterial roadway and is an evacuation route for the citizens of Citrus County in the case of emergencies or storm events. Additional road maintenance will be required in future years after completion of construction. Annual maintenance cost is estimated to be after completion of the project.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		570,000	462,000				1,032,000
<b>Total Funding</b>	<b>-</b>	<b>570,000</b>	<b>462,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,032,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design		140,000	112,000				252,000
Land		80,000					80,000
Construction		350,000	350,000				700,000
<b>Total Expenditures</b>	<b>-</b>	<b>570,000</b>	<b>462,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,032,000</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		28,000	28,500	28,500	28,500	28,500	142,000
<b>Total Operational Impacts</b>	<b>-</b>	<b>28,000</b>	<b>28,500</b>	<b>28,500</b>	<b>28,500</b>	<b>28,500</b>	<b>142,000</b>

## 2020 Transportation Bonds

### Transportation Funds

<b>Project Number:</b>	<b>Project Status:</b>	<b>Strategic Element:</b>	<b>Master Plan:</b>
T2021-10	Active		No

#### **Project Description:**

On May 11, 2020 the County issued \$26,680,000 in debt, at an interest rate of 3.00%, for the County Road 491 widening improvement project. These bonds mature on October 1, 2037 and are secured by a Covenant to Budget and Appropriate all legally available non-ad valorem revenues. The County plans to use gas tax revenues for the debt service payments.

### Funding Source

	<b>CCF</b>	<b>FY 24/25</b>	<b>FY 25/26</b>	<b>FY 26/27</b>	<b>FY 27/28</b>	<b>FY 28/29</b>	<b>Total</b>
Transportation and Gas Taxes		2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	10,989,900
<b>Total Funding</b>	<b>-</b>	<b>2,200,900</b>	<b>2,199,100</b>	<b>2,199,200</b>	<b>2,196,100</b>	<b>2,194,600</b>	<b>10,989,900</b>

### Expenditures

	<b>CCF</b>	<b>FY 24/25</b>	<b>FY 25/26</b>	<b>FY 26/27</b>	<b>FY 27/28</b>	<b>FY 28/29</b>	<b>Total</b>
Debt Service		2,200,900	2,199,100	2,199,200	2,196,100	2,194,600	10,989,900
<b>Total Expenditures</b>	<b>-</b>	<b>2,200,900</b>	<b>2,199,100</b>	<b>2,199,200</b>	<b>2,196,100</b>	<b>2,194,600</b>	<b>10,989,900</b>

## S Apopka Ave - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2022-01	Active		No

#### Project Description:

S. Apopka Ave SCOP Grant from AnnaJo Dr to SR 44 (3.6 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance cost for FY 2021/2022 through 2025 /2026 has been estimated at \$23,700 yearly. Once resurfacing has been completed in FY 2025/2026 the annual maintenance cost decreases to \$18,200.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes			570,595				570,595
Grants			1,222,702				1,222,702
<b>Total Funding</b>		<b>-</b>	<b>1,793,297</b>		<b>-</b>	<b>-</b>	<b>1,793,297</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction			1,793,297				1,793,297
<b>Total Expenditures</b>		<b>-</b>	<b>1,793,297</b>		<b>-</b>	<b>-</b>	<b>1,793,297</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		23,700	18,200	18,200	18,200	18,200	96,500
<b>Total Operational Impacts</b>		<b>-</b>	<b>23,700</b>	<b>18,200</b>	<b>18,200</b>	<b>18,200</b>	<b>96,500</b>



## Path & Sidewalk Facility / Improvement

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2022-02	Active		No

#### Project Description:

Path & Sidewalk Facility improvements as needed. Funded from gas tax revenue at \$100,000 per year. The County has more than 20 miles of paths and more than 60 miles of sidewalks with ADA ramps; which, require periodic maintenance and repair. Facility improvements may be staff initiated or concerned citizens contact their County Commissioners who generate a request to Public Works to review and provide solutions to correct intersections for the safety of the residents and visitors in Citrus County.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	100,000	100,000	100,000	100,000	100,000	500,000
<b>Total Funding</b>	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction	-	100,000	100,000	100,000	100,000	100,000	500,000
<b>Total Expenditures</b>	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>

## CR 470 - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2023-02	Active		No

#### Project Description:

CR470 SCOP Grant from N. Apopka Ave. to SR 44 (4.9 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. DOT is experiencing a funding shortfall and the anticipated grant funding is being reduced to \$1.8M. To keep the project funded the county will need to cover the shortfall. The Resurfacing Program has been in effect for over 20 years and the County has been using SCOP funding for resurfacing for over 15 years. Annual Road Maintenance cost for FY 2024/2025 through 2025/2026 has been estimated at \$32,258 yearly. Once resurfacing has been completed in FY 2026/2027, the annual maintenance cost decreases to \$24,772.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		650,000	650,000	1,146,665			2,446,665
Grants				1,800,000			1,800,000
<b>Total Funding</b>	<b>-</b>	<b>650,000</b>	<b>650,000</b>	<b>2,946,665</b>	<b>-</b>	<b>-</b>	<b>4,246,665</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		650,000	650,000	2,946,665			4,246,665
<b>Total Expenditures</b>	<b>-</b>	<b>650,000</b>	<b>650,000</b>	<b>2,946,665</b>	<b>-</b>	<b>-</b>	<b>4,246,665</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		32,258	32,258	24,772	24,772	24,772	138,832
<b>Total Operational Impacts</b>	<b>-</b>	<b>32,258</b>	<b>32,258</b>	<b>24,772</b>	<b>24,772</b>	<b>24,772</b>	<b>138,832</b>



## Engineering Services

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2023-05	Active		No

#### Project Description:

1. Requested \$60,000 funding is necessary to perform preliminary geotechnical investigation of the existing roadway facility.
2. Requested \$60,000 is needed to update signal warrant analysis.
3. Requested \$185,000 for Consulting Engineering Inspection Services.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	305,000	60,000	60,000	60,000	60,000	545,000
<b>Total Funding</b>	<b>-</b>	<b>305,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>545,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design	-	305,000	60,000	60,000	60,000	60,000	545,000
<b>Total Expenditures</b>	<b>-</b>	<b>305,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>545,000</b>

## Safe Route to School PH II Forest Ridge

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2023-06	Inactive		No

#### Project Description:

DOT is currently nearing completion of Phase I of the Safe Routes to Schools Sidewalk Project along Forest Ridge Blvd from CR 486 to Lake Beverly and planning to program engineering funding in FY 24 for Phase II of the Safe Routes to Schools Sidewalk Project along Forest Ridge Blvd from Lake Beverly Dr to Colbert Ct.

DOT has informed the County that storm water facilities associated with the sidewalk project is not eligible for SRTS funding. As such, DOT is looking for the County to address the funding shortfall.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		410,000					410,000
<b>Total Funding</b>	<b>-</b>	<b>410,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>410,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		410,000					410,000
<b>Total Expenditures</b>	<b>-</b>	<b>410,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>410,000</b>



## W Dunklin St - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-01	Active		No

#### Project Description:

W Dunklin St SCOP grant from CR495 to Citrus Springs Blvd (4.1 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. DOT is experiencing a funding shortfall and the anticipated grant funding is being reduced to \$1.8M. To keep the project funded the county will need to cover the shortfall. The Resurfacing Program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual Road Maintenance cost for FY 2024/2025 through 2026/2027 has been estimated at 27,000 yearly. Once resurfacing has been completed in FY 2027/2028, the annual maintenance cost decreases to 20,500.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		500,000	500,000	500,000	1,540,000		3,040,000
Grants					1,800,000		1,800,000
<b>Total Funding</b>	-	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>3,340,000</b>	-	<b>4,840,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		500,000	500,000	500,000	3,340,000		4,840,000
<b>Total Expenditures</b>	-	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>3,340,000</b>	-	<b>4,840,000</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		27,000	27,000	27,000	20,500	20,500	122,000
<b>Total Operational Impacts</b>	-	<b>27,000</b>	<b>27,000</b>	<b>27,000</b>	<b>20,500</b>	<b>20,500</b>	<b>122,000</b>

## Ft Island Tr - Replace Guardrail at Bridge 024015

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-02	Inactive		No

#### Project Description:

Replace Guardrail Systems along Ft Island Tr at Bridge No 024015. The Guardrail Systems along Ft Island Tr at Bridge No 024015 needs to be evaluated for safety and replacement. This project will provide funding to evaluate and replace the systems. Design/Engineering (80,000) and post design, bidding and contract administration (20,000). Maintenance costs will be determined as part of each specific project as they are developed.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	1,587,000					1,587,000
<b>Total Funding</b>	<b>-</b>	<b>1,587,000</b>					<b>1,587,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Planning/Design	-						-
Construction		1,587,000					1,587,000
<b>Total Expenditures</b>	<b>-</b>	<b>1,587,000</b>					<b>1,587,000</b>



## Bridge Repairs - Ozello 009, 044 & 045

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-04	Active		No

#### **Project Description:**

The proposed project is to provide funding for maintenance improvements to three bridges on Ozello Trail.

009 Colleen Canal \$270,000 (includes contingency)

044 Black Creek \$110,000 (includes contingency)

045 Saltwater Bay \$350,000 (includes contingency) DOT has inspected the noted county owned bridges and has recommended various maintenance improvements be addressed. Repair plans and permit/exemptions are complete.

Transportation and Gas Taxes

Construction

## Bridge Repair - Museum Pt 019

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-05	Active		No

#### **Project Description:**

The proposed project is to provide funding for maintenance improvements to the Museum Point Bridge (includes contingency). DOT has inspected the noted county owned bridges and has recommended various maintenance improvements be addressed. Repair plans and permit/exemptions are complete.

Transportation and Gas Taxes

Construction



## Guardrail & Handrail Installation Repair

### Transportation Funds

<b>Project Number:</b> T2024-06	<b>Project Status:</b> Cancel	<b>Strategic Element:</b>	<b>Master Plan:</b> No
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#### **Project Description:**

Guardrail and handrail installation repair as needed. Project will be funded from gas tax revenue at 100,000 per year. The County has nearly 200 sections of guardrails which require periodic maintenance and repair. Facility improvements may be staff initiated or concerned citizens contract their County Commissioners who generate a request to Public Works to review and provide solutions to correct the guardrail/handrail for the safety of the public.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes	-	100,000	100,000	100,000	100,000		400,000
<b>Total Funding</b>	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>400,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction	-	100,000	100,000	100,000	100,000		400,000
<b>Total Expenditures</b>	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>400,000</b>

## Functionally Classified Road Repair

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2024-07	Cancel		No

#### **Project Description:**

Functionally Classified Roadway improvements as needed. Funded from gas tax revenue at 500,000 per year. The County has more than 300 miles of collector and arterial roadways which require periodic localized maintenance and repair. Facility improvements may be staff initiated or concerned citizens contact their County Commissioners who generate a request to Public Works to review and provide solutions to correct localized pavements and roadway deficiencies on collector and arterial roadways.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes		500,000	500,000	500,000	500,000		2,000,000
<b>Total Funding</b>	-	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	-	<b>2,000,000</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction		500,000	500,000	500,000	500,000		2,000,000
<b>Total Expenditures</b>	-	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	-	<b>2,000,000</b>



## Kensington/ Rehill - Resurfacing SCOP

### Transportation Funds

Project Number:	Project Status:	Strategic Element:	Master Plan:
T2025-01	Active		No

#### Project Description:

Kensington/Rehill SCOP grant from SR44 to Citrus Hills Blvd (1.81 miles) FDOT SCOP grant will provide up to 75% of the funding and the County will provide the remaining funding plus a 10% contingency using gas tax revenue. The resurfacing program has been in effect for over 15 years and the County has been using SCOP funding for resurfacing for over 10 years. Annual road maintenance cost for FY 24/25 through FY 28/29 has been estimated at \$11,854 yearly. Once resurfacing has been completed in FY 28/29, the annual maintenance cost decreases to \$9,000.

### Funding Source

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Transportation and Gas Taxes						850,960	850,960
Grants						1,800,000	1,800,000
<b>Total Funding</b>		-	-	-	-	<b>2,650,960</b>	<b>2,650,960</b>

### Expenditures

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Construction						2,650,960	2,650,960
<b>Total Expenditures</b>		-	-	-	-	<b>2,650,960</b>	<b>2,650,960</b>

### Projected Operational Impacts

	CCF	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
Operating		11,854	11,854	11,854	11,854	9,000	56,416
<b>Total Operational Impacts</b>		<b>11,854</b>	<b>11,854</b>	<b>11,854</b>	<b>11,854</b>	<b>9,000</b>	<b>56,416</b>

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## APPENDIX G

TIP FY 2025 - FY 2029

## LOCAL AGENCY CAPITAL IMPROVEMENT PROGRAMS

HERNANDO/CITRUS MPO

## CITY OF BROOKSVILLE - SCHEDULE OF CAPITAL IMPROVEMENTS FOR 5-YEAR PROGRAM

Dept/ Division	Project	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Unscheduled
<b>COMMUNITY DEVELOPMENT CRA</b>							
Development - CRA	Parking Improvement Plan	\$ 25,000					
CRA	Downtown Revitalization (Streets, Sidewalks, Street Lights, Fire Hydrants)	\$ 50,000					
<b>CRA Sub-Total</b>		<b>\$ 75,000</b>					
<b>DPW STREETS AND DRAINAGE</b>							
Streets and Drainage	North Avenue Sidewalk Construction	\$ -	\$ -				\$ 1,000,000
Streets and Drainage	Milling/Resurface Program	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	
Streets and Drainage	Sidewalk Program (5,000 Linear Feet Each Year)	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	
<b>Streets and Drainage Sub-Total</b>		<b>\$1,000,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$600,000</b>	<b>\$1,000,000</b>
<b>Transportation TOTAL</b>		<b>\$ 1,075,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 600,000</b>	<b>\$ 1,000,000</b>

**APPENDIX G: CITY OF INVERNESS, FLORIDA  
LOCAL AGENCY CAPITAL IMPROVEMENT PROGRAMS**

**TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO**

PROJECT	STATUS	FUNDING SOURCE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Road Resurfacing	Ongoing	General Fund	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Sidewalk Improvements	Ongoing	General Fund	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
West Inverness Trail	Applied for Grant	Grant	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000
Wispering Pines Park Entrance (US 41N)	Ongoing	Tax Increment (GF)	\$300,000	\$1,000,000	\$0	\$0	\$0	\$1,300,000
		<b>Total</b>	<b>\$3,080,000</b>	<b>\$1,530,000</b>	<b>\$530,000</b>	<b>\$530,000</b>	<b>\$530,000</b>	<b>\$6,200,000</b>

## **Appendix H: 5-Year Schedule of Capital Improvements for Transit Systems in Citrus and Hernando Counties**

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APPENDIX H  
CITRUS COUNTY TRANSIT

TIP FY 2024-FY2029  
HERNANDO/CITRUS MPO

**Citrus County Transit Schedule of Capital Improvements FY 2025 - FY 2029**

**Project Description:** FY 2024/2025 project is based on the purchase of 3 wheelchair accessible passenger buses. All vehicles are ordered through the Florida Department of Transportation (FDOT) approved vendors and meet the FDOT / Federal Transit administration (FTA) criteria for replacement. FY 2024/2025 through FY 2028/2029 projects will replace 18 buses for both Para transit and the Deviated Fixed Route. FDOT recommends replacement of buses after 150,000 miles and/or five (5) years, whichever comes first. Using State toll revenue/transportation development credits, the purchase of buses/capital equipment is 100% funded by FTA/FDOT grants. FTA requires annual performance targets for the replacement of rolling stock (buses).

**Project Duration:** Ongoing

**CIE Requirement:** No

**Master Plan:** Yes

Citrus County Transit CIP Project Number GF1993-05

FUNDING SOURCE	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Taxes	\$ 67,000	\$ 67,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 359,000
Grants	\$ 600,000	\$ 1,324,020	\$ 600,000	\$ 600,000	\$ 600,000	\$ 3,724,020
<b>Total</b>	<b>\$ 667,000</b>	<b>\$ 1,391,020</b>	<b>\$ 675,000</b>	<b>\$ 675,000</b>	<b>\$ 675,000</b>	<b>\$ 4,083,020</b>
EXPENDITURES	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTALS
Equipment	\$ 667,000	\$ 1,391,020	\$ 675,000	\$ 675,000	\$ 675,000	\$ 4,083,020
<b>Total</b>	<b>\$ 667,000</b>	<b>\$ 1,391,020</b>	<b>\$ 675,000</b>	<b>\$ 675,000</b>	<b>\$ 675,000</b>	<b>\$ 4,083,020</b>

APPENDIX H: HERNANDO COUNTY, FLORIDA  
TRANSIT NEEDS (THEBus)

TIP FISCAL YEARS 2025-2029  
HERNANDO/CITRUS MPO

<u>Project</u>	<u>FY2025 Proposed</u>	<u>FY2026 Proposed</u>	<u>FY2027 Proposed</u>	<u>FY2028 Proposed</u>	<u>FY2029 Proposed</u>	<u>Total Proposed Projects</u>
108190 Replace Heavy Duty Fixed-Route Vehicles	\$1,800,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,600,000
108200 Replace ADA Paratransit Vehicles	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$4,050,000
108210 Bus Stop ADA Improvements	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$4,500,000
109220 Transit Shelter (s) & Amenities	\$230,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,630,000
111841 Fixed Route Vehicle	\$595,203	\$150,000	\$0	\$0	\$0	\$895,203
111842 Transfer Facility	\$5,000,000	\$3,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$23,000,000
	<u>\$8,575,203</u>	<u>\$5,000,000</u>	<u>\$3,850,000</u>	<u>\$3,850,000</u>	<u>\$3,850,000</u>	<u>\$41,675,203</u>

## **Appendix I: Transportation Disadvantaged 5-Year Work Programs**

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**APPENDIX I****TIP FY 2025 - FY 2029****TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM****HERNANDO/CITRUS MPO****HERNANDO COUNTY TRANSPORTATION DISADVANTAGED SERVICES**

	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>Total</b>
Section 5311	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Section 5310	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$1,875,000
Commission for Transportation Disadvantaged Trip & Equipment (T&E)	\$825,000	\$800,000	\$800,000	\$750,000	\$800,000	\$3,975,000
Commission for Transportation Disadvantaged Innovative Service Development Grant (ISD)	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Shirley Conroy Funding	\$0	\$132,000	\$0	\$132,000	\$0	\$264,000
<b>5-Year Program Total</b>	<b>\$1,650,000</b>	<b>\$1,757,000</b>	<b>\$1,625,000</b>	<b>\$1,707,000</b>	<b>\$1,625,000</b>	<b>\$8,364,000</b>

**APPENDIX I****TRANSPORTATION DISADVANTAGED 5-YEAR WORK PROGRAM****TIP FY 2025 - FY 2029****HERNANDO/CITRUS MPO****CITRUS COUNTY TRANSPORTATION DISADVANTAGED SERVICES**

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Section 5311 - Operating	\$235,260	\$200,522	\$177,519	\$247,772	\$247,772	\$1,108,845
CTD Trip and Equipment	\$644,054	\$644,054	\$650,000	\$650,000	\$650,000	\$3,238,108
State Block Grant - 5307/5311 match	\$319,518	\$329,104	\$329,104	\$350,000	\$441,543	\$1,769,269
<b>Total</b>	<b>\$1,198,832</b>	<b>\$1,173,680</b>	<b>\$1,156,623</b>	<b>\$1,247,772</b>	<b>\$1,339,315</b>	<b>\$6,116,222</b>

## **Appendix J: FDOT Review Comments for the Draft 5-YEAR TIP FY 2025-2029**

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**AGENDA ITEM E3**

**REVIEW AND RECOMMENDATION ON REVISION 3 OF THE FY2023-FY2024 OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)**

Attached is an amendment (Revision 3) to the Unified Planning Work Program for FY 2023-FY 2024. The amendment involves the moving of personnel funding from Task 1 Long-Range Transportation Planning to Task 3 Administration to complete the year. Additionally, the amendment involves the recognition of insurance proceeds Hernando County received from a trail counter that was stolen.

**Staff Recommendation:** It is recommended the CAC and BPAC review and recommend, separately by committee, the MPO Board approve Revision 3 of the FY2023-FY2024 UPWP.

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Attachments: To be Distributed at the Meeting